



Planning Committee

Wednesday 7 August 2024 at 6.00 pm

Conference Hall - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Please note this will be held as a physical meeting which all Committee members will be required to attend in person.

The meeting will be open for the press and public to attend or alternatively can be followed via the live webcast. The link to follow proceedings via the live webcast is available [HERE](#)

Membership:

Members

Councillors:

Kelcher (Chair)
S Butt (Vice-Chair)
Akram
Begum
Chappell
Dixon
Johnson
J. Patel

Substitute Members

Councillors:

Agha, Bajwa, Gbajumo, Mahmood, Mitchell and
Rajan-Seelan

Councillors
Hirani and Kansagra

For further information contact: James Kinsella, Governance Manager
james.kinsella@brent.gov.uk; 020 8937 2063

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[Council meetings and decision making | Brent Council](#)

Members' virtual briefing will take place at 12.00 noon.

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.

ITEM	WARD	PAGE
1. Apologies for Absence and Clarification of Alternative Members		
2. 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.		
3. Minutes of the previous meeting		To follow
APPLICATIONS FOR DECISION		
4. 21 / 2587 - Hereford House and Garages, Carlyon Vale & Exeter Court, Cambridge Road and Open Space and Play Area, Granville Road, London, NW6	Kilburn	5 - 70
5. 22 / 2477 - 245-249 and 253 Ealing Road, Wembley, HA0 1EX	Alperton	71 - 120
6. 22 / 4179 - 6 Deerhurst Road, London, NW2 4DE	Brondesbury Park	121 - 138
7. 24 / 02962 - Thanet Lodge Garages, Mapesbury Road, London, NW2 4JA	Brondesbury Park	139 - 158
8. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Deputy Director Democratic Services or their representative before the meeting in accordance with Standing Order 60.		

Date of the next meeting: Wednesday 11 September 2024



- Please remember to **SWITCH OFF** your mobile phone during the meeting.
- The meeting room is accessible by lift and seats will be provided for members of the public. Alternatively, it will be possible to follow proceedings via the live webcast [HERE](#)

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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. The development plan policies and material planning considerations that are relevant to the application are discussed within the report for the specific application
5. 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.
6. 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.
7. 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.
8. 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.
9. 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.

10. 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

11. The Community Infrastructure Levy (CIL) is a charge levied on floor space arising from development in order to fund infrastructure that is needed to support development in an area. Brent CIL was formally introduced from 1 July 2013.
12. The Council has an ambitious programme of capital expenditure, and CIL will be used to fund, in part or full, some of these items, which are linked to the Infrastructure Delivery Plan (IDP).
13. Currently the types of infrastructure/specific infrastructure projects which CIL funds can be found in the Regulation 123 List.
14. The Regulation 123 list sets out that the London Borough of Brent intends to fund either in whole or in part the provision, improvement, replacement, operation or maintenance of new and existing:
- 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,
- except unless the need for specific infrastructure contributions is identified in the S106 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. We are also a collecting authority for the Mayor of London's CIL 'Mayoral CIL' which was introduced from 1 April 2012 to help finance Crossrail, the major

new rail link that will connect central London to Reading and Heathrow in the West and Shenfield and Abbey Wood in the East.

16. In February 2019 the Mayor adopted a new charging schedule (MCIL2). MCIL2 came into effect on 1 April 2019 and superseded MCIL1. MCIL2 will be used to fund Crossrail 1 (the Elizabeth Line) and Crossrail 2.
17. For more information:
Brent CIL: <https://www.brent.gov.uk/services-for-residents/planning-and-building-control/planning-policy/community-infrastructure-levy-cil/>
Mayoral CIL: <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/mayoral-community-infrastructure-levy>
18. 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 section 106 agreement. Where these are necessary, it will be explained and specified in the agenda reports

Further information

19. 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

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

Recommendation

21. 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

7 August, 2024
04
21/2587

SITE INFORMATION

RECEIVED	5 July, 2021
WARD	Kilburn
PLANNING AREA	Brent Connects Kilburn
LOCATION	Hereford House and garages, Carlton Vale & Exeter Court, Cambridge Road & Open Space and Play Area, Granville Road, London, NW6
PROPOSAL	Full planning application for the demolition of the existing Hereford House and Exeter Court buildings and the construction of four new residential buildings ranging from 3-13 storeys, the provision of flexible non-residential floorspace at ground floor of Block C1, a new public urban park and new access road along the western side of the site, cycle and blue badge car parking and associated infrastructure
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 https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_155987</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 "21/2587" (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 the application's referral to the Mayor of London (Stage 2 referral).

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. 3 Year Time Limit
2. Approved Drawings/Plans
3. Affordable Unit Mix
4. Private Unit Mix
5. Accessible Homes
6. Refuse and Cycle Stores
7. Commercial Floor Area
8. Resident Access to Communal Courtyard
9. Public Access to Open Space
10. Non-Mobile Machinery
11. Water Consumption Targets
12. Fire Evacuation Lifts
13. Flood Risk Assessment and Drainage
14. Fire Safety Strategy
15. Materials – Samples
16. Materials - Construction Details
17. Nominations Agreement
18. Highways Works
19. Energy Assessment
20. South Kilburn District Heat Network
21. Overhearing
22. Wind/Micro Climate Mitigation
23. Mechanical Plant
24. Internal Noise
25. Contamination
26. Construction Method Statement
27. Construction Logistics Plan
28. Thames Water Piling
29. Bat Survey
30. Details of Satellites
31. External Lighting
32. Arboricultural Impact Assessment and Method Statement
33. Landscape Design
34. Parking Management
35. Circular Economy
36. Digital Connectivity
37. TfL Contribution
38. Brent Parks Contribution
39. Whole Life Carbon
40. Training and Employment
41. Peregrine Falcon Surveys
42. Delivery and Servicing Plan

Informatives as listed in the Committee Report.

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 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.

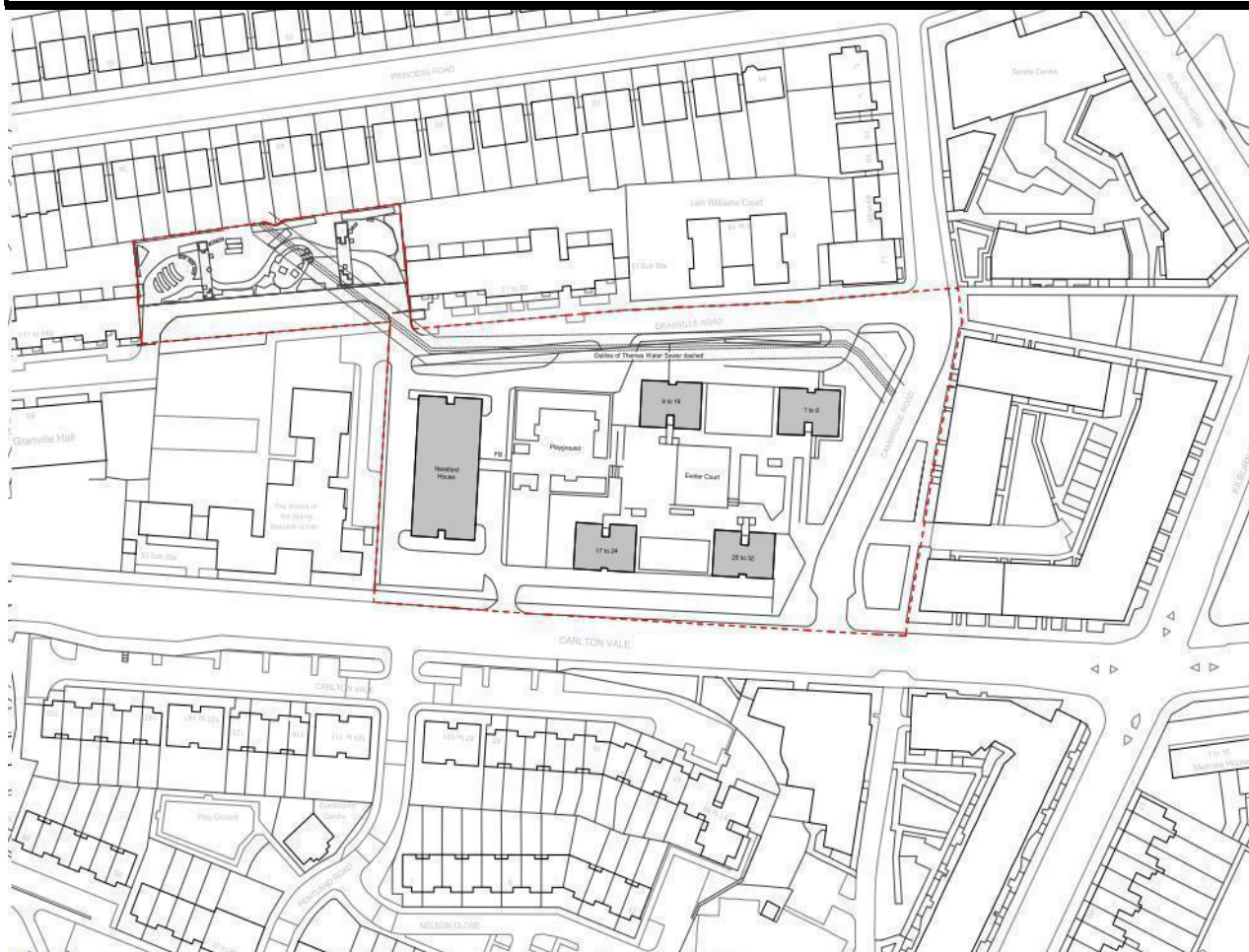
SITE MAP



Planning Committee Map

Site address: Hereford House and garages, Carlton Vale & Exeter Court, Cambridge Road & Open Space and Play Area, Granville Road, London, NW6

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This map is indicative only.

PROPOSAL IN DETAIL

The development proposes the demolition of the existing Hereford House and Exeter Court buildings and the construction of four new residential buildings ranging from 3-13 storeys, the provision of flexible non-residential floorspace at ground floor of Block C1, a new public urban park and new access road along the western side of the site, cycle and blue badge car parking and associated infrastructure. An overview of each area is summarised below:

Block A:

A six storey mansion block fronting Granville Road. The building contains a total of 42 social rent homes (8 x 1 bed, 11 x 2 bed, 15 x 3 bed and 8 x 4 bed). The building has rear balconies and access to the rear private communal courtyard shared with Blocks B and C. A residential lobby, refuse stores and cycle stores are provided at ground floor.

Block B:

A six storey mansion block fronting Carlton Vale. The building contains a total of 68 market homes (34 x 1 bed, 22 x 2 bed and 12 x 3 bed). The building has rear balconies and access to the private communal courtyard shared with Blocks A and C. A residential lobby, refuse stores are provided at ground floor.

Block C:

Block C consists of two blocks C1 (13 storeys) and C2 (nine storeys) connected by a one storey ground floor that fills the footprint and bridges the two blocks. The building fronts the public park. The building contains a total of 124 homes. C1 contains all market homes (45 x 1 bed and 28 x 2 bed) while C2 contains 51 social rent homes (29 x 1 bed, 20 x 2 bed and 2 x 3 bed). The ground floor contains a large glazed shared lobby which divides into a market residential lobby and social rent lobby, a commercial unit of 135 sqm, refuse stores and cycle stores. A basement would be constructed to provide additional cycle storage for Blocks A, B and C. The building has balconies on each corner of the block and has access to the private communal courtyard shared with Blocks A and B.

Block D:

A row of three storey terraced houses with fourth storey pop-up elements. The building fronts the access route on Granville Road. Block D creates 16 social rent homes (8 x 4 bed and 8 x 5 bed). Each house has a front and rear garden with separate refuse and cycle storage.

Landscaping

Significant landscaping is proposed throughout the site. This is predominant comprised of a resident's communal courtyard (1,845 sqm) between Blocks A, B and C and a Public Park (2,400 sqm) between the frontage of Block C and Cambridge Road. The public park contains a playground, a picnic area and an 'Urban Woodland'. The landscaped areas have also been designed to form a part of the surface water strategy. The development is car-free. The site would retain 60 on street car parking spaces along Cambridge Road, Granville Road and a new access road to the western of the site including 8 blue badge parking bays and electric vehicle charging points that will be carried out in line with Transportation requirements under a Highways Agreement.

Amendments since submission

A number of amendments were made to the scheme as a result of comments raised by officers and the GLA/TfL during the course of the consultation exercise as well as updates to Fire Safety Regulation and changes in viability.

The main changes to the scheme when compared to the initially submitted scheme are a result of updates to Fire Safety Regulation Standards and London Plan Guidance. This effected the internal and external arrangement of Blocks A, B and C. The alterations also alter the housing layouts on the residential floors of the proposed blocks and changes at ground floor level to communal and ancillary spaces in order to accommodate the different core geometry.

The housing tenure and unit mix was also reviewed. The South Kilburn Housing Need Assessment review identified that a larger number of smaller units are required to facilitate the decant of residents from future phases of the masterplan. The Hereford and Exeter project continued to face significant viability issues. The

intermediate affordable units have been removed from the scheme in lieu of private tenure units. The provision of social rent affordable housing has therefore been maximised for those most in need and assists the viability position for the scheme.

As a result of these amendments a number of updates were required to the scheme:

- The change in unit numbers, size and tenure mean that there is a slight reduction in child yield and therefore the required play space provision
- The increase in the footprint of the buildings to accommodate fire safety requirements has resulted in a reduction to the soft landscaping measures within the private courtyard and Urban Greening Factor score
- A slight reduction in size of the Public Open Space provided at 2,400 sqm
- Increase in quantum of cycle parking spaces
- The daylight, sunlight and overshadowing assessment has been updated to reflect the alterations to the massing
- The commercial and residential refuse arrangements have been changed to reflect the new layouts.

EXISTING

The application site is located in within the South Kilburn Estate, at the southern end of the “Heritage Quarter”. The site includes Hereford House, Exeter House, and the Granville Road Play Area and covers an area of approximately 1.57 hectares and is bound by Carlton Vale to the south, Granville Road to the north, Cambridge Road to the east, and Islamic Republic School of Islam to the west.

It covers an area of approximately 1.57 hectares and currently contains 167 residential units, comprised of a mixture of local authority secure tenants and owner/occupiers leaseholders and 3,750sqm of storage/warehousing floorspace.

The site comprises buildings of between 1 and 18 storeys and prior to their vacancy, accommodated both residential and commercial uses.

SUMMARY OF KEY ISSUES

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

Representations Received: 5 responses were received including 1 objection, 3 neutral comments and 1 letter of support. Further details of the comments received are discussed within the Consultation section below.

Principle: Having regard to the to the aspirations of the South Kilburn Masterplan, the result of the 2019 Residents Ballot, and Site Allocation Policies BSESA8 Hereford & Exeter Court and BSEAS11 Old Granville Open Space, which has allocated the site for mixed tenure housing and a new open space, the principle of the redevelopment of the site is accepted.

Height, Layout and Design: The development proposes buildings ranging from 3 to 13 storeys. The site is within a designated tall building zone. At its highest part (13 storeys), the Block C1 would be a storey taller than envisaged by the South Kilburn SPD. However, officers consider that the applicants have successfully demonstrated a logical and robust approach to the height and massing, arranged around landscaped areas with the tallest element adjacent to the proposed park. The proposed buildings also sit lower than the existing Hereford House. A visual impact assessment has been submitted, which demonstrates that the buildings would meet several key criteria covering likely visual, functional and environmental impacts, and therefore meet the requirements of London Plan Policy D9. In terms of design, the buildings are well arranged with attractive façade compositions contributing to a strong streetscene character.

Heritage Assets: The development site, whilst not occupied by any heritage assets, sits near to the South Kilburn Conservation Area and to various listed buildings within the Conservation Area, the grade I listed Church of St Augustine. Although elements of the scheme will be visible from within the Conservation Area and the listed Church, it is considered that in heritage terms, no harm arises to the identified heritage assets.

Affordable Housing/Unit Mix: The existing site has 150 social rent properties. The proposed development would provide 109 (44%) social rent homes (51% by habitable room). Whilst there would be a net loss in social rent homes, there would be a net increase in socially rented floorspace, 957 sqm. The scheme would meet targets set out in policy but has been demonstrated to represent the maximum reasonable proportion of Affordable Housing. In terms of dwelling sizes, 53 of the dwelling proposed will be family sized, equating to 21.2%. While this falls short of policy targets, (which would require 62.5 homes) it is a net increase of 20 dwellings overall and 15 net social rent units. The unit mix balances the affordable housing provision and reflects the updated Housing Needs Assessment for the South Kilburn area and is considered acceptable on this basis.

Quality of Residential Accommodation: The residential accommodation proposed is of sufficiently high quality, meeting the particular needs and requirements of future occupiers. The flats would predominantly be dual aspect (67% of homes) providing good outlook and light. The amount of external private/communal space meets London Plan requirements but does not fully meet Brent's numerical requirements set out within policy BH13, however, the development provides good quality amenity space and a new Urban Park adjacent to the new homes and as such this is considered of sufficient quality and provides a variety of external communal spaces and on-site play for future occupiers.

Impact on Neighbouring Properties: The development would have some impact on the neighbouring properties, largely in terms of loss of daylight and there would be some shortfalls against BRE guidelines, in particular to the properties to north on Granville Road. However, the applicant has demonstrated in their submission that existing building arrangement and features of these affected homes have restricted access to light, including projecting balconies and the properties being low lying which distort the reported values. The level of impact is not considered to be unduly detrimental given the general high level of compliance given the urban nature of the scheme. The overall impact of the development is considered acceptable, particularly in view of the wider benefits of the scheme in terms of the Council's strategic objectives.

Transport: Out of the 66 existing car parking spaces, 60 will be re-provided in the form of on street car parking bays. There will be no private car parking and the on street spaces will form part of the two Controlled Parking Zones (CPZ) surrounding the site including 8 blue badge parking bays. The car parking spaces are for existing social rented occupiers within the South Kilburn Regeneration Area who are vehicle owners and have the right to return. The car parking spaces will be removed once they become redundant, replacing these as disabled car parking bays or converting to public realm. Otherwise, new market tenure dwellings would be subject to a 'car free agreement'. Cycle parking has been proposed to meet London Plan standards with some spaces allocated internally. Contributions are also sought by TfL towards improvements to bus services. The proposal is considered to be acceptable in relation to the potential transportation impacts subject to the conditions and obligations set out within the recommendation section of this report.

Landscape, Ecology, Biodiversity and Flooding/Drainage: There are 39 trees on site. There would be a net increase of over 100 trees on site, with 45 of these planted within the Granville Urban Park and new street trees on Carlton Vale and Granville Road. The site is not within any designated ecological assets. The site achieves an urban greening factor of 0.33 which falls short of targets but this will be maximised through the application site with final landscaping details secured via condition. Flood risk has been assessed, and the site represents a betterment reducing surface water run off to greenfield rates. Sustainable Drainage Systems (SuDS) measures are proposed to address surface water management, with further details of the drainage strategy to be secured by condition(s).

Environmental Impact, Sustainability and Energy: The measures outlined by the applicant achieve the overall required improvement on carbon savings within London Plan policy, further clarification of some matters is sought by the GLA ahead of a Stage 2 referral. 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 existing/future residential occupiers.

RELEVANT SITE HISTORY

None.

CONSULTATIONS

Public Consultation

675 neighbouring properties were notified of the application included addresses on Cambridge Road,

Cambridge Gardens, Carlton Vale, Hansel Road, Kilburn Park Road, Princess Road, Rudolph Road and Hansel Road. Initial consultation was sent on 14/07/2021. A further round of consultation to neighbouring properties was sent 26/02/2024 following the scheme alterations with submission of revised plans and documents.

In addition, site notices were displayed at the site and a press notice placed in the local paper.

As a result, a total of 5 representations were received: 1 objection, 3 neutral comments and 1 comment of support.

Submitted comments are summarised in the table below:

Public Comments	Officers Response
<i>Flood Risk and Drainage</i>	
Increase risk of flooding in local area and in turn the neighbouring properties	The application has been accompanied by a drainage strategy and FRA to demonstrate how the development has been designed to minimise flood risk. The development includes green roofs and SuDS to achieve a reduction in surface water run off over the existing arrangement. Please see Flood Risk and Drainage section of the report (Paragraphs 246-261)
Concerns regarding the new buildings have flat roofs and additional hard surfacing.	
<i>Housing</i>	
In support of new residential building	This is noted.
Concerns regarding loss of council flats	The proposal does result in the net loss of social rented homes, however there is an increase in socially rented floorspace. Please see Estate Regeneration section of the report (Paragraphs 1-5)
<i>Transport and Highways</i>	
Support for cycle store and blue badge parking	This is noted.
Support for new access road	This is noted.
Support for on street electric vehicle charging points	This is noted.
<i>Trees</i>	
Request for the mature trees within Old Granville Open Space to be retained where possible to provide privacy for Princess Road residents. Existing trees cannot be effectively replaced with planting	The trees in the existing Open Space close to the boundary with Princess Road gardens have been indicated for removal: T33, T34, T35 and T37. This is to facilitate the construction of the houses in this location. Please see Trees section of the report for more information on Trees (Paragraph 204) and Impact to Neighbouring Amenity section (Paragraph 89) that outlines that adequate privacy will be retained to rear gardens on Princess Road.
Request to retain the mature trees along Carlton Vale. The removal of trees in this location does not support the Carlton Vale tree-lined boulevard vision or good public realm	The trees along Carlton Vale: T4, T5, T6, T7, T8, and T9 have been indicated for removal. This is due to the building line of Block B. Please see Trees section of the report for more information on Trees. (Paragraph 203)
<i>Open Space</i>	
Concerns regarding loss of public open space and proposed fenced courtyard	The proposed courtyard serves as a private amenity space for the proposed dwellings. The current buildings offer limited private amenity space and while the current podium is publicly accessible, the design and layout creates poor

	public realm. The loss of Old Granville Open Space will be re-provided to the east of the site.
<i>Viability</i>	
Comments relating to developer profit and lack of a Financial Viability Assessment (FVA).	A FVA was submitted with the application and the report and relevant inputs have been scrutinised. Please see Affordable Housing section of the report (Paragraphs 16-18).

Statutory/ External Consultees

Greater London Authority (GLA) (Stage 1 response):

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

Land Use Principles:

The principle of redeveloping the site is supported in principle. The scheme would result in a small reduction in social rent units compared to existing but an uplift in habitable rooms and floorspace and broadly has followed the principles of the Mayor's Good Practice Guide to Estate Regeneration (GPGER). However, more information needs to be supplied with the Statement of Community Involvement (SCI) to show how residents have influenced the master planning process. Notwithstanding this, the historic loss and potential under-reprovision of social rent housing across the wider South Kilburn estate area needs to be fully explained and justified.

Affordable housing:

The scheme proposes 14% affordable housing by habitable room on the uplift comprising 27% social rent and 73% shared ownership. GLA officers have reviewed the applicant's FVA and the consider the applicants deficit to be significantly overstated. The affordability of these units should be secured as well as the provisions for an early and late stage viability review in accordance with the viability tested route (it should be noted that the scheme has since been amended to include 109 social rent homes (51% by habitable room).

Playspace:

The applicant should identify the areas attributed to playspace within the scheme on a plan for clarity. A financial contribution toward off site 12+ playspace would need to be secured.

Urban Design:

Careful design of the urban park is required to ensure clear physical separation and screening of noise and pollution from the road, and delineation between the open space and pedestrians using the pavement. It is unclear how access to the courtyard is to be controlled. The applicant should indicate how the future layout and public realm approach to the site to the west will relate to the proposed to ensure consistency of landscaping and a safe, high quality pedestrian environment. The ground level units with bedrooms facing directly into the courtyard and street facing are likely to lack a sufficient level of privacy. The applicant should explore the option of introducing duplex units with individual front doors to help activate the public realm and limit the number of bedrooms facing onto the street. The applicant should address functionality points raised and provide an assessment of cumulative impacts in order to conclude the Policy D9 assessment. The fire strategy currently lacks sufficient detail and a revised document should be provided. In particular, a commitment to providing fire evacuation lifts should be made. Comment raised regarding wheelchair accessible housing should also be addressed.

Transport:

The provision of street lighting and wayfinding on-site would be supported. The relevant highway works should be secured via S278 agreement with the Council. Active Travel Zone (ATZ) mitigation should be secured. A bus contribution is requested of £156,000. A mechanism to ensure a reduction in on-site parking as these spaces are no longer needed should be secured. Further details of cycle parking should be provided including commercial parking. A travel plan should be secured as well as the provision of a delivery and servicing plan and construction logistics plan. Concerns have been raised with regards to the servicing and delivery strategy, which would need to be addressed

Other issues on Energy, Circular Economy Whole Life-cycle Carbon, Urban Greening, Flood Risk and sustainable drainage also require resolution prior to the Mayor's decision making stage.

Officer comments: The scheme has since been updated please see amendments since submission section The issues are all addressed in more detail within relevant sections of the main report below.

Transport for London (TfL)

TfL have raised the following conclusive comments:

- A revised ATZ assessment should be submitted.
- Has the green pedestrian link past Cambridge Gardens Triangle to Kilburn Park Underground Station been examined under the healthy streets criteria of "people feel safe"?
- A contribution towards bus service enhancements should be secured.
- The loading and servicing strategy should be altered.
- Improvements to the cycle parking at this site is required.
- A Parking Design and Management Plan, Travel Plan, Delivery and Servicing Plan, Construction Logistics Plan should be secured through this application and/or by condition as appropriate.

Officer comments: These issues are all addressed in more detail within relevant sections of the main report below.

Thames Water

A piling method statement condition should be secured from the developer by condition, prior to the undertaking of piling operations. Otherwise, no objections raised.

Westminster City Council

Raised no objections to the proposals.

Internal consultation

Environmental Health

Environmental health have raised no objections subject to a number of conditions relating to Air Quality, Construction Noise and Dust, Non Road Mobile Machinery and Contaminated Land See detailed considerations section of report for further comments on these issues.

Statement of Community Involvement

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

The SCI details the range of consultation events and communications and activities entered into between April 2018 and March 2021.

The communication strategy for the project was both online and offline. The traditional methods including flyering and posters to advertise events. Flyers were sent to all households, organisations and businesses within a 250m radius of the project site. After the first public exhibition, posters were put up in key locations to attract more people to the events. A website was set up, www.herefordandexeter.co.uk, to keep people up to date about events and key programme dates. People could sign up to receive news about the project and all online correspondence with the public was managed through this platform.

The Resident Design Group membership was advertised to residents of Austen House who are most likely to be moving in to the new housing. They were sent two letters, it was advertised on the website and at the first public event, as well as on the noticeboard in the Austen House lobby. During the public events the design team went door-knocking and flyering around the venue to attract more people to come to view the proposals and have their views heard and recorded.

The design team worked with independent consultation experts Your Shout, who handled the sign in process, the website communication and processed all feedback. This ensured the independence of the consultation

process and the feedback gathered.

In 2018 there were a total of public events which included three public exhibitions and one workshop with a further exhibition held in July 2019 in support of the ballot process. In February and March 2021, the last exhibition of the final proposals was shown before intending to submit for planning. As this was during COVID-19, this was held online.

Throughout the engagement process, the applicant has noted low involvement with the scheme. To try and counter this the applicant also teamed up with other architects and attended other events where possible, hold exhibitions in a different targeted location and put up posters in key locations to attract more people. The lack of engagement is noted as being potentially due consultation fatigue as the pool for residents also overlapped with other schemes in the locality. In addition, some events took place during the COVID-19 pandemic.

In terms of feedback the first exhibition registered eleven people with six feedback forms collated. Responses highlighted the desire for a small convenience store, more natural spaces for food growing and on site amenities including public community space.

The second workshop held in collaboration with Adam Khan Architects at the Granville Centre in conjunction with the Centre's opening ceremony this meant a healthy footfall benefiting the consultation events. 55 people attended and most people were supportive of ideas around tree-lined streets and slowing down traffic to create quiet, safe and green routes through the area. People were more apprehensive about the ideas around 'play-on-the-way'.

The second exhibition was by 39 people (28 attendee registrations), with 3 that asked to join the Resident Design Group. Generally, the designs were well liked by residents, and most questions and queries tended to be directed towards the Council on the topics of offer and timescales.

The final public exhibition was held over two days at two different locations to maximise attendance. Approximately 25 people attended the event overall, most comments were positive with residents generally happy with the designs. The most frequently asked question was when the buildings would be finished, with residents expressing that they wanted to see the project go ahead. However, the long timescales were disappointing. In terms of other discussion points, this included the maisonettes designed on the current park with concerns raised on the loss of privacy and loss of space for wildlife.

Beyond this, the SCI also provides details of the Resident Design Group, the Ballot Exhibition and the Planning Submission Exhibition

Overall, the feedback gathered did factor into design decisions taken through the scheme. The main feedback that could be incorporated into the scheme was the decision to have sliding doors between the kitchen and living room in social rented properties. Other preferences such as windows raised off the ground, defensible space, bright lobbies and breaks in the building envelope were design principles from the start but were strengthened through the resident feedback.

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.

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 SCI, as well as the Mayor's Good Practice Guide.

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 2021
- Brent Local Plan 2019-2041

London Plan 2021

SD10 Strategic and local regeneration
 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
 D10 Basement development
 D11 Safety, security and resilience to emergency
 D12 Fire safety
 D13 Agent of Change
 D14 Noise
 H1 Increasing housing supply
 H4 Delivering affordable housing
 H5 Threshold approach to applications
 H6 Monitoring of affordable housing
 H8 Loss of existing housing and estate re-development
 H9 Ensuring the best use of stock
 H10 Housing size mix
 S4 Play and informal recreation
 E1 Offices
 E2 Providing suitable business space
 E9 Retail, markets and hot food takeaways
 HC1 Heritage conservation and growth
 G1 Green infrastructure
 G4 Open Space
 G5 Urban greening
 G6 Biodiversity and access to nature
 G7 Trees and woodlands
 S1 Improving air quality
 S2 Minimising greenhouse gas emissions
 S3 Energy infrastructure
 S4 Managing heat risk
 S15 Water infrastructure
 S17 Reducing waste and supporting the circular economy
 S18 Waste capacity and net waste self-sufficiency
 S12 Flood risk management
 S13 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
 T7 Deliveries, servicing and construction

Brent Local Plan 2022

BP6 Southeast
 BSEGA1 South Kilburn Growth Area
 BSESA8 Hereford House & Exeter Court
 BSESA11 Old Granville open space
 BD1 Leading the way in good urban design
 BD2 Tall buildings in Brent
 BD3 Basement development in Brent
 BH1 Increasing housing supply in Brent
 BH5 Affordable housing
 BH6 Housing size mix
 BH10 Resisting housing loss

BH13 Residential amenity space
BE1 Economic growth and employment opportunities for all
BE6 Neighbourhood parades and isolated shop units
BE7: Shop front design and forecourt trading
BHC1 Brent's heritage assets
BGI1 Green and blue Infrastructure in Brent
BGI2 Trees and woodlands
BSUI1 Creating a resilient and efficient Brent
BSUI2 Air quality
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
BT4 Forming an Access on to a Road

Other material considerations

The following are also relevant material considerations:

The National Planning Policy Framework 2023 Planning Practice Guidance

Brent Supplementary Planning Documents

- South Kilburn SPD (2017)
- Planning Obligations SPD (2022)
- Residential Amenity Space and Place Quality SPD (2023)
- Sustainable Environment and Development SPD (2023)
- Brent Design Guide SPD (2018)
- SPD1 Brent Design Guide 2018
- Brent's Waste Planning Guide 2015

Greater London Authority Supplementary Planning Guidance

- Accessible London SPG
- Housing Design Standards LPG
- Fire safety LPG (draft)
- Housing SPG
- Affordable Housing LPG (draft - May 2023)
- Development Viability LPG (draft - May 2023)
- Affordable Housing and Viability SPG
- Play and Informal Recreation SPG
- Air quality positive LPG
- Air quality neutral LPG
- Be Seen energy monitoring LPG
- Circular economy statements LPG
- Energy Planning Guidance
- The control of dust and emissions in construction SPG
- Whole life carbon LPG

DETAILED CONSIDERATIONS

Principle

Estate Regeneration

1. The overarching objectives for estate regeneration, as set out in the Mayor's Good Practice Guide to Estate Regeneration are to: deliver safe and better quality homes for local people; increase the supply of new and affordable homes; and to improve the quality of the local environment through public realm improvements and the provision of social infrastructure. South Kilburn is a designated Growth Area and the scheme forms part of Phase 3b of the South Kilburn Masterplan. The broad aims of the Growth Area, the Masterplan, and that of the South Kilburn SPD are to deliver: 2400 new dwellings (50% for existing secured tenants); retail, health and education facilities; and an improved public realm. In addition, as

noted above, the autumn 2019 Residents Ballot demonstrated an overwhelming level of support for the redevelopment of the South Kilburn Estate. The principle of the redevelopment of this site, within the South Kilburn Regeneration Area is therefore supported.

- The scheme proposes an uplift of 957 sqm affordable housing floorspace from 13,236sqm to 14,193sqm. Of the existing 167 residential units, 150 are affordable dwellings (100% social rent). These will be replaced with 250 dwellings of which there will be 109 affordable dwellings (All social rent). Although there would be 41 less affordable dwellings than existing, there is a significant increase in the provision of family sized dwellings and an increase in floorspace. In addition, the scheme includes the provision of 16 four-bed homes and 8 five-bedroom homes that have the capacity to house larger families which is a benefit given the existing site does not have any provision.

Table 1: Existing and Proposed Unit Mix and Tenure

	Tenure	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	Total	%Unit	%Hab Room
Ext.	Private	6	4	7	-	-	17	10	
	Social	63	61	26	-	-	150	90	
	Total	69	65	33	-	-	167	100	
Proposed	Private	79	50	12	-	-	141	56	49
	Social	37	31	17	16	8	109	44	51
	Total	116	81	29	16	8	250	100	100

- It is considered that although there is a decrease in the number of affordable dwellings on site, on balance, the increased quantum of affordable housing floorspace and greater provision of family size dwellings which better reflects the identified demand within the South Kilburn Estate, the proposed development has sufficient regard to Policy H8 of the London Plan.
- In terms of overall housing provision, The London Plan (2021) increased the housing targets for London boroughs with the target number for Brent increased to 2,325 per year in the adopted plan. Brent's Local Plan seeks to focus housing growth within its growth areas and site allocations. The site forms site allocation BSESA8 and BSEA11 (Hereford House & Exeter Court and Old Granville Open Space) which are allocated for mixed tenure housing development and new open space with an indicative combined capacity of 220 dwellings. It should be noted that indicative capacities are not normally derived through a detailed design process, and do not act as a maximum (or minimum) number of homes that can be delivered on a site. Applications must be considered having regard to the full suite of planning considerations (discussed in detail below).
- The proposed development would deliver 250 new homes and provide a net uplift of 83 homes. The development would therefore contribute to the delivery of London's housing requirements and the Council's housing target in line with London Plan Policy H1, and policy BH1 of Brent's Local Plan.

Non-residential floorspace

- The ground floor of 1-8 and 9-16 Exeter Court is a garage and commercial storage facility. Whilst the development would result in the loss of the B8 space, the site allocation BSESA8 allocates the use for mixed tenure housing and open space. The loss of the storage space is therefore considered acceptable in this instance.
- Whilst the site allocation does not include non-residential floorspace, given the application exceeds the indicative housing target and is resulting in an uplift in open space (as required by the allocation) there are no objections in principle to the provision of 135 sqm of non-residential floorspace. The provision of this space adjacent the park has the potential to provide natural surveillance and overlooking which would have the benefit of improving feelings of safety. Whilst the use of the floorspace is not explicitly specified, and the need for flexibility is understood, a condition is considered necessary to set out a range of appropriate uses for example uses falling within use Classes E(a)(b)(c)(d)(e)(g) and F2(b).

Urban Park

8. The site allocation BSEA11 requires the Open space to be relocated from the north of Granville Road. The replacement Granville Open Space should be a better quality open space with better sunlight penetration, overlooking/ sense of security and in a more prominent position, which will increase usage. Local plan policy BGI1 requires open space to:
 - be appropriately designed to be accessible, safe, usable and integrated into the development site
 - enhance biodiversity and where adjacent to, integrated into existing green and blue infrastructure network; and
 - include a suitable long-term management plan
9. The new open space would be around 2,400 sqm including areas on both the western and eastern side of Cambridge Road. The existing open space contains approximately 2,300 sqm, including the access path. At present this area is poorly overlooked surrounded predominantly by the side walls and rear garden boundaries of residential properties. The proposed open space would include modern play facilities aimed at a range of ages and would be an improvement in quality in terms of its design and usability. The South Kilburn SPD envisaged open space to the west of site BSESA8 to connect to South Kilburn Open space. Whilst the space is to the east, it is considered the space would connect well into the surrounding route network. It is considered the position, directly adjacent to the entrance to Block C, would increase usage, and the design objectives of providing a space with greater prominence, sunlight penetration, overlooking and sense of security would be achieved. The design of the space is informed by Secured by Design standards, benefitting from good lighting. Whilst CCTV is not to be provided, the applicant's have advised that lighting columns will be designed to allow it to be easily fitted if required. The space would be accessible not only to the adjacent units, but the wider community. It would be divided into areas providing a range of functions from relaxation to play, meaning it would be likely to serve a wide range of users. The biodiversity benefits and features will be discussed further below. A long-term management plan would be secured by condition and the space would be conditioned to be publically accessible.

Affordable Housing

10. London Plan Policies H4, H5 and H6 set out the Mayor's commitment to delivering 'genuinely affordable' housing. The strategic target remains at 50% affordable housing, and a fast track route is provided whereby applications proposing at least 35% affordable housing (50% on public sector or industrial land) with a policy-compliant tenure split. Applications not meeting the criteria for the fast track route are subject to viability testing, to determine the maximum reasonable amount of affordable housing that the scheme can support.
11. Policy H6 requires affordable housing provision to include 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; and 40% to be determined by the borough based on identified need.
12. Brent's Local Plan Policy BH5 supports this approach and sets a target of 70% of affordable homes being for social rent or London Affordable Rent and the remaining 30% being for intermediate products. This split marries up with London Plan Policy H6 by design, with Brent having considered that the 40% based on borough need should fall within the low cost rented homes category. In addition, London Plan Policy H8 excludes Estate Regeneration schemes from following the Fast Track Route, and they are required to follow the Viability Tested Route. A viability assessment has been submitted with the application.
13. The Planning & Affordable Housing Statement Addendum sets out that the social rented floorspace of the existing site is 13,236sqm whilst the social rented floorspace of the current amended proposals would be 14,193sqm which represents an increase of 957sqm, in compliance with London Plan Policy H8. 109 of the 250 dwellings are proposed as social rent units (44%).
14. The following summary is provided below.

Table 2: Housing Tenure

Tenure	No. Homes	Habitable Rooms
Social Rent	109 (44%)	51 %
Market	141 (56%)	49 %
Total	250	100 %

Table 3: Housing Tenure by Block

Block	No. Homes	Tenure
Block A	42	Social Rent
Block B	68	Market
Block C1	73	Market
Block C2	51	Social Rent
Block D	16	Social Rent

15. The scheme would provide 44% affordable housing by unit and 51% by habitable room and a net increase on social rent floorspace as required by London Plan Policy H8. In addition, all of the affordable homes would be delivered as social rent units, thus directly meeting the requirements of those most in need of housing.
16. The proposals have been viability tested. The applicant has submitted a Financial Viability Assessment prepared by Deloitte dated 8 March 2024. The viability of the scheme has been independently reviewed to establish whether the current offer is the maximum reasonable amount. The FVA and the Council's review has also been scrutinised by the GLA.
17. The applicant's financial viability appraisal ("FVA") indicates that the scheme would result in a residual land value ("RLV") of -£37.2m against a benchmark land value ("BLV") of £1. Where the RLV is less than the BLV, a scheme is in deficit, and as outlined above, the submitted FVA is showing the scheme to be in deficit of approximately £37.2 m. Notwithstanding the financial position above, the FVA concludes that the applicant is committed to delivering the scheme and therefore the offer of 44% on-site provision by unit (51% by habitable room) with a tenure split of 100/0. This is therefore, the maximum which can be reasonably provided.
18. There are areas of disagreement regarding some of the provided assumptions. However, the independent review still identified a reduced deficit of £24.5m. On this basis it is considered that the scheme would not be able to contribute towards or provide additional affordable housing. Therefore, the applicant's offer is the maximum reasonable amount.

Housing Size Mix

19. London Plan Policy H10 (Housing Size Mix) expects schemes coming forward to provide a range of unit sizes taking account of local need, the requirement to deliver mixed and inclusive neighbourhoods and a mix of tenures and uses within the scheme.
20. Brent Local Policy BH6 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. Exceptions to the provision of family sized dwellings will only be allowed where the applicant can show that:
 - a) the location or characteristics of the development are such that it would not provide a high quality environment for families, or
 - b) its inclusion would fundamentally undermine the development's delivery of other Local Plan policies
21. In addition, the South Kilburn SPD sets specific standards, with principle H2 outlining out that in order to address the current and future housing need there will be a need to be a replacement of the existing 1 and 2 bed social rent dwellings whilst seeking to achieve at least 25% of dwellings as 3 bed or more. The full unit mix is set out in Table 1. Of the 250 homes proposed, 53 dwellings of the proposed scheme will be family sized (29 x 3-bed, 16 x 4-bed, 8 x 5-bed). This equates to 21.2% of homes, which falls short of the required 25% which would equate to 62 dwellings. It is noted that 38% of the affordable units are family sized.

22. Exception b of policy BH6 set out above allows for exception where the provision would impact the schemes ability to meet other Local Plan policies. The applicant has advised that the reduction in family sized housing (the initial submitted scheme created 25.5% family sized homes) is due to a number of reasons, primarily related to the alterations to the internal arrangements of the blocks required to meet updated fire safety standards. The applicant has also provided information that a recent update to the Housing Needs Assessment for the South Kilburn area also identified that the need for 2- and 3-bedroom social rented units has reduced since the original planning submission and that there is a greater need for smaller units. Specifically, the updated assessment determined that the need for one-bedroom homes within the social rent tenure had increased significantly since the last housing need update (one-bedroom homes comprised less than 10% of the submitted provision previously, but the updated housing need assessment indicates that 50% of the need on the estate was for this size of unit). As such, the slight shortfall is justified in meeting the identified need.

Accessible Dwellings

23. Policy D7 of the London Plan requires that at least 10% of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings.'

24. In terms of M4(3) wheelchair accessible or adaptable units, the development would deliver 25 homes, located within Block B and C, to meet the 10% of requirement. The applicant has indicated that these dwellings either meet the needs of occupants who use wheelchairs or allow simple adaptations. This meets the Building Regulations criteria. Brent's Housing team have advised that the provision has been discussed at length with the Occupation Therapist to ensure that adaptations will be tailored to occupants needs. There are wheelchair units across tenure and dwelling size.

25. All but four of the remaining units have been designed as M4(2) dwellings. The four M4(1) units within Block C require stepped access. This is a product of the integration of the new fire escape strategy that necessitates no apartments opening directly onto the final escape route. In addition, the arrangement also provides front doors to key locations not activated by the communal entrances. As this represents minority of the dwellings, this is considered acceptable in this instance.

Quality of Accommodation

26. Policy D6 of London Plan sets out that housing developments should be of high quality design and provide adequately sized rooms with comfortable and function layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Part (c) highlights that housing developments should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.

27. Part F of Policy D6 sets out that housing developments are required to meet minimum space standards which apply to all tenures and all residential accommodation that is self-contained.

28. In addition, the South Kilburn SPD requires that:

- The number of dwellings per storey served by each core may not exceed eight to encourage neighbourly interaction and occupier ownership;
- The design must maximise dual aspect dwellings (with a target of achieving more than 50% across a site);
- North facing single aspect dwellings should be avoided, in otherwise unavoidable circumstances only non-family dwellings will be allowed.

29. The scheme creates:

Table 4: Dwelling numbers and aspect

Block	Total units	Single Aspect	Dual/ Multi Aspect	Percentage*
A1	21	0	21	100%
A2	21	0	21	100%
B1	34	12	22	65%
B2	34	12	22	65%
C1	73	24	49	67%
C2	51	16	35	69%
D	16	0	16	100%
Total	250	83	167	67%

*to the nearest digit

30. All units would meet minimum space standards as set out within London Plan policy D6. The proposed layouts are well designed with functional and logical arrangement of rooms. Two thirds of proposed units are dual or multi aspect. In all cases, single aspect units are one bedroom dwellings and no single aspect north facing dwellings. Within all buildings the maximum numbers dwellings accessed from a single core is six flats.
31. In terms of daylight and sunlight, the application has been accompanied by an internal daylight and sunlight analysis. The BRE guidelines contain recommendations for interior daylight. These guidelines set out two criteria for assessing daylight with one being target illuminances from daylight to be achieved over specified fractions of the reference plane (a plane at table top height covering the room) for at least half of the daylight hours in a typical year and the other based on calculating the daylight factors achieved over specified fractions of the reference plane. The submitted report uses the illuminance method which gives the following median illuminances to be exceeded over at least 50% of the assessment points in the room for at least half of the daylight hours: 100 lux in bedrooms, 150 lux in living rooms and 200 lux in kitchens.
32. For internal sunlight, the guidelines state that a dwelling will generally appear to be reasonably sunlight provided at least one main window wall faces within 90° of due south and a habitable room, preferably a main living room, can receive a total of at least 1.5 hours of sunlight on 21 March. This is assessed at the inside centre of the window(s); sunlight received by different windows can be added provided they occur at different times and sunlight hours are not double counted.
33. Within Block A, 116 out of 169 (69%) habitable rooms analysed meet their daylight target value for their room use. In Block B, 160 out of 214 (75%) habitable rooms analysed meet their daylight target value for their room use. In Block C, 239 out of 300 (80%) habitable rooms analysed meet their daylight target value for their room use. In Block D, 91 out of 104 (88%) habitable rooms analysed meet their daylight target value for their room use. Of the rooms worse affected, this is largely due to the design of the building whereby the rooms are recessed in the footprint of the block or positioned to the side of the block and face other proposed blocks within the site. This is also the case of recessed rooms that are adjoining covered balconies. It is considered that this is commonly the case for high density schemes where the benefits of the provision of this external space for each flat outweighs the harm associated with the reduction in daylight that typically does result from this provision. In addition, the side facing rooms towards the courtyard and the other blocks, which have typically been provided as bedrooms, allow the units to be dual aspect, so while the daylight provision is lower, the homes achieve better cross ventilation.
34. In Block A, 37 out of 42 (88%) units meet the sunlight target values. In Block B, 56 out of 68 (82%) units meet the sunlight target values. In Block C, 91 out of 123 (74%) units meet the sunlight target values. In Block D, all 16 (100%) houses meet the sunlight target values. Of the rooms that do not meet sunlight targets this is predominantly due to being north facing or to the due to the design of the building facing into the courtyard. The dwellings would have access to private amenity space and for the case Blocks A to C where some units do not meet target values, they would have access to the communal private courtyard that would receive compliant levels of sunlight.

35. Overall, 787 habitable rooms were analysed, with 606 (77%) meeting their daylight target value for their room units. Overall, 200 of the 249 units analysed (80%) met the sunlight target value. It is important to consider the urban context and density of the development site and Officers consider that the levels of compliance are good for a scheme of this density while balancing other factors such as dual aspect homes, privacy, design and access to private amenity space.
36. In terms of privacy, SPD1 advises that development should ensure a good level of privacy inside buildings and within private outdoor space. Directly facing habitable room windows will normally require a minimum separation distance of 18m, except where the existing character of the area varies from this. Within the site, there are some close relationships between habitable rooms within dwellings in Blocks A, B and C and between blocks. The closest directly facing habitable windows are between the tallest projecting elements within Block C have 15m separation distances which fall short of the 18m guidance. In addition, there are some pinch points between Block A and Block C2. In this case, windows have been angled away and/or have their main outlook north or south, away from the proposed buildings.
37. The urban character of the site is a material consideration and across the scheme where open plan kitchen/living dining rooms are affected these are all dual aspect which would allow for separate outlook. In addition, some bedrooms are afforded dual aspect to avoid conflict between windows. As such, isolated infringements between bedrooms are not considered to affect the overall quality of the accommodation.
38. Outlook would also be very good for the vast majority of units, with views over the private courtyard or urban park. At ground floor units there are units that directly face the street pavement. For Blocks A, B and C, the internal floor level of these dwellings has been raised by 0.75m to improve the privacy for these floor homes. This affects only ten units across the scheme, of which six are dual aspect allowing more private or quiet view across the courtyard or park. This creates some internal privacy while maintaining a sufficient level of natural surveillance across these areas.
39. Therefore, given the arrangement of the blocks and units, it is considered that all units would experience accommodation with good light, outlook, privacy and ventilation.

External Amenity Space

40. Brent Local Plan Policy BH13 sets out that 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 is normally expected to be 50sqm per home for family housing (3 bedrooms or more) situated at ground floor level and 20 sqm for all other housing.
41. Policy D6 of London Plan sets out that a minimum of 5 sqm. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.
42. The South Kilburn SPD expects all new dwellings to provide external amenity space of a sufficient size and type to satisfy future residents' needs. This should be provided through 20sqm for flats and 50sqm for family (3+bed) dwellings, including ground floor flats. Amenity space should be accessible from the main living area and take maximum advantage of sun and daylight. However, it is accepted that due to expected higher densities for a number of sites within the masterplan area, this may not be achievable.
43. Private amenity space would be provided in the form balconies and terraces for all units within Blocks A, B and C. Private amenity space would be provided in the form of gardens for all units within Block D. All of the units would benefit from private external space that would meet the requirements of Policy D6 of the London Plan.
44. In addition, communal outdoor amenity space is provided within the private residential courtyard. This provides additional areas for residents of all tenures within Blocks A, B and C. To the east of the site, the proposed public Urban Park provides additional areas for recreation.

45. The following table provides a breakdown of the proposed quantity amenity space to be delivered on site:

Table 5: Amenity Provision

Total homes	Total Private Amenity (Gardens, Balconies and Terraces) (sqm)	Private Communal Courtyard (sqm)	Combined Private Amenity and Courtyard (sqm)	LB Brent Private Amenity Required (sqm)	Shortfall on BH13 standards (sqm)
250	2432	1845	4227	5570	1343

46. Brent's Residential Amenity Space and Place Quality SPD highlights that the quality of amenity spaces is paramount, with regards to many factors including accessibility, daylight and sunlight, practicality, usability and orientation. The proposal creates a mixture of amenity spaces across the site: private balconies and gardens, private communal courtyard and public open space. These all provide spaces that are beneficial and enjoyable to the residents and are easily accessed from all related dwellings supporting a balance of informal social activity, play along with areas for household activities such as drying washing. The SPD and policy recognises that shortfalls in higher density schemes may be apparent, and this should be balanced with the quality of any private or communal space, the proximity to other areas of open space nearby and internal amenity spaces.

47. In this case, the scheme delivers a communal courtyard that is carefully designed and landscaped along with a new public urban park with a total area of 2400 sqm. Although not for the sole use of future residents, the park would be conveniently located and easily accessible for future residents and would provide an alternative generous area for outdoor recreation.

48. In addition, the scheme is in walking distance of two existing large parks: South Kilburn Open Space and Paddington Recreation Ground. Therefore, while the development would deliver external private amenity space which falls short of BH13 requirements in strict numerical terms, the provision and variety of amenity space within the proposal and surrounding areas is sufficient to meet resident's needs surpassing minimum London Plan standards. Brent's

49. In terms of quality, the private communal courtyard will receive two hours of sunlight on March 21st to 40% of its area. The front gardens and roof top amenity spaces within Block D will also all receive at least 2 hours of sunlight on March 21st. Due to the orientation of the site, the rear gardens of Block D are positioned immediately to the north of the block and will therefore not meet the target values for sunlight amenity. The new Granville Urban Park will meet the target value for sunlight amenity. With the exception one unit all private balconies are accessed via main living spaces (kitchen, living, dining rooms) with level access.

Playspace

50. Policy S4 of the London Plan states that development proposals for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation and incorporate good quality, accessible play provision for all ages and specifies that at least 10sqm of playspace should be provided per child.

51. The existing site benefits from Granville Road play area, and a separate playground at podium level at the Exeter Court site. Using the GLA's child yield calculator, the scheme is calculated to generate 174 children, which leads to a requirement for 1734.4 sqm of play space. There would be an expectation for the development to deliver 745.8 sqm of Doorstep Playable Space, 589.7 sqm of local playable space and 398.9 sqm of Neighbourhood and Youth Playable Space as set out within the GLA benchmark. The development provides 1845 sqm of Doorstep Playable Space, split between 365 sqm of equipped doorstep play and 1480 sqm of informal doorstep play, all accommodated within the courtyard area.

52. The scheme provides a total of 1910 sqm of Local Playable Space, within 400m walking distance of

every unit in the form of the New Granville Open Park split between 465 sqm of equipped and 1,445 sqm of informal playable space.

53. Finally, the proposal sets out a total of 389.9 sqm Neighbourhood Playable Space 800m walking distance from residents. This would underprovide the required neighbourhood space however it would overprovide doorstep and local space. In addition, the scheme would contribute towards facilities within South Kilburn Open space to the west. This will be achieved through a financial contribution to upgrade existing facilities. The details will be secured in cooperation with Brent Parks service.

Design

54. The NPPF seeks developments of high quality design that will function well and add to the overall quality of the area, responding to local character and history, reflecting the identity of local surroundings while not discouraging appropriate innovation, establishing or maintaining a strong sense of place, and optimising the potential of the site to accommodate an appropriate amount and mix of development. London Plan Policy D3, D4 sets out a design-led approach to new development that responds positively to local context and optimises the site's capacity for growth, supporting higher densities in well-connected locations with Policy D5 seeks inclusive design.

55. Local Plan Policy DMP1 sets out the need for development proposals to be:

(a) of a of a location, use, concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity and complements the locality.

(f) safe, secure and reduces the potential for crime

56. Policy BD1 highlights the need for all new development must be of the highest architectural and urban design quality. Innovative contemporary design will be supported where it respects and complements historic character but is also fit for the future. In delivering high quality design, development proposals will be expected to show how they positively address all the relevant criteria within London Plan design policies and the Brent Design Guide SPD1.

Height and Massing

57. The proposed development is arranged in four separate Blocks: A, B, C and D.
58. Block A is a 6 storey mansion block fronting Granville Road with rear views to private courtyard. Block B sits opposite the courtyard comprised of a 6 storey mansion block fronting Carlton Vale. Block C to the east of the site contains a 13 storey point block and a 9 storey point block adjacent to the proposed new urban park. Block D to the east of the site is a row of three storey terraced houses with fourth storey pop-ups.
59. Blocks A, B and C broadly form a perimeter block arranged around a private amenity courtyard. Blocks A and B are mirrored to create the interlocking courtyard design with the facades cranked to improve overlooking distances. Block D on the site of the Old Granville Park, broadly follows the street pattern alignment of the dwellings on Granville Road. The houses create a well defined street edge to the south elevation.
60. The New Granville Urban Park is arranged to the east of the site. The greenspace links existing landscaping on the east of Cambridge Road and the wider sequence of green open space and public realm linked to the station.
61. The South Kilburn SPD envisaged heights of up to 12 storeys on the site with lower storey elements located to the north towards the conservation area and taller elements fronting Carlton Vale. A variety of heights along the southern, eastern and western frontages was suggested in the SPD to add interest and provide the opportunity for sunlight/day light to penetrate into the internal space and dwellings. In addition, Local Plan policy BD1 designates South Kilburn, as a tall building zone with appropriate heights designated between 1-17 storeys and up to 51m .
62. At a maximum of 13 storeys (39.9m), the proposals would exceed the SPD expectation by a storey,

however, would fall within the tall building zone designation. The tallest buildings are located to the east of the development site responding to existing and emerging development and in alignment with the SPD's aspirations. It is also important to note that the existing Hereford House is 18 storeys in height. The taller elements of the scheme are also positioned adjacent to the proposed park which creates good visual separation to the existing 6-8 storeys at Durham and Gloucester. The corners of Blocks C1 and C2 are gradually cut-away as the buildings rise up which reduces the appearance of the massing. Overall, the proposal defines a collection of well-scaled buildings that relate sensitively, yet robustly, to their respect surroundings and adjacencies.

Layout and Detailed Design

63. The three courtyard buildings, Blocks A, B and C define the street elevations of Granville Road, Carlton Vale, Cambridge Road and the new North/South Connector Road at a variety of heights. Each block offers two circulation cores per block and a centrally located main entrance which offer views from the street through into the shared residential courtyard.
64. At ground floor, the buildings generally provide active frontages. Block A creates a central well-articulated entrance door with two front and two rear residential units at ground floor to animate the streetscene of Granville Road and respond to the existing character to the north of the street. The internal floor levels have been raised by 0.75m to aid in allowing privacy for future residents. In addition, final landscape details will be secured to create a buffer between ground floor dwellings and the streetscene and rear courtyard.
65. Block B has mirrored qualities to Block A, with the front elevation facing Carlton Vale. The central entrance is adjacent to refuse stores creating convenient access. Due to the internal layout, the entrance is surrounded by more ground floor residential units to the streetscene than Block A. In addition to the raised floor levels, planters with defensible space and a concrete upstand have been indicated to protect privacy of habitable spaces. Final details will be secured via condition.
66. Block C is positioned on corner of Cambridge Road and Carlton Vale with its principal elevation towards the public park. The glazed one-story entrance creates a long, welcoming view through to the residential courtyard. The entrance is centrally located between C1 and C2, connecting the street and public realm and courtyard. While Block C does include larger areas for plant and cycle stores at ground floor, the Granville Road corner of C2 is activated by multiple residential front doors and living spaces with windows facing onto the street. In addition, the cycle storage is glazed to facilitate more active frontage. The commercial space entrance on Carlton Vale marks a key corner of C1.
67. Block D proposes a row of 16 terraced houses. The houses provide a well defined street edge to the south elevation with both paired individual entrances, front gardens and kitchen windows which provide passive surveillance.
68. Externally, the façade composition reflects the character of the surrounding area, drawing on similar architectural languages deployed elsewhere across the masterplan; the simplicity creates a sense of civilised urbanity that is underpinned by the robust material palette. A strong approach to materiality has been set out in the Design and Access Statement with a light buff brick proposed for Blocks A, B and D and a warm red brick proposed for Block C. These simple materials are punctuated by coloured glazed bricks, precast concrete and coloured terrazzo, which add visual interest to elements of the façade including plinths, sills, lintels/copings and the linings of communal entrances.
69. The proposals for the communal entrances are considered to be exemplary and demonstrate a much-welcomed sensitivity towards the sense of arrival for future residents, through the entry sequence from pavement to front door; communal entrances are clearly defined and expressed within the wider streetscape and also give a distinct character and identity to each block.
70. The submission drawings include indicative technical sections provided illustrating how specific elements of the façade may be constructed, such as typical windows, typical parapets and typical balconies. These drawings safeguard the quality of the proposal and will inform the determination process that accompanies the discharge of the materials condition post-permission.

Tall Buildings

71. Policy D9 of the London Plan allows for development plans to define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Policy BD2 of the Local Plan defines a tall building as one that is more than 30m in height above ground-level, seeks, reiterating that They should be of exceptional design quality, consistent with London Plan Policy requirements in showing how they positively address their visual, functional, environmental, and cumulative impacts.
72. The site allocations within the SPD envisions development at that the Hereford and Exeter site would comprise 4 to 12 stories. The proposal therefore exceeds this expectation by 1 storey. The development contains Block C1 which consists of 13 storeys at a height of 39.9m from ground level. The proposal has been accompanied by an assessment of the scheme against the criteria set out within the London Plan Tall Buildings Policy (D9) together with a Visual Impact Study.

Visual impacts

73. The South Kilburn SPD identifies this location as suitable for tall buildings. The tallest buildings reinforce the spatial hierarchy of the local context by marking the location of the commercial unit and the entrance to the new greenspace. It also marks the end of Carlton Vale and establishes the route up to Kilburn Park Underground Station. The architectural quality and robust detailing will ensure the tall buildings maintain their long-term appearance and architectural integrity. The visual impact study provides two medium range views from the north and north-east. The tallest block can be perceived from one of these locations, but the lower blocks are completely obscured. These views and demonstrate that there is no harmful impact on nearby local heritage assets. The tall buildings will replace existing poor quality taller buildings on site. The proposed development would improve the condition of the existing site and respond appropriately to the local context and status within a regeneration area. The proposed development replaces low quality buildings with high quality architecture. The proposed materials, predominantly brick and pre-cast concrete do not incorporate reflective materials which would cause adverse glare. Overall, the visual impacts of the proposed tall buildings are considered acceptable.

Functional impacts

74. The internal design of the building has altered given updated fire safety requirements meaning a secondary stair core has been incorporated into all blocks over 18m. The submitted documents outline that buildings would comply with relevant fire safety regulations including construction detailing and building materials.
75. The building will be serviced, maintained and managed by the London Borough of Brent, to ensure the preservation of the safety and quality of the buildings.
76. The entrances, access routes and the ground floor commercial unit have all been designed to allow for peak time use and to ensure there is no unacceptable overcrowding or isolation in the surrounding area. The tallest elements of the development in Block C are adjacent to the park which allows for a generous open entrance and access routes. The arrangement of ground floor uses and interaction with wider access points including Kilburn Park Station and the public realm has also been carefully considered and would be of a high quality. The proposal has been assessed by Transport for London (TfL) to ensure the quantum of development can be absorbed into the local transport network. A contribution of £266,500 towards bus services has been requested. The proposed site is well served by the local transport network (PTAL 6a) and sits adjacent to a new cycle route along Carlton Vale.
77. In terms of jobs and economic activity, it has been demonstrated that the mixed-use scheme would deliver wider public benefits, both on site through affordable housing and commercial unit provision, and through new jobs created via the construction of the development itself.
78. Finally, the proposed development is not considered to have an adverse impact on aviation, navigation, telecommunication or solar energy generation. Overall, the functional impacts of the proposed tall

buildings are considered acceptable.

Environmental impacts

79. The submission has been accompanied by A Wind assessment along with a Daylight and Sunlight Report. The assessment concluded that with the implementation of the landscaping scheme, wind conditions would largely be suitable for pedestrians. There were entrances on the western façade of Blocks A and B that would require further mitigation, in the form of solid or perforated side screens. These will be secured through conditions. As outlined above, the development provision of sunlight to amenity spaces has been maximised, and while there is some impact in terms of daylight reduction and increased overshadowing to adjoining buildings, overall these are acceptable in the context of largely urban buildings in an intensification area.
80. With regard to air quality and movement, the layout of the proposed buildings with the separation between the respective blocks and air flow through the courtyard. The dispersion modelling indicates that the air quality is acceptable without the implementation of protective mitigation techniques to protect future amenity. Natural ventilation and openable windows throughout all residential units is possible and will not influence the heating/cooling strategy. A noise assessment has been submitted and outlines robust glazing would ensure noise levels within the development would be acceptable.
81. Overall, the environmental impacts of the proposed tall buildings are considered acceptable.

Cumulative impacts

82. The site's location in a Growth Area has to be taken into consideration. The daylight and sunlight assessment included the adjacent recently constructed Gloucester House and Durham Court and this scheme was also considered from a wind microclimate perspective. In addition, the existing tall buildings on site are a factor when considered the cumulative impact of the development.

Summary

83. Overall, the tallest building within the development Block C1 (13 storeys) does exceed the South Kilburn SPD expectation of up to 12 storeys on the site. However, given that the site is within a tall building zone, the proposed buildings are not particularly tall, and that there are relatively tall existing and emerging developments in the vicinity, the development is unlikely to be particularly prominent in the wider area. In terms of visual impact, the siting and detailing of the buildings does not give rise to concerns. The functionality or environmental impacts of the buildings also are not considered to compromise internal or external spaces within and surrounding the site. The proposed heights are considered in the context of the wider benefits which would be delivered by the scheme.

Heritage Considerations

84. The Planning (Listed Building and Conservation Area) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decision. In relation to listed buildings, all planning decisions 'should have special regard to the desirability of preserving the building or setting or any features of special architectural or historic interest which it possesses.
85. The NPPF sets out in paragraph 200 that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage asset affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
86. Local planning authorities are instructed to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset). (Paragraph 201)
87. The decision-maker should consider each of the designated heritage assets, which would be affected by the proposed development in turn and assess whether the proposed development would result in any

harm to the significance of such an asset. The assessment of the nature and extent of harm to a designated heritage asset is a matter for the planning judgement.

88. The NPPF (paragraph 206) states that any harm to, or loss of, the significance of a designated heritage asset requires "clear and convincing justification". The NPPF expands on this by providing (paragraph 207) that planning permission should be refused where substantial harm or total loss of a designated heritage asset would occur, unless this is necessary to achieve substantial public benefits that outweigh that harm or loss, or unless all the four tests set out in paragraph 207 are satisfied in a case where the nature of the asset prevents all reasonable uses of the site. Where less than substantial harm arises, paragraph 208 of the NPPF directs the decision-maker to weigh this against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
89. Policy HC1 of the London Plan states that development should conserve heritage assets and avoid any harm which also applies to non-designated heritage assets.
90. Brent's Policy BHC1 sets out that proposal for or affecting heritage assets should:
 - a) demonstrate a clear understanding of the archaeological, architectural or historic significance and its wider context;
 - b) provide a detailed analysis and justification of the potential impact (including incremental and cumulative) of the development on the heritage asset and its context as well as any public benefit;
 - c) sustain or enhance the significance of the heritage asset, its curtilage and setting, respecting and reinforcing the streetscene, frontages, views, vistas, street patterns, building line, siting, design, height, plot and planform and ensure that extensions are not overly dominating;
 - d) contribute to local distinctiveness, built form, character and scale of heritage assets by good quality, contextual, subordinate design, and the use of appropriate materials and expertise, and improving public understanding and appreciation;
 - e) seek to avoid harm in the first instance. Substantial harm or loss should be exceptional, especially where the asset is of high significance. Any proposed harm to or loss of a heritage asset (including to its setting) should require clear and convincing justification and can be outweighed by material planning considerations in the form of public benefits but only if these are sufficiently powerful.
 - f) where demolition is proposed detailed plans for any replacement building will be required to allow consideration of whether the replacement would contribute positively to the character or will be applied to ensure construction of the approved scheme is implemented together with agreed mitigation measures appearance of the area. In cases where demolition is permitted conditions and/or legal agreements will be applied to ensure construction of the approved scheme is implemented together with agreed mitigation measures.
91. Brent's Policy DMP1 and the Brent Design Guide SPD1, provide further guidance on principles of good design. Local Plan Policy BD1 seeks the highest quality of architectural and urban design, including innovative contemporary design that respects and complements historic character.
92. The site is not within a conservation area and does not contain any listed buildings. However, the South Kilburn Conservation Areas located adjacent to the north of Granville Open space. There are also a number of Grade II listed buildings on Princess Road and Cambridge Road to the north of the site. The Grade I Listed Church of Augustine is located to the east of the site on Kilburn Park Road.
93. The submitted Visual Impact Assessment includes views taken from the Conservation Area. The taller elements of the proposal would be visible from some vantage points from within the CA above the existing roof line. However, the proposals will replace a tall building of little architectural merit with a taller rise tower which is more sympathetic in terms of materiality and form. Therefore, it is concluded that no harm would arise to the setting or significance of the CA as a result of the development. In respect of the listed buildings along Princess Road, the development would be completely obscured by Nos. 32-84 Princess Road (Grade II listed) themselves and therefore no harm to their setting or significance would arise. The Grade II listed buildings on Cambridge Road would have views of the tallest building but in comparison to the existing buildings, the scheme is considered to replace a poor quality, more prominent tower with a lower, more attractive, sympathetic development, therefore no harm is deemed to arise from the setting of significance of these buildings.
94. The visibility of the Church of Augustine is better revealed as a result of opening up and realigning Granville Road and the proposed buildings visible in this setting are subservient and sympathetically

designed therefore no harm is considered to arise to the setting or significance of this building. As such the proposals are considered to comply with the provisions of the NPPF, London Plan and Brent Plan Policy.

Impact on Neighbouring Properties

95. SPD 1 states that new development should provide adequate privacy and amenity for new residents and protect those of existing ones and provides a number of guidelines in order to ensure this.

Privacy

96. In terms of privacy SPD1 states that in order to ensure a good levels of privacy inside buildings and within private outdoors space, it states that directly facing habitable room windows will normally require a minimum separation distance of 18m, except where the existing character of the area varies from this.

97. The most sensitively located block is Block D, whereby the rear boundary adjoins the rear garden boundaries of the properties on Princess Road. In this case the buildings have been carefully designed in order to ensure overlooking rear facing windows are set 9m from the rear boundaries resulting in a total distance between overlooking windows of no less than 18m.

98. The front of Block D shares a boundary with the School of the Islamic Republic of Iran. The distance to the school grounds would be a minimum distance of 8.3 m from habitable windows, however it should be noted there are no specific guidelines relating to overlooking distances to schools and therefore this arrangement is considered acceptable.

99. All other blocks would be set at least 9m from the boundaries and total distances to residential accommodation would meet or exceed the 18m requirement.

30 and 45 degree rule

100. The building envelope should be set below a line of 30 degrees from the nearest rear habitable room window of adjoining existing property, measured from height of two metres above floor level. Where proposed development adjoins private amenity / garden areas then the height of new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of two metres.

101. Due to the arrangement and the nature of the site, the buildings are predominantly bound by existing roads namely Granville Road to the north, Cambridge Road to the east and Carlton Vale to the south. In addition, the tertiary access road to the west separates the Islamic Republic of Iran School.

102. In comparison, Block D and associated gardens are bordered the rear gardens of 36-56 Princess Road, flank wall and boundary of 53 Granville Road and 111 Granville Road. Given the nature of the site, it is considered appropriate to only apply this guidance to Block D as these are the only dwellings that adjoin privacy amenity space. Whilst the dwellings would be 3 storeys in height, they would be set in 9m from the boundary with the rear gardens of Princess Avenue and there would be a minimum distance of 21m between rear elevations. The proposed building envelope of Block D, therefore complies with the 30 and 45 degree rule when measured from the rear gardens and windows of Princess Road properties. In the case of Granville Road, the new properties run parallel to the existing homes, respective of the building arrangement.

Daylight/sunlight

103. The application has been accompanied by a daylight and sunlight assessment which assesses the impact of the proposal on surrounding residential properties. SPD 1 supports the use of 'Site Layout planning for daylight and sunlight: a guide to good practice' produced by BRE. 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. A more detailed assessment of daylight and sunlight impacts based on the BRE's Site Layout Planning for

Daylight and Sunlight (BRE209) 2022 guidance is required where the 25 degree test is not met.

104. The BRE Guidelines recommend two measures for daylight. Firstly, the Vertical Sky Component (VSC) assesses the proportion of visible sky that is visible to a specific point on the outside of a property, which is directly related to the amount of daylight that can be received. It is measured on the outside face of the external walls, usually at the centre point of a window. Secondly, the No Sky Contour or Daylight Distribution assesses the area of the room at desk height (850mm height from floor level) from which the sky can be seen.
105. The guidance suggests that the existing daylight may be noticeably affected by the new development if:
- Windows achieve a VSC below 27% and are reduced to less than 0.8 times their former value; and / or
 - Levels of NSL within rooms are reduced to less than 0.8 times their former values.
106. In this case, as the layouts are assumed or unknown for many properties, the daylight distribution (NSL) is indicative only and the VSC results therefore take precedence.
107. To assess impacts on sunlight to existing south-facing windows and amenity spaces, assessment of Annual Probable Sunlight Hours (APSH) is recommended. The guidance sets a target for windows of 25% of total APSH including 5% in winter months for windows (WPSH), and for amenity spaces to receive at least two hours sunlight on 21 March and not less than 0.8 times their former value.
108. However, the BRE also recognises 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 support the use of a 'mirror image' analysis in such cases. The NPPF 2021 also supports a flexible approach to applying standards in order to make efficient use of sites. For the proposed development, the site is allocated and therefore a degree of density is expected to meet housing requirements.

21 to 53 Granville Road

109. This is a four storey contemporary building with projecting balconies. In terms of the main living areas (Living/Kitchen/Dining Room or Living/Dining Room), these are often served by two or more windows where least one window remains fully compliant with BRE targets. For those that do not, Room 10 on the first floor retains 0.68 times and 20% VSC, second floor Room 9, where the main window retains 0.69 times existing value and 16% VSC and third floor Room 6 which retains 0.76 times former value and 26% VSC for the principle window. In all cases, these are not considered major infringements. The submitted report advises that an alternative target value of 15% VSC could be considered appropriate in the urban context and it is noted that the affected rooms would achieve this target.
110. The bedrooms would fair less well in terms of retained levels of daylight, however it is important to note that BRE guidance states that these rooms are 'less important'. There would be three bedrooms at ground floor level which would retain VSC in region of 0.57-0.58, some bedrooms at first and second would also be affected but would largely retain VSC of between 0.51 -0.73. Whilst one bedroom window is shown to retain VSC of just 0.23, this is an anomaly as existing situation is poor with a current VSC of 12%.
111. In terms of NSL, of the 44 rooms tested, 12 satisfy BRE criteria. Of the 32 rooms that do not satisfy, 6 suffer an incursion of 20-29%, 3 a reduction of 30-39% and 23 rooms experience a greater than 40% reduction. The worse affected rooms (R9 Ground Floor Bedroom and R10 First Floor Living/Dining Room) are heavily obstructed by an overhanging balcony which will inhibit the penetration of daylight.
112. Whilst there are a number of losses beyond BRE targets, the main living areas which appear to be dual aspect are shown to retain good levels of light, and the majority of bedrooms would also be unaffected or suffer small infringements. The reductions occur often in places where the windows in question are obstructed from balconies or where there is a second windows which meets values. Overall, the retained levels of light are considered acceptable and it should be noted that the low level nature of the existing adjacent site would mean that losses beyond 0.2 would likely be unavoidable.

113. In terms of sunlight, 24 of the south facing windows are main living rooms. 18 meet BRE guidance. Of the six non-compliant windows, one is a secondary window that achieves targets and a further four retain suitable APSH but retain less than 5% during winter months. The remaining ground floor window retains 16% APSH and 5% WPSH. Of the six affected windows, four are obstructed by overhanging projections. As with daylight, the low level dwellings at 21 to 53 Granville Road in close proximity to the development site would likely experience infringements for any residential intensification especially with regards to winter sunlight where the siting of buildings on the application would obstruct the sun.

111 Granville Road

114. This property is located adjacent to west of proposed Block D, next to the existing Old Granville Open Space.

115. All but one of the windows tested meet the BRE guidance for daylight in terms of VSC. The one affected bedroom has a secondary window that retains compliant levels of daylight. As such, the impact is not considered harmful. In terms of daylight distribution (NSL), all windows tested meet necessary requirements. The three south facing windows analysed meet the target values for APSH.

1 to 19 Granville Road/ Len Williams Court

116. This property is a three storey building located to the north of the development site and is use as a retirement housing complex.

117. Of the windows analysed, the majority of windows tested meet BRE target values for daylight in terms of VSC with some experiences some slight improvements (albeit unnoticeable). Of the 18 windows that fall short of adequate daylight, six have additional compliant windows that serve the same rooms. Of the further 12, the windows retain between 0.55-0.72 times their former value ranging from 10-23% VSC. The one anomaly is W8 on the ground floor that serves as the glazed entrance to the property, which does not require consideration in daylight terms. In terms of NSL, of the 42 rooms tested 29 satisfy BRE criteria. Of the 13 rooms that do not satisfy, 1 suffers an incursion of 20-29%, 8 a reduction of 30-39% and only four experience a greater that 40% reduction.

118. The restricted windows suffer losses to daylight in part because of the geometry of the building being recessed behind existing projecting walls either side or at ground floor being restricted by the front boundary treatment. The affected rooms are largely assumed to be bedrooms which BRE guidelines considered 'less important'. On balance, due to the siting and low level of Len Williams Court, any additional development on the site would likely obstruct some daylight to these properties. The losses incurred are considered acceptable when weighed against the benefits of the scheme.

119. Of the 44 south facing windows analysed, 37 meet the target values for sunlight in terms of APSH as set out in the BRE Guidelines. Of the seven remaining windows, two meet for APSH across the whole year (but not during the winter months) while a further four windows retain between 21% and 23% APSH across the whole year. These are considered minor infringements. The last window is W8 at ground floor which serves the entrance way,

71 Cambridge Road

120. 71 Cambridge Road is sited to the north of the development site, a former pub the property is now a four storey block of flats.

121. All analysed windows meet sunlight and daylight BRE guidelines.

103-117 Carlton Vale

122. This property is a four storey block of flats to the south-west of the site. All windows tested experience retain high levels of daylight, exceeding BRE guidelines. All windows facing towards the development site are north facing and so do not require analysis for sunlight.

87-101 Carlton Vale

123. This residential property is a block of flats located to the south of the development site.
124. All but one of the analysed windows meet BRE guidance in terms of VSC for daylight. The one non compliant window serves the entrance lobby to the building and therefore the loss is not considered harmful. There are additional windows that suffer a reduction in daylight distribution or no sky contours. With 9 of the rooms tested for NSL, 3 suffer an incursion of 20-29%, 3 a reduction of 30-39% and 3 experience a greater than 40% reduction. One of the rooms that is affected serves the entrance lobby and this in addition, the villa is arranged so that the units are dual aspect with bedrooms facing Carlton Vale and the main living spaces to the rear. As BRE guidelines consider bedrooms 'less important', while isolated rooms would be affected by the development, the dwellings overall are considered to retain sufficient daylight.
125. All windows facing towards the development site are north facing and so do not require analysis for sunlight.

67-85 Carlton Vale

126. These properties are a row of terraced two storey maisonettes to the south of the site.
127. In terms of daylight, 70 windows have been assessed across these properties. In terms of VSC, 42 windows suffer transgressions beyond BRE guidelines. Of these windows the majority (28) are small glazed panels located within the entrance doors therefore do not require analysis for sunlight. The remaining windows retain between 0.73-0.79 times their former value 22%-26% which considering the urban context of the scheme is considered appropriate levels of daylight.
128. In terms of daylight distribution, 50 rooms were tested for NSL, with 17 rooms satisfying BRE criteria, 4 suffering an incursion of 20-29%, 12 a reduction of 30-39% and 17 experiencing a greater than 40% reduction. Discounting the windows within front doors which serve hallways, there are some additional rooms affected beyond the VSC calculations at first floor. These affected windows serve obscure glazed high level bathrooms along with bedrooms so are considered less significant in the loss of daylight. All the maisonettes are dual aspect with main living rooms to the rear away from the proposed development. On balance, the properties as a whole would not be adversely affected.
129. In terms of sunlight, all windows facing towards the development site are north facing and so do not require analysis.

1- 26 Chase House

130. 1-26 Chase House is a block of flats located to the south of the site. The majority of the windows analysed meet the target values for daylight in terms of VSC. Six windows suffer minor infringements with windows receiving between 0.71-0.78 times their former value 14%-25% VSC. These windows serve bedrooms, small panels of a glazed door and a dual aspect living space that otherwise retains good levels of daylight. As such, the impact is not considered significant.
131. All but one room tested meets the BRE criteria for NSL. The one ground floor window that is affected has a 20 -29% reduction which is considered a minor infringement, however two experience a slight improvement. The impact on this property is therefore considered acceptable.
132. In addition, all but one of the indicative rooms analysed meet the target values for daylight distribution. The two south facing windows analysed meet the sunlight target values.

Princess Road

133. Nos. 32 to 58 Princess are a terraced row of houses located to the north of proposed Block D.

134. Nearly all of the 84 windows analysed retain good levels of light and sunlight, satisfying the BRE guidelines. Four ground floor windows between No.40 and 42 suffer a minor transgression to daylight distribution with 0.78 -0.79 times of their existing value retained. This is not considered to significantly alter their quality.
135. In terms of NSL, 84 rooms were tested with 80 meeting BRE criteria and the remaining 4 experiencing a minor reduction beyond target values. These four affected windows ground floor windows appear to serve only two rooms. At present, the existing properties look onto an open space, therefore although the Block D development meets a 30 degree line, given the unobstructed view at present, the proposal would have an impact of the existing arrangement. Nevertheless, the retained levels of daylight are deemed to be appropriate.
136. In addition, the rear gardens along 32-58 Princess Road will all retain at least 80% of their existing level of sunlight and will therefore be compliant with the recommendations set out in the BRE Guidelines.

The School of the Islamic Republic of Iran

137. In addition to the above properties, the Islamic School has one window which experiences a reduction in daylight (VSC) beyond the BRE Guidelines All windows tested meet the BRE criteria for NSL. However, this property is a school, it is not considered as sensitive to alterations in daylight and on the whole it will remain appropriately well daylit.

Durham Court & Gloucester House

138. The assessment has also analysed the newly constructed development Durham Court and Gloucester House which was proposed when the information was submitted. Of the 169 windows analysed, 144 meet the target values for VSC. Of the remaining windows, 18 windows experience transgressions between 0.79-0.71 times their former value and seven experience transgression between 0.7-and 0.61 times their former value. Some affected windows serve rooms which have at least one other main window which meets the BRE's target values for VSC and others are recessed into the building and under balconies which reduces their outlook and exacerbates the reduction in daylight.
139. In terms of NSL, 78 rooms were tested and only three windows serving two rooms fell short of BRE criteria with only a minor reduction beyond target values between 0.75 and 0.77 their former value. Given that these windows retain target values on VSC and only marginally fall short of BRE guidelines, the dwellings are not considered to be adversely affected.
140. Of the 32 south facing windows serving main living rooms, 26 meet the annual sunlight target values as set out in the BRE Guidelines, while a further three retain at least 70% of their annual sunlight. The three remaining windows are all positioned beneath balconies which exacerbates any reduction in sunlight.

Summary

141. Overall given the high density, urban context, the development is considered to achieve a reasonable degree of compliance with regard to overshadowing and outlook when assessed against BRE guidance.
142. The sunlight/daylight assessment shows that there would be some impacts because of development. In some cases, the impacts would be noticeable and this is partly due to the low-level nature of the habitable rooms affected bordered the site. Although the overall impact on the living conditions of the neighbouring occupiers would not be excessive, due to the likely use of other parts of the dual aspect properties and/or the compliant levels of daylight and sunlight in other areas of the dwellings.
143. Furthermore, the impacts as a result of the development must be weighed against the regeneration benefits of the scheme, which includes provision of additional housing, affordable housing, social rent homes and family homes, as well as an improved pedestrian public realm. The site allocation for Hereford and Exeter and Old Granville Open Space set a combined indicative development capacity of 270 dwellings which the development does not exceed. Therefore, the amount of development and the

envisioned significant growth within the locality of the site is given significant weight. Given the scale of the proposed development and the number of windows affected, officers consider that the daylight and sunlight impacts to neighbouring buildings and external areas are acceptable when seen in the context of the scheme's wider benefits.

Transport and Highways

144. London Plan Policy T6 seeks to restrict car parking in line with existing and future public transport accessibility and connectivity, and maximum parking allowances for residential development are set out in Policy T6.1. Brent's Policy BT2 sets out parking allowances to align with those of the London Plan.
145. Cycle parking spaces must be provided in compliance with London Plan Policy T5 in a secure weatherproof location and in accordance with design guidance set out in the London Cycling Design Standards. Bin storage should allow for collection within a 20 m carrying distance (or 10 m for larger Eurobins), and more detailed guidance on bin storage requirements is given in the Waste Planning Guide.
146. London Plan Policy T2 expects new development proposals to follow a Healthy Streets Approach and include an Active Travel Zone (ATZ) assessment, and Policy T4 requires Transport Assessments to be submitted.

Existing provision

147. Carlton Vale is a local distributor road & bus route with cycle lanes in each direction, Granville Road & Cambridge Road are local residential access roads. The site is within a Controlled Parking Zone with parking restricted on weekdays. Hereford House has 18 garages in an undercroft and Exeter Court has an undercroft garage court which was in use as a self storage business. There are approximately 16 residents permit/ pay & display bays along Cambridge Road & Carlton Vale frontages & 9 permit bays on Granville Road frontage.

Car Parking

148. As the site has excellent access to public transport services (PTAL 6a), there is an expectation under Brent Local Plan Policy BT2 that proposed residential and retail units are car free, side from disabled and operational parking, with standards following the table in Policy T6.1 of the London Plan. Residential proposals delivering 10+ units must ensure that for 3% of dwellings, at least one designated disabled persons parking bay is available from the outset and be able to demonstrate how an additional 7% of dwellings could be provided with a designated disabled persons parking space in future upon request. The South Kilburn SPD sets an expectation for 20% of all spaces to be equipped with electric charging points with the remainder passive alongside disabled persons parking to be provided in line with London Plan standards.
149. Out of the 66 existing car parking spaces, 60 will be re-provided in the form of on street parking bays forming part of the two CPZs surrounding the site. These will be on adopted highways road and the site will not contain private car parking spaces. 20 spaces are proposed alongside a new access road across the western end of the site, of which four are to be marked as wide bays for disabled persons. The remaining spaces are laid out Cambridge Road and Granville Road in a new layout where existing on street car parking takes place. The car parking permits are intended for existing social rented occupiers within the South Kilburn Regeneration Area that are already existing vehicle owners and have the right to return to the proposed development once the development is complete. The applicant will enter into an agreement to prevent car parking permits being issued to market tenure dwellings. Additionally, a monitored travel plan will be secured that would act to remove the car parking spaces once they become redundant, replacing these as disabled car parking bays or converting to public realm to further promote car-free development. The car parking will be monitored, managed and enforced through a Parking Design and Management Plan secured by condition.
150. The proposed provision of four marked spaces along the proposed service road on the western side of the site provides spaces for the western blocks, whilst a further four on-street spaces have been

indicated along Cambridge Road for the eastern Block C. Disabled Blue Badge holders would also be exempt from any 'car-free' agreement. The on-street spaces would only be marked upon receipt of a future request from a resident though and would be marked as standard bays at the outset. A total of eight Blue Badge parking bays represents 3% of the residential units, with a further of 7% (17 spaces) of to be provided by conversion of re-provided Controlled Parking Zones spaces if required at the most appropriate location should the need arise.

151. With the reduction in the number of vehicular accesses to the site, the opportunity is to be taken to extend on-street parking bays on Granville Road, giving an increased total of 28 spaces along the Granville Road and Cambridge Road frontages. These will be incorporated into the existing CPZ regime of residents' permit/pay & display bays.
152. Electric vehicle charge points will be provided to parking bays along the Granville Road, Cambridge Road and the connector road along the western boundary of the site. EV charge points will be integrated into street lighting columns, of which 20% will be active and 80% will be passive charge points. This will form part of the required S278 works for the development.

Cycle Parking

153. The London Plan requires at least 1.5 secure bicycle parking spaces per 1-bed unit and two spaces for larger flats, plus a visitor parking space for every 40 flats. The London Plan requires 1 long stay space per 175 sqm gross external area (GEA) for A1 food retail above 100 sqm and 1 short-stay space per 40sqm for a unit of this size.
154. As such, at least 442 long stay secure spaces are required for the flat along with 6.25 short stay spaces. For the retail unit, one long stay and one short stay are required.
155. The total cycle provision is 477 spaces, this includes the 5% of spaces being large bays for non-standard bikes. Provision will be provided predominantly with two tier stands (220 spaces) with internal stores provided at ground floor within Block A and C and in the basement of Block C. The spaces located at basement level have suitably sized lifts to provide access. The applicant has confirmed that residents of Block B will also have access to the basement store. The remaining stands are provided as Sheffield stands (104 spaces), within flats (98 spaces) or in the back garden for the case of Block D (32 spaces). The remaining 23 spaces are accessible within the ground floor of Blocks A and C. There are 98 cycle spaces are provided internally across flats within Blocks A, B and C. Transport for London (TfL) and the GLA have raised objections in this regard. While the amount of cycle storage areas provided within individual flats is not ideal and does not strictly adhere to London Cycling Design Standards (LCDS) requirements for cycle parking, the applicant has demonstrated that these units exceed the minimum Gross Internal Area (GIA) required to meet space standards while also having sufficient capacity to accommodate the integral cycle parking space alongside dedicated built-in storage in excess of the required standards. The LCDS Chapter 8 guidance does outline that cycle storage inside the home can work well if it is provided over and above the minimum gross internal floor area and minimum storage and circulation space requirements. In addition, the scheme exceeds guidance providing ample opportunity for cycle storage with residents having space inside their flats also having access to the communal stores. As such, the provision is considered suitable to promote sustainable modes of transportation.

Servicing and Deliveries

156. London Plan policy D3 states that development should facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm, and vulnerable road users.
157. London Plan policy T2 states that development should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance, reduce the dominance of vehicles on London's streets whether stationary or moving, and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

158. Policy T7 states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

159. A new loading bay is proposed along the Carlton Vale frontage within easy reach of the refuse stores, in place of four existing parking bays, with replacement on-street parking bays proposed on Granville Road and Cambridge Road. Refuse collection is proposed to be undertaken on-street as per existing situation and the neighbouring residential units. Bin stores will be located close to the street to ensure drag distances are minimised. Swept paths have been submitted which demonstrate that the vehicle will access and egress the site in a forward gear. A further on-street loading bay is also again shown at the southern end of Cambridge Road to serve the commercial unit. Use of these areas will again be managed through a Delivery & Servicing Plan.

160. The Stage 1 GLA comments raised concerns regarding the utilisation of the existing loading bay located on Carlton Vale. However, this arrangement has previously been agreed with Brent Transportation Officers.

161. For the proposed housing terrace (Block D), access for fire appliances through the site will be retained for use in an emergency, but this will not be used by service vehicles. Instead, refuse stores are proposed at either end of the terrace that a refuse vehicle can reach easily from either end of Granville Road and these are within 30m of each of the dwellings.

Pedestrian and Cycle Access

162. For pedestrian access, all entrance cores to the flats will be accessed directly from the adjoining roads, whilst the pedestrian/cyclist link between the two halves of Granville Road will be retained to serve the terrace of houses. The arrangement of the terrace of houses will complement any future reopening of Granville Road to link the two ends of the street, should the land become available in the future.

Highways Alterations

163. With regard to highways, the new road along the western side of the site will have a carriageway with parking bays on either side, plus a footway on its eastern side and a margin on its western side. It will operate one-way southwards, connecting Granville Road to Carlton Vale and suitable 4m kerb radii are proposed at either end to accommodate the swept path of refuse vehicles, as well as to provide a turning area at the western end of Granville Road. The road therefore meets adoptable standards if the applicant wishes to pursue this option.

164. The junction of the new road with Carlton Vale will be opposite the existing junction with Pentland Road, which is not ideal. However, the one-way nature of the new road would eliminate hooking movements of vehicles turning across each other into the two roads, whilst the junctions also emerge onto a speed table meaning traffic speeds on Carlton Vale would be low, so this is not a highway safety concern. For the existing roads surrounding the site (Carlton Vale, Granville Road and Cambridge Road), significant alterations are proposed: (i) widen Carlton Vale to provide a highway verge and widened footway paved in slabs; (ii) widen Granville Road to provide inset parking bays in block paving with tree planting and slab paved footways; and (iii) realign the southern end of Cambridge Road and provide new surfacing as part of an urban park.

165. The alterations to the Cambridge Road are more significant, with the building line of Block C set much further back from the carriageway edge to provide a 45-50m wide urban space spanning the street (replacing the park lost on the playground site). The carriageway is proposed to be realigned slightly at its southern end, but its junction with Carlton Vale will remain in essentially the same location as at present.

166. Further approval of the paving details along Cambridge Road will be required, including demarcation between public and private areas, as the urban park area would not be suitable for adoption as public highway.

167. Whilst the exact extent of the proposed future highway boundaries have still not been specified, the widened lengths of Carlton Vale and Granville Road will again need to be adopted as highway as a minimum, whilst the new one-way link road on the western side of the site would also be suitable for adoption. A joint S38/S278 Agreement under the Highways Act 1980 will again be required to cover all highway works once these have been fully scoped. The submission confirms that the proposed treatment of Carlton Vale is compatible with the boulevard works.
168. For both streets, the proposed tree planting is welcomed, but the proposals will require further detailed approval through the S278 process, as such treatment is non-standard for adopted streets. If not accepted, then reinforced grass may need to be provided instead in some areas, with 2m minimum footway widths maintained.
169. In terms of materials, the carriageway and footways will be repaved in 100mm thick stone sett paving and integrated into the design of the square, with the carriageway level raised up as a shared surface. Kerb details appear to be a 60mm upstand proposed between the footway and carriageway to act as a rainwater trap and to help guide partially sighted persons.
170. The proposed extent of the adopted highway is also unclear. As the urban park will include a coppice, playground and picnic area, it is not suitable for adoption in its entirety. A suitable boundary demarcation will therefore need to be established using the paving or street furniture design to indicate the boundary between the adopted footway and the park area. Whilst this appears to have been done along parts of the route, the extent of the footway behind the parking spaces along Cambridge Road is particularly unclear. It may be that the proposed seating blocks can be repositioned to define the boundary.
171. The proposed footpath along the front of the terrace of houses is to be surfaced in 80mm block paving, which is suitable for occasional use by fire appliances. The route would be suitable for adoption as a useful connection in the pedestrian network.
172. An independent Stage 1 Road Safety Audit has been conducted for the proposed road layout and this has not raised any fundamental matters of concern that cannot be addressed through the detailed design process. One of the issues raised in a number of places is the absence of tactile paving at crossing points in a number of places and this will need to be addressed in the landscaping design.
173. Whilst the exact extent of the proposed future highway boundaries have not been specified, the adoption of the widened lengths of Carlton Vale and Granville Road will need to be adopted as highway as a minimum, whilst the new one-way link road on the western side of the site would also be suitable for adoption. As such, a joint S38/S278 Agreement under the Highways Act 1980 will be required to cover highway works.

Transport Impact

174. The applicant has submitted a Transport Assessment that has been updated throughout the application to reflect the changes to the scheme in terms of unit numbers and build programme.
175. Hereford House comprises 135 dwellings and Exeter Court has 32 dwellings; this equates to 167 residential units. A commercial business, Blue Box Storage, occupies part of the site. The existing secure tenants have been decanted. The existing trip generation is based on 167 residential units and 50 parking spaces the Blue Box storage trip generation is not included for purposes of calculation. The residential travel demand has been forecasted using surveys data extracted from the TRICS database. The trip generation assessment demonstrates that the existing 167 residential units generates 12 vehicle movements within the weekday AM peak hour and generates 8 in the weekday PM peak hour. The trip generation assessment demonstrates that the existing 167 residential units generates 53 public transport movements within the weekday AM peak hour and generate 36 in the weekday PM peak hour.
176. For the proposed residential demand, the assessment is based on the survey data extracted from the TRICS database. The corresponding total person trip rates and net change of residential trips based on the additional 83 units are a total of 49 and 37 trips are expected in the AM and PM peak hours

respectively. While the TRICs sites are comparable in terms of PTAL they all have relatively high parking ratios compared to the proposed development and therefore would inaccurately estimate the vehicle mode share of the Proposed Development. The TRICS mode share has been adjusted to accommodate for this. The resulting proposed residential travel demand demonstrates that the proposed 250 residential units will generate 2 vehicle movements within the weekday AM peak hour and 2 in the weekday PM peak hour. The trip generation assessment demonstrates that the proposed 250 residential units will generate 103 public transport movements within the weekday AM peak hour and generate 70 in the weekday PM peak hour.

177. In terms of the flexible commercial use, the assessment shows that the flexible commercial space will generate 4 staff trips in the AM peak and 4 staff trips in the PM peak hour, with the majority of staff travelling by public transport services (i.e., underground, overground and buses) services. Trips to the flexible commercial space are likely to be pass-by trips undertaken as part of existing trips made by residents living within the development or local areas or visitors. Due to the small unit size, a trip generation assessment has not been undertaken.
178. The existing servicing demand is 8 service trips throughout the day. The proposed 250 residential units will generate an additional 12 delivery and servicing trips through the day. Based on the 97sqm of flexible commercial uses it is expected to generate 4 delivery and service trips a day each.
179. As a result of the limited car parking, the proportion of trips by other modes would increase. The trip generation assessment demonstrates that the proposed residential and flexible commercial use would generate 106 and 72 public transport trips in the AM and PM peak, respectively. Of those public transport movements, 46 are bus trips, 42 are Underground trips and 17 are Rail / Overground trips in the AM peak and 31 are bus trips, 28 are Underground trips and 12 are Rail / Overground trips in the PM peak.
180. Based on Census data, the Transport Assessment shows that bus routes 6 and 98 would be the most used, whilst the Bakerloo line would see additional passengers per hour. Nevertheless, the presence of multiple public transport routes and a significant level of high frequency services, which can accommodate the relatively low number of additional development trips is likely to have a limited impact. The assessment concludes that the impact of the development on the London wide network is expected to be minimal and no changes to the public transport network are deemed necessary to accommodate the development. Transport for London (TfL) consider it necessary to seek a financial contribution towards improvements to the local bus network due to capacity issues. This includes but is not limited to capacity enhancements. Based on the forecast demand and in line with other developments in the area a financial contribution of £266,500 is sought. The final sum will be agreed prior to the GLA's Stage 2.
181. Overall, the proposed development will generate a net reduction of vehicle trip generation and an increase in public transport trips. The forecast trip generation indicates that the majority of trips will travel to / from the site by sustainable modes of transport (walking, underground, bus or rail). The development will generate a net increase in delivery and servicing trips per day (combined residential and retail). Broadly, the overall impact of the scheme is considered to be acceptable, particularly as the 'car-free' nature of the development will limit vehicular trips.

Healthy Streets and Active Travel Zone Assessment

182. The Transport Assessment has been prepared based on the Healthy Streets and Vision Zero approaches. An Active Travel Zone (ATZ) Assessment has been undertaken in accordance with TfL guidance which identifies and assesses key walking and cycling routes in relation to Healthy Streets criteria.
183. The ATZ assessment has been undertaken using three maps:
- The ATZ and all potential active travel destinations
 - Key active travel destinations and routes at a neighbourhood scale
 - Neighbourhood healthy characteristics check
184. Key journeys have been identified and agreed through pre-application consultation discussions with

highways officers at LB Brent and TfL. These include routes to nearby stations, town centres, schools and open spaces.

185. The ATZ was conducted via desktop in January 2021 and TfL requested for this to be updated to current post-covid times and expanded to add the Islamic Centre of England as a CPZ destination. TfL have also requested other venues of cultural significance to be included along with a nighttime ATZ assessment to be carried out. It is noted that this falls beyond the pre-agreed scope. The applicant has provided a revised ATZ that is being reviewed by TfL. This will be finalised prior to Stage 2 referral.

186. Brent Transportation officers recognise that the recommended improvements to the streets in the immediate vicinity of the development will be covered by the proposed highway works, which will deliver a much improved pedestrian and cyclist environment. Some improvements to crossing facilities were recommended further afield, but these will be addressed through other developments within the wider South Kilburn redevelopment.

Travel Plan

187. To help to support the low level of parking proposed on site and promote alternative travel options, a draft Residential Travel Plan has been submitted. As the site is car-free, the 95% of trips are already anticipated to be by non-car modes, so a specific reduction target for car use is not considered necessary; although a target to ensure car use does not rise above 5% should be enshrined. The primary target will therefore be to increase the modal share of cycling trips from 2% to 10% over a five year period.

188. Measures that are proposed to support sustainable travel include the issuing of Travel Packs to residents, the provision of information on noticeboards and leaflets, the provision of broadband and the offer of personalised journey planning. This will be managed by the Travel Plan Co-ordinator.

189. One measure that is not mentioned is the promotion of local Car Clubs amongst residents. This needs to be included and should include free membership for residents for three years to introduce them to the concept. The details of how the Travel Plan will be monitored are also vague, with no commitment to undertake surveys compatible with either the TRICS or i-TRACE survey methodology.

190. As such, while the Travel Plan has been assessed, an amended and improved version needs to be secured via a condition.

Construction Logistics

191. A draft Construction Logistics Plan has been submitted with the application. This assumed that the construction programme is expected to last 30 months and to be completed and full operations by 2025/6, with working hours confined to 8am-6pm on weekdays and 8am-1pm on Saturdays in line with standard practice.

192. It is anticipated that all deliveries will be able to be unloaded within the site, so there will be no requirement for any temporary highway closures (other than for the S278 highway works). A delivery booking system will be established to plan arrivals to avoid peak hours, with the maximum number of deliveries per day confirmed. These will be routed to and from the site via the strategic road network as far as possible and the document has also set out the potential for using consolidation centres to assist operations.

193. Within the site, it is confirmed that wheel washing facilities will be provided and that staff parking will not be provided, with staff encouraged to use public transport instead.

194. The outline CLP is a good base from which to develop a final CLP once a principal contractor has been appointed.

Lighting

195. A lighting report has been provided with the submission. This confirms that Cambridge Road will be designed to lighting class P3 (average illuminance 7.5 lux), whilst the footpath fronting the terraced

houses, the new one-way access road and the urban park will be illuminated to lighting class P4 (average illuminance 5 lux). These lighting levels are considered appropriate and for the roads will be achieved using 6m high columns supporting LED lanterns.

Green Infrastructure

Urban Greening and Landscaping

196. London Plan policy G5 states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls, and nature-based sustainable drainage. Predominantly residential developments should achieve an Urban Greening Factor (UGF) score of 0.4. In addition, Policy G4 of London Plan sets out that development proposals should not result in the loss of protected open space.
197. The proposals are accompanied by Landscaping Report. The proposed development presents a well-considered approach regarding the surrounding areas of local green space. In justifying the loss of Old Granville Open Space, the applicant has demonstrated consideration of access to public open space across the site including an urban park and play area. The site's proposed green infrastructure also includes areas of woodland, semi natural vegetation, intensive green roofs, SuDs including rain gardens and ground cover planting. In total, the area of soft landscaping measures 2,290 sqm. This is made up from: the large internal courtyard between Blocks A, B and C, the new park and playspace, rain gardens along Carlton Vale and in front of Block D, tree planting on Granville Road, front and rear gardens to Block D and roof space.
198. The UGF for the scheme is calculated as 0.33. The applicant has outlined that this is due to changes to the development in order to incorporate fire regulations. This includes an increase in bulk and massing to the buildings, additional paths to facilitate evacuation strategies. Brent Officers and the GLA have advised that further consideration to the proposed landscaping should be taken in order to increase the applications UGF. Features for consideration should include the quality of the green roof and further planting at ground level. Brent's Landscape Officer has also advised that the proposed trees in sett paving are unlikely to grow well and can cause root damage. As such, the areas surrounding the proposed trees should be set in landscaping rather than hardstanding which will further aid surface water run off. Significant detail for furniture and surfacing have been submitted with the proposal. These show a good indication of the proposed quality of the provision of outdoor areas, however final details will be requested through condition.
199. Therefore, while the loss of the existing Open Space has been justified as it has been sufficiently replaced elsewhere within the wider application site, a condition is recommended to secure final detailed landscape drawings, which will include full details of type and species of tree and plant planting throughout the site. Consultation will be also required with Transportation to confirm areas for extent of the adopted highway and the suitability of landscaping adjacent to adopted highway.

Biodiversity and Ecology

200. London Plan policy G6 highlights the need for Sites of Importance for Nature Conservation (SINCs) to be protected. Policy G6 also outlines that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. Brent Local Plan Policy BGI1 sets out the need for all developments to achieve a net gain in biodiversity and avoid any detrimental impact on the geodiversity of an area.
201. The application site does not lie within a Site of Importance for Nature Conservation (SINC), and does not form part of any designations of national or international importance, including any Sites of Special Scientific Interest (SSSI). The scheme does however include the loss of Old Granville Open Space. This area to the west of the site is a defined open space which was provided as part of the planning consent for Granville New Homes. The Open Space includes mature canopy trees, a community garden and existing biodiversity. The community garden was established on a short-term to medium-term agreement prior to a development coming forward on this site with the South Kilburn

Regeneration Team. The garden is constructed from portable structures and is likely to be relocated elsewhere in the masterplan area. The loss, in this location, is not considered harmful to the overall provision of biodiversity on site. The application includes a comprehensive landscape strategy across the site. However, the submitted information does not demonstrate that the proposal will achieve a net gain in biodiversity as required by policy, and therefore further details will be sought by condition.

202. A Preliminary Ecological Appraisal (PEA) was submitted the application along with an Addendum to the original report. The survey found the site to be comprised of five buildings surrounded by hardstanding and small areas of introduced shrub, amenity grassland and scattered trees. There was also a patch of tall ruderal vegetation to the north of the site.
203. The buildings were found to have features to support roosting bats. As such emergence/ re-entry surveys were carried out. These found Hereford House and Exeter Court were to have low bat roosting potential and the site to provide low levels of foraging and commuting habitat for bats. The development would, however, result in minor negative long-term impact to low numbers of foraging and commuting pipistrelle bats without appropriate mitigation. This would be significant at a site level only. The proposed specific mitigation and enhancement measures including planting native species, avoiding scattered trees, bat boxes/tubes, sensitive lighting strategy where possible. However, data from bat surveys should be considered to be valid for a period of 12-18 months. As such new surveys prior to demolition will be requested via condition.
204. With regards to the trees on site, these were found to have negligible roosting potential for bats with no potential roosting features. A variety of bird species were noted on site. All breeding birds and their nests are protected under the Wildlife and Countryside Act 1981. It is recommended that vegetation clearance should be carried out between September and February inclusive, to avoid any potential offences relating to breeding birds during their main bird breeding season. Feral pigeons breed throughout the year, and so due care should be taken to ensure this species is not nesting before clearance works take place at any time of year. In addition, one building had low potential to provide a nesting habitat to support peregrine falcons. A presence/absence survey was conducted and found no nests for any avian species were recorded in the vicinity of the Hereford House and Exeter Court estate complex or within the roof area of Hereford House and no peregrine activity was observed during the survey. The report notes that if works are delayed by more than two years, updated surveys will be required. As such, this will be conditioned.
205. Otherwise, the report recommends that any protected species that are found during site clearance or construction, works must stop immediately and advice sought from a suitably qualified ecologist on how to proceed. The above will be secured by conditions and informative.
206. In terms of ecological enhancements, the report makes recommendations such as: biodiverse/bisolar roofs, native scrub/tree planting, tree retention and adequate replacement, good horticultural practice, bat boxes/tubes, and bird nesting boxes either at roof level on the proposed buildings in close proximity to the biodiverse roofs or position on trees at ground level. A robust landscape strategy will include the requirement for these mitigation measures outlined to be subject as part of the condition.

Trees

207. London Plan policy G7 sets out the need for development proposals to ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.
208. Brent Local Policy BGI2 highlights in the case of major development to make provision for the planting and retention of trees on site. Where retention is agreed to not be possible, developers shall provide new trees to achieve equivalent canopy cover or a financial contribution for off-site tree planting of equivalent canopy cover will be sought. Replacement canopy cover will be measured as total canopy

area of new trees at time of planting being equal to canopy area of existing mature trees proposed for removal.

209. An Arboricultural Impact Assessment has been undertaken, which identified a total of 39 individual trees and 7 groups on and immediately adjacent to the proposed development site. The breakdown of the different categories is as follows:
- Category A: 0 trees
 - Category B: 18 trees
 - Category C: 17 trees
 - Category U: 4 trees.
210. The development proposed the removal of the majority of the existing trees (31 trees). One tree is also recommended for removal on arboricultural grounds. Four trees are proposed for retention, located within the north eastern corner of the site, however there are noted as potential sustaining damage to Root Protection Areas (RPAs) due to installation of hardstanding.
211. The application includes a comprehensive indicative tree planting strategy including:
- Over 100 proposed new trees within the communal courtyard
 - Over 40 proposed new trees within the new Granville Park
 - new street trees within the public realm including along Carlton Vale and Granville Road.
212. The applicant has also provided a Community Asset Valuation for Amenity Trees (CAVAT) Assessment. The result of the CAVAT calculations for the trees identified for removal at Hereford House and Exeter Court is calculated to be £1,311,244.
213. Brent's Tree Officer has assessed the proposal and has advised that there are a number of trees towards the east of the site in the proposed park and play space that should be retained where possible. In addition, effort should be made to slightly relocate the play area outside of Root Protection Areas (RPA) of the trees and to replace hard paving in the square either side of Cambridge Road with soft landscaping or grass where possible.
214. The Horse Chestnut (T12) and Ash (T13) Trees at the north east corner of the site are retained due to existing mature large canopy. While it is regrettable that the Beech (T10) is not shown for retention, the applicant has indicated that the demolition of the existing building in this location is likely to cause significant damage to the RPA. Nevertheless, protection will be sought during the demolition process with the aim of protecting this tree. The change in levels at the centre of the site and the installation of attenuation tanks will result in the loss of the House Chestnut tree (T15) and the Silver Birch tree (T14) within the proposed park.
215. In the case of the three Limes Trees (T7,8 and 9), an Ash (T6) and a Sycamore (T5), shown for removal on Carlton Vale edge of site, along with two maples (T1 and T2) shown for removal on Granville Road edge of site, while it is regrettable that they are to be removed, it is acknowledged that due to the building lines, these cannot be retained. The Landscape Officer has requested that street trees are planted of this value to replace the value of mature trees T1, T2, T5, T6, T7 and T8 . This will be secured within the condition for landscaping.
216. Amendments are also proposed to the tree planting scheme to the east of Cambridge Road, which should be include areas of soft landscape surrounding proposed trees. While a line of trees is proposed to the north side of Granville Road, given that there are existing trees close to this location, the proposed planting should be relocated to the south side. These details will be secured through a condition.
217. Finally, existing Old Granville Open Space includes numerous mature trees and trees to the north of this area growing within the South Kilburn Conservation Area, outside of the site. The Council's Landscape Officer has advised that it is not realistic for trees to be retained within the Old Granville Open Space due to the building footprint and potential impact to resident's amenity areas. The site allocation outlines an inductive capacity of 20 dwellings in this area and therefore the loss of this trees is acceptable

on the basis of good quality replacement planting in front of Block D and sufficient replacement trees across the site. The groups of off-site trees within the Conservation Area (G4, G5 and G6) are not proposed for removal and the preliminary management advice states the timber boundary fence and boundary brick wall will protect RPAs. These should be included within the Tree Protection Plan requested via condition.

218. In light of the above an Arboricultural Method Statement will be sought to include details of the protection of the retained trees along with a landscaping scheme that identifies the provision of new trees.

Energy and Sustainability

219. Planning applications for major development are required to be supported by proposals for sustainable design that accord with various policies in the Brent Local Plan and the London Plan. This is designed to demonstrate, 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 (SI 5) and the use of sustainable drainage (BSUI4).
220. Major residential and non-residential developments are expected to achieve zero carbon standards, including a 35% reduction on Building Regulations 2021 Target Emission Rates (TER) achieved on site, in accordance with London Plan Policy SI2. Policy SI2 also sets out more detailed requirements, including the 'Be Seen' requirement for energy monitoring and reporting and (for proposals referable to the Mayor) a Whole Life Cycle Carbon Assessment). Policy SI4 requires the energy strategy to include measures to reduce the potential for internal overheating and reliance on air conditioning systems.
221. Any shortfall in achieving the target emissions standards is to be compensated for by a financial contribution to the Council's Carbon Offsetting Fund, based on the notional price per tonne of carbon of £95, or through off-site measures to be agreed with the Council.
222. For the residential elements of the development, the policy also requires at least 10 percentage points of the minimum 35 percentage point reduction to be attributable to energy efficiency measures (known as 'be lean' measures) and for the commercial parts of the development, the policy requires at least 15 percentage points of the reduction to be attributable to 'be lean' measures. 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.
223. The Council also adopted the Sustainable Environment and Development SPD that provides guidance on range of sustainable development issues.

Energy

224. The energy assessment submitted sets how the London Plan energy hierarchy has been applied. At the 'be lean' stage of the hierarchy, applicants must achieve carbon emissions savings through passive energy saving measures. For this proposal, the applicants have put in place the following demand reduction measures: enhanced U-values, air tightness improvements, high efficiency lighting, efficient mechanical ventilation with heat recovery and waste water heat recovery.
225. For the 'be clean' stage, the scheme will have a communal low-temperature heating system which will connect to a local planned heat network. The small commercial unit on the ground floor of Block C1 is categorised as shell and core. When built out the heating demand is expected to be met a stand-alone air source heat pump so no CO₂ reductions are identified at this stage of the energy hierarchy.
226. For the 'be green' stage, applicants are required to maximise the use of onsite renewable technologies in further reducing carbon emissions. The applicants propose to install 322 photovoltaic panels with a total system output of 132 kWp.

227. The assessment demonstrates that the scheme would deliver a 68% reduction for the residential element and 19% reduction for the non-residential element below the 2021 Building Regulations baseline, which is broken down into the following elements below:

Table 6: Residential Element

	Regulated emissions CO2 p.a	Saving in regulated emissions CO2 p.a	% reduction
Baseline Building Emissions based on Part L 2021	236	n/a	n/a
Building Emissions following 'Be Lean' measures	202.5	33.5	14%
Building Emissions following 'Be Clean' measures	72.8	129.8	55%
Building Emissions following 'Be Green' measures	74.5	-1.7	-1%
Cumulative on-site savings	-	161.5	68%
Annual savings from off-set payment	-	74.5	-
Cumulative savings for off-set payment (Tonnes CO2)		2235	
Total offset payment (£95 per tonne over 30 years)		£212,279	

Table 7: Non-residential element

	Regulated emissions CO2 p.a	Saving in regulated emissions CO2 p.a	% reduction
Baseline Building Emissions based on Part L 2021	0.6	n/a	n/a
Building Emissions following 'Be Lean' measures	0.5	0.1	19%
Building Emissions following 'Be Clean' measures	0.5	0.0	0%
Building Emissions following 'Be Green' measures	0.5	0.0	0%
Cumulative on-site savings	-	0.1	19%
Annual savings from off-set payment	-	0.5	-
Cumulative savings for off-set payment (Tonnes CO2)		15	
Total offset payment (£95 per tonne over 30 years)		£1438	

228. As the tables above demonstrate, the reduction in carbon emissions delivered by the proposed development significantly exceeds the overall energy performance targets in policy SI2 for both residential and non-residential carbon savings. In respect of the 'Be Lean' savings, the non-residential component of the scheme falls marginally short of the 15% minimum savings sought for this element. However given the overall savings significantly exceed the 35% target, officers consider this limited conflict with policy SI2 to be acceptable on balance.

229. A carbon offsetting payment of £95 per year for 30 years for each tonne of emitted regulated carbon

is to be secured from the developer in line with London Plan policy. A detailed energy strategy would be secured through condition with the need to pay any contribution should the scheme not achieve zero carbon, which at this stage is anticipated to be £213,717.

230. A commitment has been provided that the development will be designed to enable post construction monitoring and that the information set out in the 'be seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This will be secured through an agreement with the applicant.

231. The GLA have confirmed that the development's energy strategy is in general compliance with the London Plan policies, although to ensure that the projected and (where possible) additional savings are achieved, further information/clarification relating to lighting, the district heat network, Target Emission Rates, carbon dioxide savings and energy use intensity are required. This would be provided ahead of the stage 2 referral.

232. The GLA have also requested a commitment that the development will be designed to enable post construction monitoring and that the information set out in the 'Be Seen' guidance is submitted to the GLA's portal at the appropriate reporting stages is to be secured via an agreement, as well as the carbon offset contribution and a condition requiring a connection to the South Kilburn heat network

Whole Life Carbon and Circular Economy

233. A Whole Life Cycle (WLC) Carbon Assessment has been provided, as required by London Plan policy SI2, demonstrating whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrating actions taken to reduce life-cycle carbon emissions. By undertaking a WLC, the development has demonstrated (subject to further Stage 2 consideration by the GLA) that options for reducing carbon emissions have been considered and implemented where feasible. The GLA have confirmed that all WLC matters have been satisfactorily addressed. A Circular Economy (CE) statement has been submitted, as required by London Plan policy SI7. While the principles of this are generally supported, there are some details which require review by the GLA as part of the stage 2 referral.

234. Suitable planning conditions, including post completion, relating to the WLC and CE Statement will be incorporated following consideration of GLA feedback at the Stage 2 referral stage.

Overheating

235. London Plan Policy SI4 expects all new proposals to minimise adverse impacts on the urban heat island through design, layout, orientation, materials, and the incorporation of green infrastructure. Major proposals should demonstrate how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

236. Reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;

- Minimise internal heat generation through energy efficient design;
 - Manage the heat within the building through exposed internal thermal mass and high ceilings;
 - Provide passive ventilation;
 - Provide mechanical ventilation; and
 - Provide active cooling systems.
- The sustainability statement confirms that overheating risk was considered early in the design process to ensure compliance with relevant standards. Suitable passive measures have been incorporated within the building envelope and services design to mitigate overheating and reduce cooling demand.

237. The proposed approach involves a natural ventilation strategy. Passive measures include internal blinds, self-shading balcony design and considered glazing specification. Mechanical Ventilation with Heat Recovery (MVHR) has also been incorporated, with MVHR has also been incorporated, with summer bypass and variable speed controllers, in order to minimise the need for active cooling.

238. Meeting the notional cooling demand has not been possible. This is due to the passive design measures which have been put in place to achieve energy efficiency targets. The passive design measures reduce the heating demand but also increase the cooling demand of the commercial unit. The applicant has set out that the heating demand is approximately 18% below the notional heating demand whereas the cooling demand is only 3% above the notional cooling demand which results in an energy

saving overall. The GLA have requested clarification over these details. This will be finalised prior to the Stage 2 referral.

Water consumption

239. London Plan Policy SI 5 Water infrastructure and Policy BSUI4 (On Site Water Management and Surface Water Attenuation) requires proposals to minimise the use of mains water achieving water consumption of 105 litres or less per head per day. A condition is attached to this application to ensure the water consumption is within the limits, in line with this policy requirement, and in response to the GLA Stage 1 comments.

Air Quality

240. The site is located within an Air Quality Management Area (AQMA) and an Air Quality Focus and Action Area. In accordance with London Plan Policy SI1 and Local Plan Policy BSUI2, an Air Quality Assessment and Air Quality Positive Assessment should be submitted with the application, as the site is located within a Growth Area. 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.

241. The submission includes an Air Quality Assessment. The report considers the potential to expose future site users to elevated pollutant concentrations as well as to cause construction and operational phase impacts within the sensitive area.

242. It concludes that during the construction phase, there is potential for air quality impact, however assuming good practice dust control measures are implemented, the dust generation by construction, earthworks and track out activities was not predicted to be significant. It is recommended that conditions are secured within a Construction Management Plan (CMS) to include an Air Quality and Dust Management Plan (AQDMP) and compliance with the London Non-Road Mobile Machinery (NRMM) Low Emission Zone standards.

243. Across the site, dispersion modelling verified that long and short term NO₂ and PM concentrations were below the relevant benchmarks. The site is therefore considered suitable for the proposed end-use without the implementation of protective mitigation techniques to protect future amenity. Natural ventilation and openable windows throughout all residential units is deemed acceptable, and will not influence the heating/cooling strategy.

244. The assessment also included whether there was the potential for vehicle trips generated by the proposed development to affect local air quality. The traffic fate indicative that the anticipated traffic flows are below the relevant thresholds and operational impact could be screen out as not significant.

245. While the assessment does not include information relating to the buildings emissions, this detail is provided within Appendix 9: Air Quality Impacts of the Energy Assessment. This information confirms that the majority of residential energy sources will come from the existing district heat network with capacity expanded by installing air source heat pumps and the remaining coming from grid electricity. For the non-residential energy use, the energy would come from grid electricity.

246. The application has not been accompanied by an Air Quality Positive Assessment. This was raised by the Council's Environmental Health team. Air quality positive brings together a range of evidence in support of a planning application to show how air quality has been considered holistically, including through the consideration of how better design can reduce exposure, building emissions, transport emissions, innovation and futureproofing.

247. The application was submitted prior to the adoption of the Air Quality SPG. However, in terms of an air quality positive approach, reviewing the application against the guidance the proposal includes air quality positive measures. For example, in terms of building emissions, the development receives all energy from Grid electricity and the connection to existing District Heat network along with the provision of air source heat pumps. In addition, the habitable rooms in the scheme benefit from passive ventilation and a building layout which allows for the dispersion of pollutants. In terms of transport emissions, the scheme is car-free with EV charging points providing on street. In addition, the scheme has adopted a

healthy streets approach. Therefore, while an air quality statement has not been submitted, the range of evidence provided by the applicant demonstrated that holistically the scheme has been designed to address Air Quality Positive.

Construction Noise and Nuisance

248. The development is within an Air Quality Management Area and located very close to predominantly other residential premises and a nearby school. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours.

249. 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 need to include management of dust through wheel washing and other mitigation measures, such as noise restrictions.

250. 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.

Contaminated Land

251. The site to be redeveloped and the surrounding area has been identified as previously contaminated. The Council's environmental health team has therefore recommended conditions requiring a site investigation and verification reports to be submitted for approval, with remediation and mitigation measures required being fully implemented before the relevant part of the works is carried out. These have been attached to the draft decision notice.

Noise

252. London Plan Policy D13 states that proposals should avoid significant adverse noise impacts on health and quality of life and should, where possible, improve and enhance the acoustic environment and promote appropriate soundscapes. In circumstances where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles. Brent Policy DMP1 also expects new development to ensure that it does not result in an unacceptable increase in exposure to noise and general disturbance.

253. A Noise Impact Assessment has been undertaken ascertain the daytime and night-time noise levels likely to be experienced by the proposed development. This includes details of the assessment methodology; the baseline conditions at the site and surroundings and any necessary mitigation measures required to reduce and minimise any adverse effects.

254. The report has identified that the proposed development is bounded by roads and the noise climate is dominated by road traffic noise. Measured noise levels allowed for a robust glazing specification to be proposed which would in turn provide acceptable internal noise levels for all residential environments of the development. Provided these mitigation measures are installed then no further conditions are recommended in terms of design of the buildings to protect proposed habitable spaces.

Fire Safety

255. Policy D12 of the London Plan states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor and requires the statement to demonstrate how consideration has been given to such matters as fire appliance access and features which reduce the risk to life.

256. Further to the above, Policy D5 (B5) of the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users, with fire evacuation lifts suitable to be used to evacuate people who require level access from the buildings.

257. A Fire Safety Report and a Fire Safety Form responding to London Plan D12 have been submitted. Key measures which are to be implemented in the blocks include:

258. A conventional stay put evacuation strategy.

- An evacuation alert system for use by fire and rescue services
- All flats will be provided with LD1 Category automatic fire alarm and fire detection system.
- The internal layout of flats will be one storey with internal hallways or open plan layouts.
- All of the buildings will be provided with a ventilated stair lobby in addition to the common corridor which is recommended by current standard guidance.
- The travel distances within the common corridors will be within the recommended maximum limits
- Blocks C1 and C2 (exceeding 18) will provide two stairs and each will be provided two hybrid lifts (facilities to be both evacuation and firefighting lifts)
- Blocks A1, A2, B1 and B2 will each be provided with an evacuation lift designed and installed in accordance with BS 9999
- Residential sprinklers will be provided to all residential flats, townhouses and all internal ancillary areas. The sprinkler system will be designed, installed and tested in accordance with BS 9251 and will include enhancements for reliability in Blocks C1 and C2.
- An external fire spread assessment for the worst case residential flats has been set out.
- All materials which become part of an external wall or specified attachment will achieve Class A2-s1, d0 or A1 in accordance with BS EN 13501-1.
- Blocks C1 and C2 will be designed with firefighting shafts.
- External hydrants will be located within 90m of all fire main inlets and entrances to townhouses.

259. The submitted Fire Statement and fire safety design are suitable to meet the requirements of D12. The GLA have assessed the strategy and have recommended that the statement is altered to reflect the minor alterations submitted in June 2024 to the ground floor internal arrangement of Block C to provide an additional window to the commercial space and a window into the social rent lobby of C2. These design changes had no impact on the fire strategy given the minor alteration. A condition is requested requiring the installation of fire evacuation lifts and a condition requiring compliance with the recommendations of the approved fire strategy, and any subsequent updated versions.

Flooding

260. Paragraph 167 of the NPPF sets out that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) any residual risk can be safely managed; and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

261. The above position is reinforced within policy BSUI3 of Brent's Local Plan which highlights that proposals that require a Flood Risk Assessment must demonstrate that the development will be resistant and resilient to all relevant sources of flooding including surface water. Proposed development must pass the sequential and exceptions test as required by national policy. The design and layout of proposals requiring a Flood Risk Assessment must contribute to flood risk management and reduction and:

- a) minimise the risk of flooding on site and not increase the risk of flooding elsewhere;
- b) wherever possible, reduce flood risk overall;
- c) ensure a dry means of escape;
- d) achieve appropriate finished floor levels which should be at least 300 mm above the modelled 1 in 100 year plus climate change flood level; and
- e) not create new basement dwellings in areas of high flood risk.

262. The policy goes onto say that proposals that would fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

263. A Flood Risk Assessment (FRA) has been submitted in support of the application. This report confirms that the site lies within Flood Zone 1 in terms of fluvial or tidal flooding. However, the report demonstrates some localised pockets of surface water flooding, and the West London Strategic Flood Risk Assessment confirms that large parts of the site are within Flood Zone 3a for surface water flooding.

264. Only certain types of development are acceptable, as set out within the Flood Risk Vulnerability Classification table set out within the NPPF. Residential uses are classed as 'More Vulnerable' whereby such uses would not be supported in Flood Zone 3a where the sequential and exception test has not been met. The commercial uses are classed as 'Less Vulnerable' and are considered acceptable subject to appropriate mitigation measures, set out in the Environment Agency's standing advice.

265. In this case, the site does form part of a site allocation within the Local Plan. As part of the evidence base to support the Local Plan, the site was included as part of the Brent Flood Risk Sequential and Exception Test documentation. The document sets out that the Sequential Test had been passed, however a site specific FRA would need to demonstrate this with reference to the Level 2 SFRA.

266. The FRA demonstrates that the site has a low risk of flooding from fluvial, groundwater, reservoir and sewer sources. The report also classifies the pluvial risk as low subject to proposed mitigation. The report sets out that in order to mitigate any potential surface water flooding, the site levels should be designed in such a way as to ensure any overland flow is routed through the network of roads and public open space on site, directed away from buildings. The proposed landscape, levels and drainage strategies are proposed to direct surface water runoff away from buildings and towards SuDS features throughout the site including rain gardens, tree pits, soft landscape and permeable pavements. Rainwater falling on the development is captured within the proposed drainage system and also where rainfall is landing on refurbished public highway this will runoff to the existing highway drainage system.

267. The GLA have requested further work regarding how the risk of ponding on site would be mitigated through the proposed layout. This additional work will be undertaken and would be addressed ahead of the Stage 2 referral. The FRA adequately assesses the risk of flooding from fluvial/tidal, groundwater, and reservoir flooding, which is considered to be low. On this basis, officers consider that the exception test has been adequately passed and the proposed development meets the requirements of paragraph 167 of the NPPF outlined above.

Drainage

268. Policy SI13 of London Plan sets out that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the drainage hierarchy.

269. Brent Local Plan Policy BSUI4 relates to on site water management and surface water attenuation. It requires major developments to:

- a) use appropriate sustainable drainage measures to control the rate and volume of surface water run-off;
- b) ensure where feasible separation of surface and foul water systems;
- c) make reasonable provision for the safe storage and passage of flood water in excessive events;

and

d) demonstrate adequate arrangements for the management and maintenance of the measures used.

270. The FRA has been accompanied by a drainage strategy. The strategy set considers the following drainage hierarchy:

271. Recycling of attenuated rainwater was not considered feasible use within the buildings because of the additional cost and complexity of the system when compared against the water saving benefits. A duplication of the internal piping system would be required as well as the provision of storage tanks and pumps which increase the operational and capital cost investments against the benefits.

272. In terms of infiltration techniques, surface water runs off from paved surfaces within the site towards landscape planting, rain gardens, tree pits and permeable pavements. In day-to-day rainfall, the absorption, evaporation and infiltration of surface water through the SuDS features will fully drain paved areas within the site. However, owing to the typically poor permeability of the site's geology (made ground on London Clay), the infiltration rate of the ground beneath the SuDS features would not be sufficient to drain the site in severe storm events. Gullies and slot drains are therefore also utilized to supplement the SuDS features. The attenuation of rainwater in ponds or open water features was not considered to be feasible for the development. Surface water overflows from SuDS features will drain into the below ground drainage system and attenuated in tanks for gradual release to the sewer system. There are no watercourses suitably located within vicinity of the site to receive run off. The local sewer network is combined. It is proposed that surface water is continued to discharge to the existing combined water network in the vicinity of the site.

273. In addition, the development notes that the surface water discharge is reduced to the greenfield runoff rate. The pre-development peak rate of run off was calculated at 23.0 l/s. The post-development peak rate of run off has been calculated to 9.7l/s while the greenfield run off rate is calculate as 10.1 l/s. Attenuation tanks will be provided to accommodate surface water that backs up behind the flow control device in severe storm events, supplementing the SuDS features proposed within the landscape. These tanks are sited below the proposed Open Space.

274. The strategy sets out that communal infrastructure of the whole development is to be managed and maintained by the building's owner. It is considered that the sustainable drainage measures are acceptable and in accordance with policy BSUI4. Such details are recommended to be conditioned to any forthcoming consent.

275. The GLA are disappointed that rainwater harvesting has not been included within the scheme and have requested more information with regards to the greenfield run off rate, green roof extents and hydraulic calculations. This would be addressed ahead of stage 2 referral.

276. Thames Water were consulted during the course of the application and confirmed that they would have no objections in relation to surface water or foul water drainage capacity based on the information provided. They have recommended a condition in relation to piling as the development is located within 15 m of a strategic sewer and an informative relating to anticipated flow rates.

Wind Microclimate

277. A wind microclimate assessment has been submitted with the application, using the Lawson Comfort criteria as the main basis for assessment, which is recognised as best practice for this type of benchmarking.

278. The assessment uses meteorological data to determine the existing wind microclimate and wind conditions around the proposed development. Places tested included all pedestrian thoroughfares, building entrances and amenity areas. The report displays the expected wind conditions for ground level during the windiest and summer season and at elevated levels during the summer season. Due to the location of the Proposed Development, generally surrounded by low-rise buildings, the majority of the Site would be suitable for standing during the windiest season with localised areas of strolling conditions along

the western facades of Blocks A and B, the south-eastern corner of Block C, the channel between Blocks A and C, and within the central courtyard.

279. Areas within amenity spaces on ground level are one category windier than desired. To mitigate this, the report recommends that the landscaping scheme as shown in the plans is implemented with trees at minimum height of 3m. Relevant conditions will be secured to ensure the implementation of the scheme.
280. Entrances along the western façade of Blocks A and B are unsuitable for their intended usage, requiring mitigation. To improve conditions, side screens either side of the entrance should be implemented. This can be in the form of solid or porous screens (at least 50% solid area) measuring at least 2m in height and 1m in width. A condition requiring the submission of this screening detail will be included.
281. Standing use wind conditions during summer season on multiple balconies and western roof terrace of Block D would potentially be tolerated by occupants on the basis that these are private spaces that are usable as weather permits. The report recommend mitigation for these areas if feasible in order to improve the conditions further.
282. Strong winds exceeding 15m/s are not expected to occur for more than 2.2 hours per year in or around the proposed development.
283. Overall, wind conditions around the site are expected to be suitable for their intended use, with only localised areas of windier than desired conditions. Mitigation measures are expected to reduce wind speeds in the highlighted areas above thereby providing suitable wind conditions in and around the site.

Employment, Apprenticeship and Training

284. Brent Local Plan Policy BE1 sets out an Employment, Apprenticeship and Training Plan will be required for all developments of 5,000sq.m or more or sites capable of providing 50 or more residential units, to be prepared in partnership with Brent Works or any successor body. The applicant has anticipated a contribution in relation to Employment and Training. This will be secured through a condition.

Utilities

285. The applicants have submitted an overview setting out the existing and required utilities / statutory services for the scheme, including clean water supply, sewer connection, gas, electricity and internet connection. The report sets out that discussions with providers are on going. The statutory services report indicates that fibre internet is proposed to be made available to all apartments, which would accord with the aims of London Plan policy SI6. A condition is attached ensuring that high-speed broadband is secured for all future dwellings, in line with this policy.

Equalities

286. 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 also 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).
287. An Equality Impact Assessment was submitted in support of the proposal. The assessment is split into the following sections:
- Brief overview of the site and proposed development.
 - Outline of the national, regional and local policy context with regard to specific legislation and policies that seek to reduce inequalities.
 - Outline of the proposed assessment methodology.
 - Existing socio-economic baseline (at London, Borough and Ward or LSOA level. Where

possible LSOA data will be utilised to present a more accurate picture of the local population).

- Impact Assessment table comparing the possible impacts of the development against the existing baseline including recommendations for mitigation where necessary.
- Draws a conclusion of the overall impacts of the development on protected groups.

288. The report identifies potential impacts, both adverse and beneficial, including:

- The loss of existing employment space and potential jobs and the creation of employment opportunities in the non-residential floor space.
- The impact of air quality, noise and transport on local population with long-term health problems and/or older people
- Local employment during construction
- Temporary loss of open space
- Provision of new and replacement social housing
- Provision of a new public park including new play space
- Improved pedestrian and cycle access
- Provision of Blue Badge parking
- Provision of accessible homes

289. The assessment concludes that significant adverse equalities impacts will arise as a result of the development and the development will deliver several beneficial impacts.

CONCLUSION:

290. The proposals would result in a mixed use, predominantly residential development on an existing housing estate which is allocated within the Local Plan and would accord with key policy objectives of the site allocation including, provision of new open space and mixed tenure housing. The scheme includes a public open space of 2,400 sqm and 250 new homes including 51% affordable housing when measured by habitable room. The scheme demonstrates general compliance with the South Kilburn SPD.

291. The new homes would include 109 affordable homes (14,139 sqm floorspace), all provided at social rent with 37.6% of these being 3 bed units. A Financial Viability assessment was submitted to support the application which found the scheme to be in a deficit. This was evaluated by consultants commissioned by the Council who concluded that the level of deficit is lower than that set out by the applicant, but nevertheless, it is significantly in deficit. Officers consider that the amount of Affordable Housing proposed is the maximum amount that the scheme could viably deliver. Early and late stage review mechanisms are recommended to ensure that any uplift in viability is captured.

292. In terms of housing size mix, the overall proportion of family homes is 21.2% which falls slightly short of the council policy target with the applicant citing the reduction due to internal fire safety requirements and a recent update to the Housing Needs Assessment for the South Kilburn area indicating a reduced need for 2 and 3 bedroom social rented units. In addition, any changes to the private mix to increase the number of three bedroom homes would be likely to adversely affect the viability of the scheme, resulting in a greater deficit and lessen the quantum of affordable housing. The proportion of family sized affordable homes is above targets. In this instance, Officers consider that this justification is suitable and the benefits of providing more affordable homes and afford family sized homes above the private family sized homes in the scheme is accepted.

293. The proposal will result in the provision of a high quality public realm, with routes and spaces proposed at ground level which are publicly accessible. These include routes through the site together with a new urban park and a play spaces, and are considered to represent a significant benefit of the scheme. The architectural quality of the buildings is considered to be high, and the approach to building height, massing and composition is well considered. Although the maximum height is one storey above the ambitions of the South Kilburn SPD. The site is within the tall building zone and sits below the height of the existing Hereford House. It has also been successfully demonstrated that the design approach is suitable and meets the key criteria of London Plan policy D9.

294. The quality of the homes is considered to be good, with homes meeting internal space standards and other quality factors considered and discussed in this report. Officers acknowledge that the proposal will result in some daylight and sunlight impacts to neighbouring properties, some of which will go beyond targets within BRE guidance. However, the level of impact is not considered to be excessive given the policy allocation and designations, and the benefits of the scheme are considered to outweigh the harm.
295. 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 necessary legal agreements.



Brent

DECISION NOTICE – APPROVAL

Application No: 21/2587

To: Elizabeth Bundred Woodward
Tibbalds Planning and Urban Design Ltd
19 Maltings Place
169 Tower Bridge Road
London
SE1 3JB

I refer to your application dated **05/07/2021** proposing the following:

Full planning application for the demolition of the existing Hereford House and Exeter Court buildings and the construction of four new residential buildings ranging from 3-13 storeys, the provision of flexible non-residential floorspace at ground floor of Block C1, a new public urban park and new access road along the western side of the site, cycle and blue badge car parking and associated infrastructure

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

at **Hereford House and garages, Carlton Vale & Exeter Court, Cambridge Road & Open Space and Play Area, Granville Road, London, NW6**

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: 30/07/2024

Signature:

David Glover
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 the:-

National Planning Policy Framework 2023
The London Plan 2021
Brent Local Plan 2019-2041

- 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):

Drawings:

371-KCA-XX-XX-DR-A-0001-P 2 Site Location Plan
371-KCA-XX-XX-DR-A-0002-P 2 Existing Site Plan
371-KCA-XX-XX-DR-A-0003-P 2 Proposed Site Plan
371-KCA-AX-00-DR-A-1100-P 3 Proposed Ground Floor Plan – Block A
371-KCA-AX-01-DR-A-1101-P 3 Proposed First Floor Plan – Block A
371-KCA-AX-02-DR-A-1102-P 3 Proposed Second Floor Plan – Block A
371-KCA-AX-03-DR-A-1103-P 3 Proposed Third Floor Plan – Block A
371-KCA-AX-04-DR-A-1104-P 3 Proposed Fourth Floor Plan – Block A
371-KCA-AX-05-DR-A-1105-P 3 Proposed Fifth Floor Plan – Block A
371-KCA-AX-06-DR-A-1106-P 3 Proposed Roof Plan – Block A
371-KCA-AX-XX-DR-A-4000-P 1 Strip Sections & Elevation – Block A Street
371-KCA-AX-XX-DR-A-4001-P 1 Strip Sections & Elevation – Block A Courtyard
371-KCA-AX-XX-DR-A-4002-P 1 Strip Section & Elevation – Block A Gable
371-KCA-AX-XX-DR-A-4100-P 1 Paired Residential Entrance – Block A
371-KCA-BX-00-DR-A-1100-P 3 Proposed Ground Floor Plan – Block B
371-KCA-BX-01-DR-A-1101-P 3 Proposed First Floor Plan – Block B
371-KCA-BX-02-DR-A-1102-P 3 Proposed Second Floor Plan – Block B
371-KCA-BX-03-DR-A-1103-P 3 Proposed Third Floor Plan – Block B
371-KCA-BX-04-DR-A-1104-P 3 Proposed Fourth Floor Plan – Block B
371-KCA-BX-05-DR-A-1105-P 3 Proposed Fifth Floor Plan – Block B
371-KCA-BX-06-DR-A-1106-P 3 Proposed Roof Plan – Block B
371-KCA-BX-XX-DR-A-4000-P 1 Strip Sections & Elevation – Block B Street
371-KCA-BX-XX-DR-A-4001-P 1 Strip Sections & Elevation – Block B Courtyard
371-KCA-BX-XX-DR-A-4002-P 1 Strip Sections & Elevation – Block B Gable
371-KCA-BX-XX-DR-A-4100-P 1 Paired Residential Entrance – Block B
371-KCA-CX-00-DR-A-1100-P 5 Proposed Ground Floor Plan – Block C
371-KCA-CX-01-DR-A-1101-P 3 Proposed First Floor Plan – Block C
371-KCA-CX-02-DR-A-1102-P 3 Proposed Second Floor Plan – Block C
371-KCA-CX-03-DR-A-1103-P 3 Proposed Third Floor Plan – Block C
371-KCA-CX-04-DR-A-1104-P 3 Proposed Fourth Floor Plan – Block C
371-KCA-CX-05-DR-A-1105-P 3 Proposed Fifth Floor Plan – Block C
371-KCA-CX-06-DR-A-1106-P 3 Proposed Sixth Floor Plan – Block C
371-KCA-CX-07-DR-A-1107-P 3 Proposed Seventh Floor Plan – Block C
371-KCA-CX-08-DR-A-1108-P 3 Proposed Eighth Floor Plan – Block C

371-KCA-CX-09-DR-A-1109-P 3 Proposed Ninth Floor Plan – Block C
 371-KCA-CX-10-DR-A-1110-P 3 Proposed Tenth Floor Plan – Block C
 371-KCA-CX-11-DR-A-1111-P 3 Proposed Eleventh Floor Plan – Block C
 371-KCA-CX-12-DR-A-1112-P 3 Proposed Twelfth Floor Plan – Block C
 371-KCA-CX-13-DR-A-1113-P 3 Proposed Roof Plan – Block C
 371-KCA-CX-B1-DR-A-1099-P 4 Proposed Basement Floor Plan – Block C
 371-KCA-CX-XX-DR-A-4000-P 1 Strip Sections & Elevation - Block C1 Street
 371-KCA-CX-XX-DR-A-4001-P 2 Strip Sections & Elevation - Block C2 Street
 371-KCA-CX-XX-DR-A-4100-P 1 Paired Residential Entrance – Block C
 371-KCA-DX-00-DR-A-1100-P 3 Proposed Ground Floor Plan – Block D
 371-KCA-DX-01-DR-A-1101-P 3 Proposed First Floor Plan – Block D
 371-KCA-DX-02-DR-A-1102-P 3 Proposed Second Floor Plan – Block D
 371-KCA-DX-03-DR-A-1103-P 3 Proposed Third Floor Plan – Block D
 371-KCA-DX-04-DR-A-1104-P 3 Proposed Roof Plan – Block D
 371-KCA-DX-XX-DR-A-4000-P 1 Strip Section & Elevation – Block D Street
 371-KCA-DX-XX-DR-A-4001-P 1 Strip Section & Elevation – Block D Rear
 371-KCA-DX-XX-DR-A-4100-P 1 Typed Paired Entrance – Block D
 371-KCA-XX-00-DR-A-1000-P 5 Proposed Ground Floor Plan – Blocks A,B,C & D
 371-KCA-XX-01-DR-A-1001-P 3 Proposed First Floor Plan – Blocks A,B,C & D
 371-KCA-XX-02-DR-A-1002-P 3 Proposed Second Floor Plan – Blocks A,B,C & D
 371-KCA-XX-03-DR-A-1003-P 3 Proposed Third Floor Plan – Blocks A,B,C & D
 371-KCA-XX-04-DR-A-1004-P 3 Proposed Fourth Floor Plan – Blocks A,B,C & D
 371-KCA-XX-05-DR-A-1005-P 3 Proposed Fifth Floor Plan – Blocks A,B,C & D
 371-KCA-XX-06-DR-A-1006-P 3 Proposed Sixth Floor Plan – Blocks A,B,C & D
 371-KCA-XX-07-DR-A-1007-P 3 Proposed Seventh Floor Plan – Blocks A,B,C & D
 371-KCA-XX-08-DR-A-1008-P 3 Proposed Eighth Floor Plan – Blocks A,B,C & D
 371-KCA-XX-09-DR-A-1009-P 3 Proposed Ninth Floor Plan – Blocks A,B,C & D
 371-KCA-XX-10-DR-A-1010-P 3 Proposed Tenth Floor Plan – Blocks A,B,C & D
 371-KCA-XX-11-DR-A-1011-P 3 Proposed Eleventh Floor Plan – Blocks A,B,C & D
 371-KCA-XX-12-DR-A-1012-P 3 Proposed Twelfth Floor Plan – Blocks A,B,C & D
 371-KCA-XX-13-DR-A-1013-P 3 Proposed Roof Plan – Blocks A,B,C & D
 371-KCA-XX-B1-DR-A-0999-P 4 Proposed Basement Floor Plan – Blocks A,B,C & D
 371-KCA-XX-XX-DR-A-2010-P 2 Existing Section AA – Hereford House & Exeter Court
 371-KCA-XX-XX-DR-A-2011-P 2 Existing Sections BB & CC – Hereford House & Exeter Court
 371-KCA-XX-XX-DR-A-2012-P 2 Existing Sections DD, EE, FF & GG – Granville Park
 371-KCA-XX-XX-DR-A-2100-P 3 Proposed North & South Sections – Blocks A,B & C
 371-KCA-XX-XX-DR-A-2101-P 3 Proposed East & West Sections – Blocks A,B & C
 371-KCA-XX-XX-DR-A-2102-P 2 Proposed West Sections – Blocks A & B
 371-KCA-XX-XX-DR-A-2103-P 2 Proposed North, South, East & West Sections – Block D
 371-KCA-XX-XX-DR-A-3000-P 2 Existing Site Elevations
 371-KCA-XX-XX-DR-A-3001-P 3 Proposed Site Elevations
 371-KCA-XX-XX-DR-A-3010-P 2 Existing Elevation – Cambridge Road Looking West
 371-KCA-XX-XX-DR-A-3011-P 2 Existing Elevation – Carlton Vale Looking South
 371-KCA-XX-XX-DR-A-3012-P 2 Existing Elevation – Granville Road Looking North & Iranian School Looking West
 371-KCA-XX-XX-DR-A-3013-P 2 Existing Elevation – Granville Road Looking South
 371-KCA-XX-XX-DR-A-3014-P 2 Existing Elevation – Hereford House Looking West & Hereford House Looking East
 371-KCA-XX-XX-DR-A-3015-P 2 Existing Elevation – Carlton Vale Looking North
 371-KCA-XX-XX-DR-A-3016-P 2 Existing Elevation – Granville Park Looking North
 371-KCA-XX-XX-DR-A-3100-P 2 Proposed North & South Street Elevations - Block A,B & C
 371-KCA-XX-XX-DR-A-3101-P 3 Proposed East & West Street Elevations - Block A,B & C
 371-KCA-XX-XX-DR-A-3102-P 3 Proposed North & South Courtyard Elevations - Block A,B & C
 371-KCA-XX-XX-DR-A-3103-P 3 Proposed East & West Courtyard Elevations - Block A,B & C
 371-KCA-XX-XX-DR-A-3104-P 2 Proposed North & South Street Elevations - Block D
 371-KCA-AX-XX-DR-A-4200-P 0 Typical Parapet Detail - Block A
 371-KCA-AX-XX-DR-A-4201-P 0 Typical Window Detail - Blocks A & B
 371-KCA-BX-XX-DR-A-4200-P 0 Typical Parapet Detail - Block B Street

371-KCA-BX-XX-DR-A-4201-P 0 Typical Recessed Balcony Detail - Block B
 371-KCA-CX-XX-DR-A-4200-P 0 Typical Parapet & Balcony Detail - Block C
 371-KCA-CX-XX-DR-A-4201-P 0 Typical Window Detail - Block C
 371-KCA-CX-XX-DR-A-4202-P 0 External Entrance - Block C Commercial
 371-KCA-DX-XX-DR-A-4201-P 0 Typical Window Detail – Block D
 371-KCA-XX-XX-DR-A-4300-P 0 Medium Pressure Gas Meter Plan & Elevations
 371-KCA-XX-XX-DR-A-1300-P2 Unit Type Plans - 1B2P-AX-01
 371-KCA-XX-XX-DR-A-1301-P2 Unit Type Plans - 1B2P-BX-01
 371-KCA-XX-XX-DR-A-1302-P2 Unit Type Plans - 1B2P-CX-01 & 1B2P-CX-02
 371-KCA-XX-XX-DR-A-1303 P2 Unit Type Plans - 1B2P-CX-03 & 1B2P-CX-04
 371-KCA-XX-XX-DR-A-1304 P2 Unit Type Plans - 1B2P-CX-05 & 1B2P-CX-06
 371-KCA-XX-XX-DR-A-1305 P2 Unit Type Plans - 1B2P-XX-01
 371-KCA-XX-XX-DR-A-1306 P2 Unit Type Plans - 2B4P-AX-01 & 2B4P-AX-02
 371-KCA-XX-XX-DR-A-1307 P2 Unit Type Plans - 2B4P-AX-03 & 2B4P-AX-04
 371-KCA-XX-XX-DR-A-1308 P2 Unit Type Plans - 2B4P-BX-01 & 2B3P-BX-01
 371-KCA-XX-XX-DR-A-1309 P2 Unit Type Plans - 2B4P-BX-02
 371-KCA-XX-XX-DR-A-1310 P2 Unit Type Plans - 2B4P-C1-01 & 2B3P-C1-01
 371-KCA-XX-XX-DR-A-1311 P2 Unit Type Plans - 2B4P-C1-02
 371-KCA-XX-XX-DR-A-1312 P2 Unit Type Plans - 2B4P-C1-03 & 2B3P-C1-02
 371-KCA-XX-XX-DR-A-1313 P2 Unit Type Plans - 2B4P-C1-04
 371-KCA-XX-XX-DR-A-1314 P2 Unit Type Plans - 2B4P-C2-01 & 2B3P-C2-01
 371-KCA-XX-XX-DR-A-1315 P2 Unit Type Plans - 2B4P-C2-02 & 2B3P-C2-02
 371-KCA-XX-XX-DR-A-1316 P2 Unit Type Plans - 2B4P-C2-03 & 2B4P-C2-04
 371-KCA-XX-XX-DR-A-1317 P2 Unit Type Plans - 2B4P-CX-01 & 2B4P-CX-02
 371-KCA-XX-XX-DR-A-1318 P2 Unit Type Plans - 2B4P-XX-01
 371-KCA-XX-XX-DR-A-1319 P2 Unit Type Plans - 3B5P-AX-01 & 3B5P-AX-02
 371-KCA-XX-XX-DR-A-1320 P2 Unit Type Plans - 3B5P-AX-03 & 3B5P-AX-04
 371-KCA-XX-XX-DR-A-1321 P2 Unit Type Plans - 3B5P-BX-01 & 3B5P-BX-02
 371-KCA-XX-XX-DR-A-1322 P2 Unit Type Plans - 3B5P-C2-01 & 3B5P-C2-02
 371-KCA-XX-XX-DR-A-1323 P2 Unit Type Plans - 3B6P-AX-01 & 3B5P-AX-05
 371-KCA-XX-XX-DR-A-1324 P2 Unit Type Plans - 3B6P-AX-02 & 3B5P-AX-06
 371-KCA-XX-XX-DR-A-1325 P2 Unit Type Plans - 3B6P-AX-03 & 3B6P-AX-04
 371-KCA-XX-XX-DR-A-1326 P2 Unit Type Plans - 4B6P-DX-01
 371-KCA-XX-XX-DR-A-1327 P2 Unit Type Plans - 4B7P-AX-01
 371-KCA-XX-XX-DR-A-1328 P2 Unit Type Plans - 5B7P-DX-01
 0042_PR_ZZ_GF_DR_L_6000 P00 Paving Details Sheet 01
 0042_PR_ZZ_GF_DR_L_6001 P00 Paving Details Sheet 02
 0042_PR_ZZ_GF_DR_L_6010 P00 Kerb & Edging Details Sheet 01
 0042_PR_ZZ_GF_DR_L_6011 P00 Kerb & Edging Details Sheet 02
 0042_PR_ZZ_GF_DR_L_6020 P00 Wall & Fence Details
 0042_PR_ZZ_GF_DR_L_6040 P00 Lighting Details 01
 0042_PR_ZZ_GF_DR_L_6041 P00 Lighting Details 02
 0042_PR_ZZ_GF_DR_L_6050 P00 Tree House Details
 0042_PR_ZZ_GF_DR_L_6055 P00 Community House Details
 0042_PR_ZZ_GF_DR_L_6056 P00 Pizza Oven Details
 0042_PR_ZZ_GF_DR_L_6060 P00 Bridge Details
 0042_PR_ZZ_GF_DR_L_6065 P00 Play Equipment Details 01
 0042_PR_ZZ_GF_DR_L_6066 P00 Play Equipment Details 02
 0042_PR_ZZ_GF_DR_L_6070 P00 Sand Pit Details
 0042_PR_ZZ_GF_DR_L_6075 P00 Puddle Details
 0042_PR_ZZ_GF_DR_L_6080 P00 Rocky Outcrop Detail
 0042_PR_ZZ_GF_DR_L_6090 P00 Utilities Details
 0042_PR_ZZ_GF_DR_L_6100 P00 Planting Details
 0042_PR_ZZ_GF_DR_L_6110 P00 Tree Planting Details 01
 0042_PR_ZZ_GF_DR_L_6111 P00 Tree Planting Details 02
 0042_PR_01_GF_DR_L_1010 P01 Hardscape & Furniture Plan 01
 0042_PR_02_GF_DR_L_1011 P01 Hardscape & Furniture Plan 02
 0042_PR_01_GF_DR_L_1020 P01 Planting Plan 01

0042_PR_02_GF_DR_L_1021 P01 Planting Plan 02
0042_PR_ZZ_GF_DR_L_0000 P01 Landscape Masterplan
0042_PR_ZZ_GF_DR_L_0001 P01 Illustrative Masterplan
0042_PR_ZZ_GF_DR_L_0002 P01 Utilities Co-ordination Plan
0042_PR_ZZ_GF_DR_L_0003 P01 Soft Landscape Masterplan
0042_PR_ZZ_GF_DR_L_0004 P00 Tree Removal Plan
0042_PR_ZZ_ZZ_DR_L_2000 P00 Section A-A
0042_PR_ZZ_ZZ_DR_L_2300 P00 Sections B-B & C-C
0056_PR_ZZ_GF_DR_L_0004 P00 Utilities Co-ordination Plan
0056_PR_ZZ_ZZ_SH_L_9050 P00 Soft Landscape Planting Schedule
371-KCA-XX-XX-DR-A-8000-P 3 Proposed Unit Key
371-KCA-XX-XX-DR-A-8001-P 3 Proposed NIA Key
371-KCA-XX-XX-DR-A-8002-P 3 Proposed GEA Key
371-KCA-XX-XX-DR-A-8003-P 4 Proposed GIA Key
371-KCA-XX-XX-DR-A-8004-P 3 Proposed Wheelchair Units Key
371-KCA-XX-XX-DR-A-8005-P 4 Proposed Tenure Key

Documents:

Transport Assessment Version: 0.6 prepared by Velocity Transport Planning Ltd dated January 2024

Preliminary Ecological Appraisal prepared The Ecology Consultancy dated 02/01/2019

Addendum to Preliminary Ecological Appraisal prepared The Ecology Consultancy dated 30/06/2021

Fire Safety Strategy Report 03 prepared by Trigon Fire Safety Engineering dated 19/12/2023
Fire Statement Form

Arboricultural Impact Assessment V1.1 prepared by Arbeco dated 27/05/21

Flood Risk Assessment 03 prepared by Lewis Hubbard Engineering dated 14th May 2021

Landscape Planning Addendum 0042-PR-RP-L-0020 P03 prepared by periscope dated February 2024

Landscape Stage 3 Report 0042-PR-RP-L-0010 P00 prepared by periscope dated May 2021

Stage 3 Lighting Design Calculations 1164-HEX-LA-RP-003 prepared by STUDIO DEKKA dated 5th February 2021.

Stage 3 Lighting Design Statement 1164-HEX-LA-RP-002 prepared by STUDIO DEKKA dated 5th February 2021.

Noise Impact Assessment Report 17334.NIA.01 Rev B prepared KP Acoustics dated 11/05/2021

Pedestrian Level Wind Desk-Based Assessment RWDI #1804595 REV E prepared by RWDI dated May 17th 2021

Wind Microclimate Statement of Conformity prepared by RWDI dated 9th October 2023

Schedule of Lighting Equipment 1164-HEX-LA-SH-001 prepared by STUDIO DEKKA dated 5th February 2021.

Tree Schedule 0042-PR-ZZ-ZZ-SH-L-9050 P00 prepared by periscope dated 13/05/2021

Utilities and Foul Water Drainage 03 prepared by Lewis Hubbard Engineering dated 23rd June 2021

Ventilation Statement prepared by Max Fordham dated 4 February 2021

Waste Management Strategy V1.0 prepared by Velocity Transport Planning dated May 2021

Energy Assessment 02 prepared by Max Fordham dated 09 February 2024

Operation Waste Management Strategy V1.1 prepared by Velocity Transport Planning dated October 2023

Delivery and Servicing Plan 2360/2001 Doc No D004 prepared Velocity Transport Planning dated January 2004

Residential Travel Plan V0.6 prepared Velocity Transport Planning dated January 2024

Detailed Circular Economy prepared by Max Fordham dated 13 June 2024

Hereford House – Exeter Court and Granville Park – Detailed Circular Economy Statement prepared Max Fordham dated May 2021

Hereford House – Exeter Court and Granville Park WLC Carbon Assessment prepared Max

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

- 3 The development shall provide the 109 social rented units (Class C3), as shown on the consented plans, in the following mix: 37 x 1-bed, 31 x 2-bed, 17 x 3-bed, 16 x 4-bed and 8 x 5 bed.

The social rented units hereby approved shall be implemented and maintained for the lifetime of the development as 100% affordable rented housing (at rents up to 80% of the market rents and capped at Local Housing Allowance rates, inclusive of service charge, intended for households who cannot afford housing at market rates) and LB Brent will have the right to nominate people to be housed in the whole of the affordable housing development, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure an appropriate mix of units having regard to the identified affordable housing needs of the Borough.

- 4 The development shall provide 141 private sale units (Class C3), as shown on the consented plans, in the following mix: 79 x 1-bed, 50 x 2-bed, 12 x 3-bed.

Reason: To ensure an appropriate mix of units having regard to the identified housing needs of the Borough.

- 5 Not less than 10% of residential units shall be constructed to wheelchair accessible requirements (Building Regulations M4(3)) and the remainder shall meet easily accessible/adaptable standards (Building Regulations M4(2)) save for 4 No. Units [C1-01-00-01, C2-01-00-01, C2-01-00-02 and C2-01-00-03] constructed to Building Regulations M4(1).

Reason: To ensure suitable facilities for disabled users and to future proof homes

- 6 The development hereby approved shall contain 135 sqm of commercial floorspace which shall not be used other than for purposes falling within Use Classes E(a)(b)(c)(d)(e)(g) and F2(b), as detailed in the drawings hereby approved, unless other agreed in writing by the Local Planning Authority, (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 a proposed uses is acceptable for the site and its locality.

- 7 The approved cycle storage facilities and bin storage facilities shall be installed and made available for use prior to first occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the development hereby approved.

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

- 8 Except those living in the Approved Parking Homes, occupiers of the residential development, hereby approved, shall not be entitled to a Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential

development. For the lifetime of the development a notice, no smaller than 30cm in height and 21cm in width, clearly informing occupants of this restriction shall be displayed within the ground floor communal entrance lobby of each building, in a location and at a height clearly visible to all occupants. On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site

- 9 The external communal courtyard amenity space located at the ground floor between Blocks A, B and C shall be made available and accessible to all residents within the Blocks A, B and C, regardless of the type and affordability of their accommodation, for the lifetime of the development.

Reason: In the interests of proper planning and to ensure an equitable distribution of amenity space, in accordance with Brent Policy BH13.

- 10 The Granville Urban Park open space adjacent to Cambridge Road as indicated on the proposed plans shall be retained as publically open space without restrictions for the lifetime of the development.

Reason: To ensure a suitable retention and reprovision of Public Open Spae.

- 11 No further extensions or buildings shall be constructed within the curtilage of the dwellinghouses in Block D subject of this application, notwithstanding the provisions of Class(es) A, B, D & E of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 1995, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason: In view of the restricted nature and layout of the site for the proposed development, no further enlargement or increase in living accommodation beyond the limits set by this consent should be allowed without the matter being first considered by the Local Planning Authority and to prevent an over development of the site and undue loss of amenity to adjoining occupiers.

- 12 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.

- 13 Notwithstanding the approved plans, the development shall be carried out in full accordance with the submitted flood risk assessment and drainage strategy (Flood Risk Assessment 03 prepared by Lewis Hubbard Engineering dated 14th May 2021) and all mitigation measures outlined in this document.

The mitigation measures set out shall be fully implemented prior to occupation. The measures shall be retained and maintained thereafter throughout the lifetime of the development.

Reasons: To reduce the risk of surface and water flooding to the proposed development and future occupants and to prevent flooding elsewhere.

- 14 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 Policies BSUI1, BSUI2 and London Plan Policy SI1.

- 15 The development shall include the provision of fire evacuation lifts to Blocks A, B and C as indicated in the submitted plans.

Reasons: In the interests of proper fire safety.

- 16 The development shall be carried out in full accordance with the Fire Safety Strategy Report 03 prepared by Trigon Fire Safety Engineering dated 19/12/2023 and the mitigation measures outlined in this document.

Reasons: To ensure the scheme complies with the fire safety requirements set out in Policy D12 of the London Plan.

- 17 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 when measured at the nearest noise sensitive premises in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' The plant shall thereafter be installed together with any necessary mitigation measures and maintained in accordance with the details, unless otherwise agreed in writing by the local planning authority.

Reason: To protect acceptable local noise levels.

- 18 Prior to the occupation of the development, the applicant shall enter into a Memorandum of Understanding with the Local Planning Authority in order to provide a contribution to offset the impact of the development on local bus services.

Reason: To ensure there is sufficient public transport capacity to accommodate the development.

- 19 Prior to the commencement of works (inclusive of site clearance and demolition), bat emergence surveys shall be undertaken and reported on in accordance with the Bat Conservation Trust's "Bat Surveys for Professional Ecologists: Good Practice Guidelines 4th edition".

Any mitigation measures set out shall be fully implemented prior to occupation. The measures shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: The site has the potential to support roosting bats and to ensure that the Council fulfils its duties under the Conservation of Habitats and Species Regulations.

Reason for pre-commencement: The condition relates to impact to species which could be affected by demolition and site clearance, therefore details need to be known before commencement of development.

- 20 Prior to the commencement of works (inclusive of site clearance and demolition), an updated Peregrine Survey shall be undertaken and reported on. The assessment shall be submitted and approved in writing by the Local Planning Authority.

Any mitigation measures set out shall be fully implemented prior to occupation. The measures shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: The PEA identified habitats suitable for roosting peregrine falcons and the Council must fulfil its duties under the Wildlife and Countryside Act.

Reason for pre-commencement: The condition relates to impact to species which could be affected by demolition and site clearance, therefore details need to be known before commencement of development.

- 21 Prior to commencement of the development hereby approved (including site clearance and demolition works), an Arboricultural Method Statement and Tree Protection Plan shall be submitted to and approved in writing by the Local Planning Authority.

Such details may include

- a. Location and installation of services/utilities/drainage including SuDS
- b. Details of demolition and construction including methodology associated with excavation within the RPA that may impact on the retained trees
- c. Detailed levels and cross sections to show raised levels or surfacing
- d. A specification for protective fencing to safeguard trees during construction phases and a plan indicating the alignment of the protective fencing.
- e. A specification for scaffolding and ground protection within tree protection zones.
- f. Tree protection during construction indicated on a TPP and construction activities in this area clearly identified as prohibited in this area.
- g. Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well as concrete mixing and use of fires.
- h. Arboricultural supervision and inspection by a suitably qualified tree specialist throughout the process

The development shall thereafter be constructed fully in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To protect retained existing trees including T10 Beech during the course of demolition and construction works in order to ensure that the character and amenity of the area are not impaired.

Reason for pre-commencement: Site clearance and demolition works have the potential to impact retained trees.

- 22 Notwithstanding the approved plans, prior to works commencing above ground on the development, a detailed landscaping scheme and implementation programme shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall incorporate the hard and soft landscaping details proposed on the approved plans, as well as further details of, but not limited to the following:

- Proposed materials for all hard surfaces and the permeable qualities
- Precise locations of all Sheffield cycle stands to be provided within the public realm
- Details and sizes of all raised planters, including any trellises and defensible space adjacent to ground floor habitable windows
- Details of all external furniture (including refuse or other storage units) and informal seating/benches
- Species, locations and densities for all trees, grass and shrubs
- Details of SuDs landscape features including rain gardens and green roofs
- Play spaces including proposed equipment and surfacing
- Proposed walls, fencing, screening treatment and gates and any other permanent means of boundary treatment/enclosure, indicating materials, position and heights
- Details of any signs and signboards within the site
- Ensure that any trees removed to achieve the development are replaced to ensure equivalent canopy cover is achieved at time of planting
- Tree pits for all new tree planting
- Soil depth and composition on roof terraces, and details of plants and shrubs for these areas;
- Updated Urban Greening Calculations in excess of 0.33 UGF
- Confirmation of Biodiveristy Net Gain

- Details of the design, number and siting of ecological enhancements listed within the recommendations of the Preliminary Ecological Appraisal V 2.0 prepared by The Ecology Consultant dated 02.01.2019
- Details of any external CCTV installations
- A landscape management plan including long term design objectives, management responsibilities and five year maintenance programme and schedules for all landscaped areas,

The approved landscaping scheme and implementation programme shall be completed in full;
 (a) prior to first occupation or use of the building(s), in respect of hard landscaping components and boundary treatments;
 (b) during the first available planting season following completion of the development hereby approved, in respect of all other soft landscaping components.

It shall thereafter be mainlined fully in accordance with the approved Landscape Management and Maintenance Plan, unless otherwise agreed in writing by the Local Planning Authority.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- 23 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. In addition, measures to control emissions during the construction phase relevant to a medium risk site should be written into an Air Quality and Dust Management Plan (AQDMP), or form part of a Construction Environmental Management Plan, in line with the requirements of the Control of Dust and Emissions during Construction and Demolition SPG. The AQDMP should also be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter be constructed in accordance with the approved Construction Method Statement, together with the measures and monitoring protocols implemented throughout the construction phase.

The development shall thereafter be constructed in accordance with the approved Construction Method Statement, together with the measures and monitoring protocols implemented throughout the construction phase.

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

Reason for pre-commencement condition: Nuisance from demolition and construction activities can occur at any time, and adequate controls need to be in place before any work starts on site.

- 24 Prior to commencement of the development hereby approved (including site clearance and demolition works), a final Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed fully in accordance with the approved Construction Logistics Plan, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the development is constructed in an acceptable manner and in the interests of pedestrian and highway safety.

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

- 25 (a) Prior to commencement of the development (including demolition and site clearance) a Construction Employment and Training Plan shall be submitted to and approved in writing by

the local planning authority

(b) The applicant shall enter into a Memorandum of Understanding with the Local Planning Authority in order to secure a financial contribution (estimated to be £tbc for construction fee and £tbc for operational fee) to Brent Works for job brokerage services, any additional charge against the shortfall in provision of jobs as identified within the employment and training plan.

Reason: In the interest of providing local employment opportunities.

Pre-commencement reason: The condition seeks to exercise control over training and employment of Brent residents throughout the construction phase of the development and therefore needs to be discharged prior to construction

- 26 No piling shall take place 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 sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

- 27 Prior to the commencement of development (excluding site clearance and demolition), 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 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.

Any soil remediation required by the Local Planning Authority shall be carried out in full in accordance with the approved remediation works.

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

- 28 Prior to the occupation of the development, 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 land is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

- 29 Prior to the commencement of the relevant building (excluding demolition, site clearance, foundations and any below ground works) , further details of all exterior materials (including samples of key materials which shall be provided on site for inspection or in another location as agree, and/or manufacturer's literature) shall be submitted to and approved in writing by the Local Planning Authority. Such details may include (but not be limited to):

- brickwork
- mortar
- precast concrete
- windows
- metal work
- coping

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

Reason: To ensure a high quality development which makes a positive contribution to the character and appearance of the local area.

- 30 Prior to the commencement of works (excluding demolition, site clearance, foundations and any below ground works), detailed drawings of the key construction detailing shall be submitted to and approved in writing by the local planning authority. Such details may include (but not be limited to) the junctions between different materials, fixing and application of cladding, detailing of reveals, soffits, parapets, balustrading, fins and other architectural features of the buildings. The development shall be constructed in accordance with the approved details.

Reason: To ensure a high quality development which makes a positive contribution to the character and appearance of the local area.

- 31 Within three months of commencement of the development, the developer shall enter into an agreement with the Local Highways Authority to carry out the following works:

- (i) widening of Granville Road along its southern side fronting the site to provide 1.8m wide parallel parking bays, tree planting and a footway to a minimum width of 2m behind;
- (ii) widening of Carlton Vale along its northern side fronting the site to provide a 1.5m wide highway verge with a minimum 2m footway behind;
- (iii) realignment of Cambridge Road through the site and repaving in stone setts with a raised carriageway, parking bays and a 60mm kerb upstand between the carriageway and the footways, with a line of demarcation to be agreed between the adopted highway and the proposed urban park;
- (iv) construction of a 4m wide pedestrian footpath in block paving linking the two ends of Granville Road in front of proposed housing Block D, with removable emergency vehicle access bollards at either end;
- (v) construction of a 3.65m wide one-way access road in asphalt with 1.8m parallel parking bays in block paving on either side, a 500mm margin on its western side and a minimum 2m wide footway in paving slabs on its eastern side linking Granville Road with Carlton Vale with junctions including 4m kerb radii;
- (vi) amendments to on-street parking and loading bays within the Controlled Parking Zone to suit the new road layout;
- (vii) together with all associated lining, signing, street lighting, street furniture, electric vehicle charging points, tactile paving, planting, drainage, all associated Traffic Regulation Orders and any ancillary and accommodation works including any necessary alterations to statutory undertakers' equipment;

in general accordance with the layouts set out on plans 0042_PR_ZZ_GF_DR_L_0000/P00 and 0056_PR_ZZ_GF_DR_L_0002/P00.

The development shall not be occupied until evidence that the abovementioned highway works have been implemented in full and certified as completed to an acceptable standard by the Local Highways Authority has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development provides a safe and functional highway environment to connect the development with its surroundings.

- 32 Prior to first occupation of any part of the development, a Car Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority which includes:

- Details of the Approved Parking Homes which retain CPZ permits
- A strategy and coordinator to notify Highways in order to remove the allocated car parking spaces once they become redundant.

The proposed development shall be occupied in full accordance with the final approved Car Parking Management Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that sufficient levels of parking are provided for existing residents.

- 33 No part of the development hereby approved shall be occupied until a revised Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The revised Residential Travel Plan shall reflect the Residential Travel Plan Version 0.6 dated January 2024 that was submitted within the Planning Application, but amended to include:

- Promotion of local Car Clubs amongst residents with free membership for residents for a minimum of three years
- Enhancement of monitoring through surveys that are use TRICS or i-TRACE methodology

The Revised Travel Plan must include the commitment to carry out the Initial Travel Survey within 6 months of Occupation of the Development.

Upon first occupation of the development, the Revised Travel Plan shall be fully implemented for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

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

- 34 Prior to first occupation or use of the development hereby approved, a revised Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the local planning authority, which details delivery booking procedures, enforcement measures and revised monitoring and review arrangements. All delivery and servicing activity shall thereafter be carried out fully in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that all delivery and servicing activities can be safely accommodated on site without adversely affecting the safety and amenity of residents or other users of the development or conditions on the highway network.

- 35 (a) Prior to commencement of works on site (excluding demolition) an Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. This shall include (but not be limited to) an Energy Assessment so as to demonstrate how the Development will be constructed to such specification to achieve a minimum 35% improvement on Part L of the Building Regulations 2021 Target Emission Rate ("TER") for CO2 emissions including through the use of on-site micro-generation.

(b) The applicant shall enter into a Memorandum of Understanding with the Local Planning Authority in order to provide appropriate offsetting measures for the development's carbon emissions as approved within the above Energy Assessment.

(c) No later than two months after practical completion of the development an Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This shall include a review of the energy assessment commissioned at the applicant's expense and prepared by an independent assessor to demonstrate as built construction is in accordance with the approved Energy Assessment.

(d) Following the construction of the building, the applicant shall enter into a Memorandum of Understanding with Greater London Authority in order to demonstrate compliance with the 'Be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan.

The approved Energy Assessment (or as amended) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing with the Council.

Reason: In order to minimise greenhouse gas emissions in accordance with the principles of London Plan policy SI2.

- 36 Prior to commencement of development (excluding site clearance and demolition works),

details of how the development is designed to allow future connection to the South Kilburn district heating network, shall be submitted to and approved in writing by the local planning authority.

The development shall be completed in accordance with the approved details thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the development is in accordance with the principles of London Plan Policy SI3 and Brent's Local Plan Policy BSUI1.

- 37 Prior to commencement of works above ground level, a revised Overheating Risk Assessment and Mitigation Strategy with detailed drawings to scale and materials for all external mitigation (where required) 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.

- 38 Prior to commencement (excluding demolition, site clearance and the laying of foundations) a plan indicating the wind microclimate mitigation measures:

- solid or porous screens (at least 50% solid area) measuring at least 2m in height and 1m in width adjacent to entrances along the western façade of Blocks A and B

as per the recommendations of Pedestrian Level Wind Desk-Based Assessment dated May 2021 shall be submitted to and approved in writing by the Local Planning Authority.

The approved microclimate mitigation infrastructure shall be implemented prior to the first occupation of the development hereby approved.

Reason: To ensure that the development would establish a suitable level of comfort, in respect of wind conditions, for building users and pedestrians in the vicinity of the building, as well as to ensure that screens would have a suitable visual amenity impact.

- 39 Prior to the commencement of above ground superstructure works for the development, but excluding demolition, details for the provision of a communal television system/satellite dishes shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be undertaken in accordance with the approved detail.

Reason: In order to mitigate the possibility of numerous satellite dishes being installed on the development hereby approved in the interests of the visual appearance of the development, in particular, and the locality in general.

- 40 Prior to the installation of any external lighting, details of such lighting shall be submitted to and approved in writing by the Local Planning Authority. This shall include, but is not limited to, details of the lighting fixtures, luminance levels within and adjoining the site, as well as ecological sensitivity measures that form a part of the lighting strategy. The lighting shall not be installed other than in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

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

- 41 Prior to the occupation of the development a Nominations Agreement to define nominations criteria and arrangements shall be entered into with the Council, and submitted to and approved in writing by the Local Planning Authority. The Nominations Agreement will set out the policies and procedures for the nomination by the Council of prospective tenants to the development and shall be implemented on occupation and shall remain in effect for the lifetime of the development.

Reason: To ensure the development is implemented in accordance with the approved details submitted having regard to Local Plan affordable housing policy, the weight that was given to the Affordable housing when reaching a decision and to contribute to meeting Brent's identified housing needs, including meeting LB Brent's statutory housing duties.

- 42 Prior to the occupation of each building the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the published guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

- 43 Prior to the occupation of any phase of development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance 2022. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by the Local Planning Authority, prior to occupation.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

- 44 Prior to commencement of development (excluding site clearance and demolition works), detailed plans shall be submitted to and approved in writing by the local planning authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development. The development shall be carried out in accordance with these plans thereafter and maintained as such in perpetuity.

Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness.

- 45 Prior to the occupation of the building, the applicant shall enter into a Memorandum of Understanding with the Local Planning Authority in order to provide a contribution towards off site 12+ year old playspace.

Reason: To provide suitable playspace for future occupiers.

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 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.

- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 4 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 5 Given the age of the buildings to be demolished it is possible that asbestos may be present. The applicant is reminded of hazards caused by asbestos materials especially during demolition and removal works and attention is drawn to your duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 6 The quality of imported soil must be verified by means of in-situ soil sampling and analysis. Brent Environmental Health do not accept soil quality certificates from the soil supplier as proof of soil quality.
- 7 The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 / developer.services@thameswater.co.uk to discuss the details of the piling method statement.

Any person wishing to inspect the above papers should contact Lena Summers, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5233

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

7 August, 2024
05
22/2477

SITE INFORMATION

RECEIVED	12 July, 2022
WARD	Alperton
PLANNING AREA	Brent Connects Wembley
LOCATION	245-249 and 253 Ealing Road, Wembley, HA0 1EX
PROPOSAL	Redevelopment of site to provide two buildings accommodating residential units, the use of ground floor as a Community Use (Use Class: F2) with additional affordable workspace (Use Class: E) at ground floor level, associated vehicular crossover, car and cycle parking spaces, refuse storage, amenity spaces, landscaping and associated 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 https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_161085</p> <p><u>When viewing this as a 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 "22/2477" (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 the application's referral to the Mayor of London (Stage 2 referral).

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

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. Provision of 32 homes (10 Shared Ownership and 22 London Affordable Rent) at 35.5% per habitable room and an early and late-stage review mechanism, 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)
4. Training and employment of Brent residents - Prior to a material start:
 - a) to inform Brent Works in writing of the projected number of construction jobs and training opportunities and provide a copy of the Schedule of Works;
 - b) to prepare and submit for the Council's approval an Employment Training Plan for the provision of training, skills and employment initiatives for residents of the Borough relating to the construction phase and operational phase of the Development;
 - c) financial contribution (estimated to be £27,500 for construction fee and £7,150 for operational fee) to Brent Works for job brokerage services., any additional charge against the shortfall in provision of jobs as identified within the employment and training plan.
5. The Class E Workspace floorspace to be provided as affordable workspace to be delivered as follows:
 - a) In perpetuity
 - b) At no more than 50% of comparable local market rates
 - c) Floorspace is to be provided as affordable research and development, light industrial, flexible office and studio workspace (Use Class E(g))
 - d) Managed by one of the Councils approved affordable workspace operators
 - e) With a minimum lease term of 15 years or a minimum long-lease of 125 years
 - f) To a minimum fit-out standard as set out in the Affordable Workspace SPD
6. Sustainability and Energy;
 - Detailed design stage energy assessment based on Part L 2021 of Building Regulations with a minimum 35% reduction on site. Initial carbon offset payment to be paid prior to material start if zero-carbon target not achieved on site.
 - Post-construction energy assessment. Final carbon offset payment upon completion of development if zero-carbon target not achieved on site.
 - Be seen' energy performance monitoring and reporting
7. A Section 38/278 Agreement to include highway works to:-
 - (i) provide a loading bay within the Ealing Road footway (as amended to extend the entry splay and provide protective bollards);
 - (ii) widen and re-landscape the Ealing Road footway along the site frontage to retain a minimum 3m wide footway past the loading bay;
 - (iii) reinstate all existing redundant vehicular crossovers to the site to footway;
 - (iv) create the new site access with 2m kerb radii,
 - (v) provide any other works to statutory undertakers' equipment or other ancillary or accommodation works associated with items (i)-(iv) above

all in general accordance with the details shown on drawing number BBA669.P.04G
8. The implementation of the Residential Travel Plan ;
9. A financial contribution of £45,000 towards the extension of Controlled Parking Zones in the vicinity of the site;
10. Promotion of local Car Clubs, with the provision of free membership of a Car Club in the vicinity of the

development offered to residents for a period of at least two years;
11. A wayfinding strategy and contribution of £2,000 for Ealing Road signage

12. Financial contributions

a) To Brent Council for enhancement of off-site tree planting (£7,000).

b) A contribution to Brent Parks of £10,000 for enhancement and improvements to public open spaces within the Borough

13. Transport for London:

a) To TfL for public transport (£67,166 agreed between the applicant and TfL for bus service enhancements)

b) To TfL for public transport (£149,190 requested by TfL for step-free access agreed by the applicant and TfL)

14. Detailed submission of Television and Radio Reception Impact and underwriting of all mitigation required in addressing any interference

15. Indexation of contributions in line with inflation (to be indexed from date of Planning Committee)

16. 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 Drawings

3. Number of Units

4. Commercial uses

5. Water Restriction

6. Amenity Space

7. Obscure Glazing

8. Flood Risk

9. Noise

10. Wheelchair accessible homes

11. Non-Road Mobile Machinery (NRMM)

12. Communal amenity space

13. EVPCs

14. Parking, Cycle and Refuse Stores

15. Air Quality

Pre-commencement Conditions

16. Construction Method Plan

17. Construction Logistics Plan

18. Heritage recording

Post Commencement

19. Contaminated land

20. District Heat Network

21. Digital Connection

22. Materials

23. Hard and Soft Landscaping

24. Access Routes

25. Sound insulation

26. Delivery and Servicing Plan

27. Internal Noise

28. Community Access Plan

29. External Lighting

30. Plant

31. Whole Life Carbon

32. Circular Economy

Informatives

1. Building Adjacent to Boundary

2. CIL Liability

3. Party Wall Act

4. London Living Wage

5. Fire Informative

6. Quality of Imported Soil

7. Thames Water Details

8. Groundwater Risk Management Permit

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

SITE MAP



This map is indicative only.

PROPOSAL IN DETAIL

The proposal is to demolish the existing buildings on site and erect two buildings of up to 10 storeys in height in their place. The basic form of the buildings would be for a broadly rectangular footprint, with small steps in form along the façade for articulation. On the ground floor of the northernmost building would be a community facility (Use Class F2) measuring 140sqm. On the ground floor of the southernmost building would be a 251sqm affordable workspace area and a car park. Ancillary floorspace such as cycle stores and plant area would be mainly located at ground and mezzanine levels, with the refuse stores located on ground floor level.

Above this there would be 31 residential units within the northernmost building (block A) and 57 residential units within the southernmost building (block B), which would be a mix of one, two, and three bedroom flats. Block A would provide the affordable housing units, with one additional unit in Block B at first floor. Block A would have a single core, serving up to 4 flats on each floor and block B with two cores flat serving up to 8 flats on each floor. The building form is consistent up the structures although the top storey of each building is set back to a greater degree than the floors below. The top storey of Block A would have a 234.4sqm communal terrace with Block B having a 280.05sqm terrace, with 121.5sqm provided on level 9 of Block B's roof terrace. All flats are also to be provided with a private balcony/terrace and additional rooftop communal gardens are to be placed atop both buildings.

It is noted that a previous consent existed on this site, granted in July 2019 under application reference 16/3606, for a similar scale of development. However, this permission was not implemented, and has since lapsed. The reason for this has been explained, in part, to be as a result of legislative changes around fire safety, and the requirement for additional evacuation cores. This is discussed in the site history section of this report.

Key Information

Site Designations

Relevant site designations:
Alperton Growth Area
Tall Building Zone
Air Quality Focus Area

Land Use Details

Site area (ha):	0.12ha
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Non-residential details:			
	Use Description	Use Class	Floorspace (m ²) (Gross Internal Area)
Existing	Public House	Sui Generis	368m ²
	Bank	Class E	232sqm
Proposed	Community use	F2	143m ²
	Workspace	Class E(g)	251m ²
Total Proposed			394m ²

Parking

	Car Parking Spaces (General)	Car Parking Spaces (Disabled)	% EVCP	Bicycle Spaces	
				Short stay	Long stay
Existing	N/A	NA	N/A	N/A	N/A
Proposed	0	3	3	4	154

Environmental performance

	Policy target	Proposed
Energy		
Percentage of on-site carbon savings beyond Part L of Building Regulations (2021)	Since the submission of the planning application, the Building Regulations have been updated with 2021 version which came into effect in July 2022. In this case whilst the application was submitted in August 2022, the Energy Assessment was prepared in July 2021 and designed in accordance with 2013 regulations. This would achieve a 64% reduction in carbon emission in total. Nevertheless, a detailed design stage energy strategy will be required prior to commencement as an obligation within the Section 106 legal agreement and this will be assessed against the Building Regulations 2021	
Percentage of on-site carbon savings achieved through energy efficiency measures		
Off-site reduction (%) and/or carbon offset contribution		
Unregulated carbon emissions		
Sustainability		
BREEAM score	Excellent if over 1000sqm of commercial floorspace	Not required as less than 1000sqm
Urban Greening Factor (UGF)	0.4	0.4
Biodiversity Net Gain (BNG)	Positive	Figures not provided but likely to be an improvement given the hardstanding and buildings on site at present

Amendments since submission:

- Improvements to the UGF score to achieve 0.4
- An updated Drainage Strategy to remove pump
- Updated ecology report with dusk emergence survey
- Updates to the ground floor layout to improve the usability of the community floorspace
- Updates and increased sizing to some of the units bedroom sizes and the balconies
- Updates to the living/kitchen/dining units to rationalise the layouts

EXISTING

The two sites as existing are vacant, however, they previously incorporated an MOT Centre, a former HSBC bank building and the Plough Public House. These existing two storey buildings are all to be demolished in order for the proposed development to commence. The sites are labelled as Site A and Site B, however, the connecting access route between the sites would be retained as a through access.

The surrounding area is mixed in character, with some retail, considerable light industry and manufacturing within close proximity. However, the area is currently in a transitional period, becoming more residential in nature following completion of housing developments, including those to the immediate north (243 Ealing Road) and construction of new developments to the south (255 Ealing Road) as well as nearby developments under construction such as Abbey Wharf and Minavil House.

The site fronts on to Ealing Road, which is a significant thoroughfare within the borough. The northern part of the site located on the junction with Hatton Road and Glacier Way, a prominent junction which provides vehicular access to the Sainsbury's Superstore to the West. The northern and eastern sides of the site are bounded by Hatton Road, with modern residential blocks Cosgrove House (north) and Braunston House (east) forming the immediate context across Hatton Road. To the south, across a small service road is the site of 255 Ealing Road, where another significant residential development is being implemented. Between the Plough pub to the south and the former HSBC building to the north is a small strip of land containing an

access to Hatton Road, this access is outside of the applicant's ownership. The site therefore encompasses two separate plots of land, HSBC to the north and the Plough to the south.

The site is within Alperton Growth Area. It is also within the Ealing Road and Alperton Creative Enterprise Zone.

The site and wider locality is within the Alperton/Ealing Road Air Quality Focus Area and is also designated as an Air Quality Management Area.

SUMMARY OF KEY ISSUES

Summary of Key Issues

The key issues for consideration are as follows:

Representations Received: A total of 84 objections have been received principally raising concerns regarding scale & design, loss of light and views, transport and access impacts and a lack of supporting facilities. These issues are discussed in the body of this report.

Land use: The loss of the public house would be secured through an appropriate sized replacement community use within the development and a community access plan would be secured by condition. The residential use is supported in principle.

Design: The design of the building is considered to be acceptable, and the height and massing is in keeping with the local context. The design of the building is discussed further in the body of this report.

Quality of the resulting residential accommodation: The residential accommodation proposed is of a sufficiently high quality. The overall mix of unit sizes is in accordance with policy standards, and each would have sufficient access to daylight and outlook. There is a slight shortfall of the proposed private amenity space, however this marginal shortfall is offset by the closely located public open spaces and is therefore considered to be acceptable and in accordance with BH13 when weighed up against the delivery of housing in an appropriate location, with sufficient access to shared amenity space. This is discussed further in the body of this report.

Affordable housing and Mix of Homes: The scheme would deliver 33 affordable units (10 Shared Ownership and 22 London Affordable Rents) at 35.5% by habitable room. As the scheme is delivering more than 35% affordable housing, it qualifies for the Fast Track route as set out within both the London Plan and Brent's Local Plan, subject to both an early and late stage review mechanism. The scheme would achieve a policy compliant level of family sized homes (24 homes in total) in line with policy BH6.

Neighbouring amenity: There would be a loss of light to some windows of surrounding buildings, however this is often unavoidable in developments of this scale in built up urban areas. The overall impact of the development is considered to be acceptable, particularly in view of the wider regenerative benefits and the delivery of housing, including affordable housing. This is discussed further in the body of this report.

Highways and transportation: The proposed alterations to the public highway are acceptable, considering the needs of pedestrians, cyclists and motorists. 3 disabled parking spaces are to be provided, with the remainder of the development expected to operate free of cars. Some minor changes would be required through dischargeable condition in consultation with the Council's Transport officers, but the principle of the highways layout results in an acceptable arrangement.

Trees, landscaping and public realm: While some trees are proposed to be removed, through detailed analysis in an arboricultural assessment they are not in this instance considered to be of a sufficient quality to warrant their retention, and notwithstanding this there would be sufficient replanting and other improvements. The proposal has the potential to improve on the existing situation with the forecourt landscaping proposed. This would be assured through the use of dischargeable conditions.

Environmental impact, sustainability and energy: The measures outlined by the applicant achieve the required improvement on carbon savings within London Plan policy. Issues surrounding Urban Greening and Biodiversity Net Gain are discussed in further detail within the body of this report.

RELEVANT SITE HISTORY

16/3606. Full Planning Permission. 26/07/2019. Granted – subject to legal agreement.

Redevelopment of the site to provide two new buildings of part 9 and part 10 storeys high to accommodate 92 flats (10 x studios, 42 x 1 bed, 25 x 2 bed and 15 x 3 bed units), ground floor commercial use within Use class A4 (drinking establishment) or Use class D1 (community centre) with associated basement for car and cycle parking spaces and storage, vehicular crossover, bin stores, amenity space, landscaping and associated works (Revised plans submitted changing the floorplans and elevations of Block B and Daylight/Sunlight Report addendum)

21/4633. Discharge of Conditions. 09/05/2022. Approved.

Details pursuant to condition 13 (materials) of Full Planning Permission reference 16/3606 dated 26 July, 2019, for Redevelopment of the site to provide two new buildings of part 9 and part 10 storeys high to accommodate 92 flats (10 x studios, 41 x 1 bed, 27 x 2 bed and 14 x 3 bed units), ground floor commercial use within Use class A4 (drinking establishment) or Use class D1 (community centre) with associated basement for car and cycle parking spaces and storage, vehicular crossover, bin stores, amenity space, landscaping and associated works (Revised plans submitted changing the floorplans and elevations of Block B and Daylight/Sunlight Report addendum)

CONSULTATIONS

Consultation with neighbours

A press notice advertising the proposal was published on 3rd October 2023, and a site notice was displayed on 21st September 2023. In addition, letters were sent to 637 neighbouring properties on 9th January 2023.

Following this, 84 representations have been received. The majority of objections were received from residents of Cosgrove House (to the north) and Braunston House (to the east). The prevailing issues raised within these representations are laid out and responded to below.

Objection	Response
<p>The development would restrict access routes to the existing developments to the north and east.</p> <p>The access will need to be through the private road servicing 245 Ealing Road (Hatton Road).</p>	<p>The proposal will retain Hatton Road (access from Ealing Road) fully, as well as a pedestrian access between 245-249 and 253 Ealing Road, as is currently the case. It is therefore not considered that local access routes and permeability will be changed by this development.</p> <p>The proposed pedestrian and vehicular access to the building will be from along the main frontage along Ealing Road. No accesses will be made available from Hatton Road.</p>
<p>Since the earlier consent, the locality has changed with additional buildings that need to be considered.</p>	<p>The proposal has taken into account any impacts upon daylight and sunlight on these buildings within paragraphs 86 to 125 and the impact of the building on the locality is set out within paragraphs 22 to 37. While it is accepted that there have been additional developments since the previous consent, this is a growth area with change expected. The impacts have been assessed and it is not considered to be unacceptable.</p>
<p>The development would result in overcrowding</p>	<p>The mix of units is discussed in paragraph 17, with further assessment of the quality of these units between paragraphs 38 to 59 and it is considered that the proposal and each unit would be of high quality and of suitable space standard for each individual occupant.</p>
<p>The scale of development is inappropriate, with insufficient spacing between and placement of blocks. The standard for separation between buildings is 18m-20m.</p>	<p>The application site is located within a Tall Building Zone. The scale of development would be very similar to that of its immediate neighbours, Braunston and Cosgrove Houses. The placement of the building would broadly in line with the existing pattern although it is acknowledged that due to the urban context of the site and surrounding</p>

<p>There will be a loss of privacy due to the close proximity of buildings.</p>	<p>buildings the relationship would in places be constrained, however on balance this is not considered to be to an unacceptable level.</p> <p>The 18m separation standard within Brent's SPD1 guidance specifically refers to face-to-face windows in the interests of protecting privacy between neighbouring dwellings. The development has been designed so as to ensure that windows are not present where they would compromise privacy at an unsuitable distance, e.g. there are no clear glazed windows on the east facing elevation of Block A towards Braunston House.</p> <p>Proximity alone is not a measure of detrimental impact in terms of light and overshadowing and loss of privacy, as daylight and sunlight reports are used to assess the full impact of building proximities.</p>
<p>The Daylight and Sunlight assessment does not take into consideration the proposed developments at 255 Ealing Road, 253a Ealing Road and 1C Carlyon Road. The daylight and sunlight report indicates that a significant number of windows within neighbouring buildings are to lose light.</p>	<p>Please refer to paragraphs 88 to 126 within the main body of the report below.</p>
<p>Parking stress will increase, owning a car will become very difficult. The traffic congestion on Ealing Road will increase.</p>	<p>Please refer to paragraphs 127 to 134 within the main body of the report below.</p>
<p>There will be pressure put on local services.</p>	<p>The development would be liable for Community Infrastructure Levy (CIL), which would solely contribute towards local community infrastructure. Notwithstanding this, an on-site community centre is proposed. Brent's Infrastructure Delivery Plan sets out a comprehensive breakdown of infrastructure required, where there is the potential for additional pressure on services, particularly within Growth Areas. The IDP identifies any potential shortfall and how we manage this to ensure that the growth of the Borough is sustainable. Financial contributions have been sought in order to address any potential shortfalls.</p>
<p>The density and size of the site is likely to result in small units with minimal landscaping.</p>	<p>The units all comply with the Mayor's standards within the London Plan on suitable flat sizes. Achievement of these standards is considered to provide a functional and desirable space for the intended number of occupants. In addition to meeting floor space standards, the flats all have at least one balcony space and access to a substantial roof terrace.</p>
<p>There is little recreational space outside the building. Will the residents have access to the communal garden for residents of the 245 Ealing Road development?</p>	<p>There are to be landscaping improvements along Ealing Road, although the majority of recreational space is to be provided internally within private balconies and large roof terraces.</p> <p>Access to the communal gardens will be restricted to residents within the development rather than for general</p>

	<p>public use.</p> <p>A contribution to the enhancement and improvements to public open space will be sought as part of the legal agreement.</p>
Reports that the current owner of the Plough public house has allowed the pub to become run down and increases the risk of anti-social behaviour.	Anti-social behaviour reported from the pub would not be a material planning consideration. The proposal would provide an appropriate replacement community facility.
A drinking establishment would lead to anti-social behaviour in this area	A public house no longer forms part of this development.
Views would be obstructed.	Individual views are not protected within policy, only key strategic views (e.g. the Wembley Stadium arch from designated viewpoints). However, it is considered that surrounding properties would retain sufficient levels of outlook.
The community would want a café, restaurant and/or a modern medical centre for an underserved population.	The site allocation does not require the bank to be reprovided and the uses proposed are considered acceptable and in line with the site allocation. The development would be liable for CIL payment which is designed to contribute to the delivery of infrastructure upon which a development relies. Brent's Infrastructure Delivery Plan sets out a comprehensive breakdown of infrastructure required, where there is the potential for additional pressure on services, particularly within Growth Areas. The IDP identifies any potential shortfall and how we manage this to ensure that the growth of the Borough is sustainable. Financial contributions have been sought in order to address any potential shortfalls.
Crime, amenities and schools should first be addressed before further regeneration is permitted.	See above. It is noted that the concerns raised with regard any criminality at the existing public house would cease if it were to be demolished as a result of this application.
The development does not promote high quality homes and healthy communities.	The new homes meet internal space standards as set out within the London Plan, and provides sufficient private and communal amenity spaces, particularly given the surrounding density. The proposal is therefore considered to offer a good quality of accommodation to prospective residents.
The development would put pressure on the local public transport network	TfL were consulted regarding this proposal and did not raise concerns about an increased use of Alperton Station. TfL were consulted and they did not raise objections to the intensification of use of Alperton Station, subject to financial contributions relating to step-free access. Additionally, a contribution is sought for bus service improvements along the Ealing Road.
The size and shape of the proposal will surely affect external noise levels.	Given the uses proposed within the building, it is not expected that the building would emit significant noise. A condition would be secured in relation to plant noise.
The value of nearby properties will be affected.	This is not a material planning consideration.
There are no safe ground level children's play areas – the roofs are not large enough for the number of flats proposed.	Subject to appropriate safety measures, rooftop playspaces can be safe spaces for children to play. Building regulations will ensure that necessary aspects of

	<p>safety are included.</p> <p>Given the high density of this scheme, the amenity space achieved is considered to be acceptable as discussed further in the body of this report.</p> <p>Additionally, an offsite financial contribution is to be secured through Section 106 of the Act to secure funding towards the improvement of public open space within the borough.</p>
Pests and rubbish generation will increase.	Suitably sized refuse storage has been proposed to account for the storage of refuse for the occupancy envisioned.
The design of the building is inappropriate, and the existing 2/3 storey height should be replicated in a redevelopment.	The site is located within a tall building zone which sets out that heights of 30m or more are generally acceptable. The design of the building and its height would be considered acceptable for its context as discussed within paragraphs 23 to 31 below.
Energy bills will increase as natural light is reduced.	Losses of light to affected windows would have the potential to marginally increase the amount of time lighting is required. However, it is not expected that this would be to an unacceptable degree.

Internal consultations

The following consultees were consulted, and made comments as detailed:

Environmental Health – There are no objections raised. Conditions are suggested to cover issues including noise, construction impacts, air quality and contaminated land.

Sustainability – The proposal effectively demonstrates compliance with London Plan energy requirements.

External consultations

The following consultees were consulted, and made comments as detailed:

Greater London Authority (including Transport for London (TfL))

The Stage 1 report from the Mayor of London sets out that the principle of the housing-led mixed-use redevelopment of this site is supported. However, concerns were raised with some of the transport considerations. Further information was therefore required in relation to public realm landscaping, cycle parking, servicing and travel planning. Delivery and servicing plan, construction logistics plan and a travel plan, all of these matters have been addressed throughout the course of the application and are set out in more detail below.

Additionally, there were some points raised with regard to the activation of Block B, this has been addressed and the design of the building is broadly accepted

Thames Water – No objections, but requirements for the applicant to obtain a Groundwater Risk Management Permit from Thames Water, as well as a requirement to install infrastructure for appropriate surface water drainage and for protection from backflow. These requirements are governed by legislation separate from planning and can be communicated to the applicant through an informative.

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 comprises of the:

Key policies include:

London Plan 2021

Policy D1: London's form, character and capacity for growth

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive Design

Policy D6 Housing quality and standards

Policy D7 Accessible housing

Policy D8: Public realm

Policy D9: Tall buildings

Policy D12 Fire Safety

Policy D13: Agent of change

Policy D14 Noise

Policy H1 Increasing housing supply

Policy H2 Small Sites

Policy H4 Delivering affordable housing

Policy H5 Threshold approach to applications

Policy H6 Affordable housing tenure

Policy H7 Monitoring of affordable housing

Policy HC1 Heritage conservation and growth

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Policy SI 1 Improving air quality

Policy SI2 Minimising greenhouse gas emissions

Policy SI4 Managing heat risk

Policy SI5 Water infrastructure

Policy SI 12 Flood risk management

Policy SI 13 Sustainable drainage

Policy T2 Healthy Streets

Policy T5 Cycling

Policy T6 Car parking

Policy T6.1 Residential parking

Policy T7 Deliveries, servicing and construction

Local Plan 2019-2041

DMP1 – Development Management General Policy
BP7: South West
BSWGA1: Alperton Growth Area
BD1 – Leading the way in good design
BD2 – Tall Buildings
BD3 – Basement Development
BH1 – Increasing Housing Supply in Brent
BH2 – Priority Areas for Additional Housing Provision within Brent
BH4 - Small Sites and Small Housing Developments in Brent
BH5 - Affordable Housing
BH6 - Housing Size Mix
BH13 – Residential Amenity Space
BHC1 – Brent's Heritage Assets
BHC3 - Supporting Brent's Culture and Creative Industries
BHC5 - Public Houses
BGI1 – Green and Blue Infrastructure in Brent
BGI2 – Trees and Woodland
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
BT4 - Forming an Access on to a Road

The following are also relevant material considerations include:

National Planning Policy Framework 2023
Brent Waste Planning Guide 2013
Brent's Design Guide – Supplementary Planning Document 1 2018
Residential Amenity Space & Place Quality – SPD – 2023
Sustainable Environment & Development – SPD – 2023
Council's S106: Supplementary Planning Document 2022

DETAILED CONSIDERATIONS

Site Background and context

1. Planning permission was previously granted in 2019 for the redevelopment of the site for 92 flats and a

ground floor commercial use, with an associated basement for parking, storage and refuse areas. This consent was not implemented and has since expired, however, many of the principles of development remain largely similar with the proposed development under consideration here addressing the amendments required relating to matters of fire regulation, with the resultant internal re-configuration and external fenestration changes to bring forward the development.

2. Since the previously consented scheme, National, Regional and Local planning policy documents have been updated and in some instances new documents have been introduced. The National Planning Policy Framework (2023) and The London Plan (2021) have been updated, and Brent's Local Plan (2019 – 2041) completed its consultation and was subsequently adopted. The differences between the previous adopted policies and those in place now, and how they impact this submission have been addressed in the relevant sections of this report.
3. The previous consent saw 150sqm of retail/community floorspace with 92 residential units. Of these only 16% (15 units) were secured as family sized units (three bedrooms or more) and the scheme provided 24 affordable units (17 affordable rent and 7 intermediate residential units, representing a tenure ratio of 71:29, the scheme per unit achieved 26.1% affordable housing. The proposed development would be an improvement over this.
4. The previously consented scheme has now expired and as such, cannot be implemented. However the scheme as revised and under consideration here has been submitted to ensure the inclusion of a second stair core is set out below and against Brent's updated planning policies. The proposed scheme comprises a reduced number of 88 units (10 x studio, 31 x 1B2P, 23 x 2B3P, 17 x 3B4P, 7 x 3B5P). It also re-provides floorspace for a community use and affordable workspace area. The submission now includes 32 affordable units (10 Shared Ownership and 22 London Affordable Rent) at 35.5% by habitable room.

Land Use

5. Brent's Housing targets have significantly increased as part of the London Plan 2021, with the target increasing to 2,325 dwellings per annum for the period 2019/20-2028/29 in Policy H1 of the London Plan recognising the increasing demand for delivery of new homes across London. Brent's local plan policy BH1 reflects this target as well.
6. Policy D3 of London Plan 2021 required developments to make the best use of land by following a design-led approach that optimises the capacity of the site, with development that is the most appropriate form and land use for the site, with the policy recognising that small sites make a significant contribution towards increasing housing supply within London. This is also set out in policy H2 of London Plan 2021.
7. In response to the strategic policy position above, within Brent's Local Plan, the Council has set out priority areas for new housing under policy BH2. This policy identifies that new housing would be prioritised for growth areas, site allocations, town centres, edge of town centre sites, areas with higher levels of public transport accessibility and intensification corridors. As the site is under 0.25 hectares, it would be defined as a small site within both London Plan (Policy H2) and Brent's Local Plan (policy BH4). this policy highlights that boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to amongst other considerations achieve the minimum targets for small sites as part of overall housing targets and increase the contribution of small sites to meet London's housing needs. The policies recognise the use of small sites for delivering a net addition of self-contained dwellings through the more intensive and efficient use of sites, where consistent with other policies in the development plan.
8. The site is located within the Alperton Growth Area and is therefore within a priority location for additional homes. It would also have access to higher levels of public transport accessibility and would be a priority site for new homes under policy BH4 as well. Local Plan Policy BSWGA1 sets out the requirement to deliver over 6,800 additional homes within the Alperton Growth Area and the policy sets out that Alperton will continue to be an extensive area of mixed use residential led regeneration, primarily along the Grand Union between Alperton and Stonebridge Park stations.
9. The site comprises two vacant and detached buildings, formerly occupied by a bank (Use Class E) and the former Plough Public House (Use Class Sui Generis). The site is located within Alperton Growth Area. The scheme proposes 143 sqm for alternative uses including a community use (F2) and 251sqm of affordable workspace (Use Class E(g)).
10. Local Plan Policy BHC5 recognises the important role that pubs can have in contributing to the borough's character and their role as community assets. The policy highlights that the loss of public houses will be

resisted unless its continued use as a pub or as an alternative community facility is not economically viable as demonstrated by meeting the marketing requirements as set out in paragraph 6.5.39 within the supporting text to the Local Plan. In this case the proposal would provide a replacement space to be used as a community space. Whilst there would be an overall loss in floorspace from 368sqm to 143sqm, it has been demonstrated that the floorspace proposed would be functional for a community use. The application site has been vacant since at least 2015 and while the community use floorspace does not necessarily suggest that the new provision will be equivalent to existing provision in terms of offer and floorspace. The existing public house does not effectively serve as a community asset, given it has been out of use for a number of years and in the past has been accused of being operated in a manner which encouraged anti-social behaviour. It is considered that the proposed community centre use would offer an opportunity to re-establish a more functional community asset, even if the floorspace will be reduced. To offer a greater degree of control over the community use of the community use, a Section 106 obligation will ensure and allow the Council to monitor that community functions and facilities are being provided as part of this use. It is also worth noting that a new public house has been secured as part of the approved development for Alperton House LPA: 18/4199 which is currently under construction and in close proximity to the application site.

11. Policy BSWG1 highlights that in addition to over 6,800 additional homes, Alperton will be encouraged to become an enterprise hub. Since the adoption of the Local Plan, it has also been designated as a Creative Enterprise Zone (CEZ). The Council's regeneration team have been involved in discussions around securing the affordable workspace. The provision of 251sqm of affordable workspace (Use Class E(g)) would contribute towards the aims of the creative enterprise zone .

Affordable Housing and Housing Mix

12. London Plan Policies H4, H5 and H6 set out the Mayor's commitment to delivering 'genuinely affordable' housing. The strategic target remains at 50% affordable housing, and a fast track route is provided for applications proposing at least 35% affordable housing (50% on public sector or industrial land, including non-designated industrial sites where the scheme would result in the net loss of industrial capacity) with a policy-compliant tenure split. Applications not meeting the criteria for the fast-track route are subject to viability testing, to determine the maximum reasonable amount of affordable housing that the scheme can support.
13. Policy H6 requires affordable housing provision to include 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; and 40% to be determined by the borough based on identified need.
14. Brent's Local Plan Policy BH5 supports this approach and sets a target of 70% of affordable homes being for social rent or London Affordable Rent and the remaining 30% being for intermediate products. This split marries up with London Plan Policy H6 by design, with Brent having considered that the 40% based on borough need should fall within the low cost rented homes category.
15. The affordable housing tenure split should comply with 70:30 LAR/intermediate split. The scheme proposes 22 London Affordable Rent, 10 shared ownership and 56 private units.

	London Affordable Rent		Intermediate		Market		Totals	
	Units	H/R	Units	H/R	Units	H/R	Units	H/R
Studio	3	6	1	2	6	12	10	20
1 Bed	9	18	4	8	18	36	31	62
2 Bed	5	15	1	3	17	42	23	69
3 Bed	5	20	4	16	15	64	24	96
Total	22	59	10	29	56	154	88	247
%	25	23.8	11.3	11.7	63.6	62.3		
Units Affordable	36.3				63.6			
HR %	35.5				62.3			

16. As noted within the table above, the scheme would deliver 35.5% affordable housing by habitable room. The tenure split would be 67: 33 weighted towards London Affordable Rent. While the fast-track route for financial viability would usually require a 70:30 split the Greater London Authority have confirmed as part of their Stage 1 that due the marginal discrepancy, and the split being in favour of London Affordable Rent, the 67:30 split is considered to be acceptable in this instance and suitably meets the fast track

criteria. The mix of units therefore complies with the level of affordable set out within Brent's Local Plan and through the London Plan fast-track route. The affordable housing split will be assessed further through an early and late stage review to ensure it remains compliant.

17. The mix of units is:

Numbers				
Studio	1-bed	2-bed	3-bed	Total
10	31	23	24	88

Percentage				
Studio	1-bed	2-bed	3-bed	Total
8.8	27.28	20.24	21.11	100%

18. Policy BH6 seeks 25% of new homes to be family sized (3+ beds) and requires for each application that for every four dwellings included in a development, one must be family sized dwelling. A family sized unit is defined as 3 bedrooms or more. The scheme would deliver 24 family sized homes which exceeds the 1 in 4 requirement set out within policy BH6 (which would require 22 homes).

Design, conservation and heritage

19. Design is an important consideration, and buildings need to be of a high quality. London Plan Policy D3 sets out a design-led approach to new development that responds positively to local context and optimises the site's capacity for growth by seeking development of the most appropriate form and land use, while Policy D5 seeks inclusive design without disabling barriers. Brent's Policy BD1 seeks the highest quality of architectural and urban design.

20. The NPPF (2023) requires "Planning Policies and decisions should ensure that developments...are visually attractive as a result of good architecture, layout, appropriate and effective landscaping...Permission should be refused for development of poor design which fails to take the opportunities available for improving the character and quality of an area and the way it functions" (Paragraphs 127 and 130 of the NPPF, 2023)

21. Design should respond to contributing towards "a positive relationship between urban structure and natural landscape features..." Additional design guidance can be found in DMP1 ("Development Management General Policy") and within the Councils SPD1 ("Design Guide for New Development").

22. Policy BD1 of Brent's Local Plan reinforces the need for all new development must be of the highest architectural and urban design quality. Innovative contemporary design will be supported where it respects and complements historic character but is also fit for the future.

23. Policy BD2 sets out that a tall building is one that is more than 30 m in height above ground level. Tall buildings are to generally be located within Tall Building Zones as defined within the policies map attached to the Brent Local Plan. The proposal under consideration here constitutes a tall building at 31.3m and would be located within a designated Tall Building Zone. Policy D9 of the London Plan allows for development plans to define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but is not less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Policy BD2 of the Local Plan defines a tall building as one that is more than 30m in height above ground-level, reiterating that They should be of exceptional design quality, consistent with London Plan Policy requirements in showing how they positively address their visual, functional, environmental, and cumulative impacts.

24. The building is within a cluster of taller buildings and is in a growth area, the building at the height proposed is considered to match the context and presents a shoulder to the building by virtue of the setting in of the 9th storey. The proposal with regard to the impact of the height on the surroundings is considered to be suitable for the locality.

25. It is considered that the proposed building's have successfully addressed the criterion set out within London Plan Policy D9, owing to the buildings limited impact, given its height when considered in the context of this Tall Building Zone, while remaining functional for all future users, with key accessibility

points addressed, allowing the navigation through the site, between the two buildings. An access condition would be added to any grant of consent to ensure the level changes between the sites are addressed and would not impact the building's functionality.

26. The site is not within a Conservation Area and does not contain any statutorily listed buildings. The nearest Conservation Area is over 1km away from the site. The existing buildings on the northern side of the site are not considered to be of any great architectural or historical merit, and do not constitute non-designated heritage assets and their demolition is supported. The Plough Public House (253 Ealing Road) had previously been identified as a candidate for local listing, however, this was not carried forward. It is therefore considered that the overall regenerative and planning benefits of the proposed development are considered to carry significant material weight when considered against the loss of the existing buildings on the site. Nonetheless, the heritage value of the public house is a material consideration, and the Council's heritage officer has therefore required a condition to be attached to the consent seeking the submission of a recording report for the Plough, completed to Historic England level 3 standards.
27. The Alperton Underground Station is also a Locally Listed Heritage asset, which is sited 233m from the application site. It is not considered that given the urban environment and the cluster of taller buildings in this location that the development proposals would be visible and therefore cause harm to the heritage asset. As such, it is not considered that the development would harm this Locally listed heritage asset.
28. The proposal is for two 10 storey buildings, which is equivalent to and, in some cases, slightly smaller than the seven residential blocks present to the immediate east and north of the application site. The building to the south is 9 storeys at its highest, where the southern third of Block B drops to 9 storeys and therefore matches with this context. The proposal is therefore considered to be a comfortable addition in terms of general height and commensurate massing, given its surrounding context on the east side of Ealing Road.
29. The buildings have been designed to follow the established front building line of the developments to the north and south. As the main road slopes down so too does the proposed building thereby generating a transition in between nos.243 and 255. There is a clear intention to generate a rhythm along the street and along the elevations of the proposed buildings. Landscaped areas are also proposed at the front immediately abutting the footway.
30. The buildings' bulk and massing is broken down through the creation of different volumes on the 9th and 10th floors, with the massing being mostly broken up on the southern side of the site. The southern end of Block B terminates at a set in 9th storey, whilst the middle third of the building has a set in 10th storey.
31. Additionally, the southern third of Block A has a set in 10th storey. The second key element in establishing articulation is the repetition and variety of balconies. Centrally, within the elevations, balconies project beyond the building shell, whilst on the corners they are inset within the building shell. The inset corner balconies are open on both sides which helps to soften the visual massing of the building.
32. The materiality of the building is broken down into three contrasting aspects which have their own distinct areas of character and material palette along the elevations. Brick (a light yellow colour) forms the primary building element, whilst Tectiva cladding (terracotta colour) forms the more prominent boxes that project from the brick walls. Finally, a dark zinc metal cladding is proposed to be used to draw attention to the lightweight elements at the extremities of the buildings (i.e. balcony edges, infill panels to glazing and the setback walls on the top floors).
33. The residents' entrances are proposed to be identified by two clearly defined glazed entrances along the Ealing Road frontages, close to the centre separation between the blocks. The proposed landscaping in front of the buildings helps to differentiate between and direct the flow of people, along with vehicles accessing the site and passing through it. The top floors are designed to be understood as a continuous garden to be enjoyed by the residents. Children's play areas are proposed to be located upon them. Maximisation of the views, space and energy efficiency are other considerations addressed through the design process, with the proposed facades responding to thermal efficiency.
34. The building, would not be unduly visually prominent when seen from a distance, since it would be of smaller massing than its immediate neighbours. Cosgrove and Braunstone Houses to the north and east respectively. It will also be of an equivalent massing to the consented proposal to the south. As such, the building is unlikely to be visible from high ground to the north and east, and whilst it is likely to be visible

from high ground to the west and south (e.g. One Tree Hill and Horsenden Hill), it will not appear to notably taller the established skyline of this part of Alperton given the surrounding context in this area. The proposal is not considered to have an impact on the Wembley Arch from the protected views identified in the Local Plan given the distance between the sites and its siting within this cluster of development.

35. The Ealing Road frontage is where the community use space at the foot of Block A would be apparent, boosting the building's visual prominence and providing an active frontage which planning policy seeks. The presence of the affordable workspace area within the ground floor of Block B maintains a strong level of activity, given it is predominantly glazed in this part of the development.
36. The frontage glazing across both blocks is double height, which can help to increase the perception of activity within and further enhance the streetscene. The height (as expressed through lack of broken down built form) is focussed on the junction with Glacier Way, which is wide and open thus allowing for a building of this height and bulk in this location.
37. Overall, the building's design and appearance is considered to be acceptable. It would result in a substantial pair of building's but the focus of it on the main road junction, and the light materials are considered to mitigate the height. The overall design and materiality of the proposed development is considered to respond to and compliment the wider streetscene and local area, with a contemporary design language that would be broadly in keeping with other recent developments of a similar scale.

Quality of resulting residential accommodation

38. New residential homes should meet with or exceed the minimum internal space standards contained within the London Plan policy D6. The policy highlights that new homes should be provided with adequate levels of outlook, daylight and natural ventilation, which is supported by Council's Design guide SPD 1 (2018).
39. Policy D6 of London Plan sets out that housing developments should be of high quality design and provide adequately sized rooms with comfortable and function layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Part (c) highlights that housing developments should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.
40. Part F of Policy D6 sets out that housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.
41. Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.
 - A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.
 - A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.
 - A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m.
 - Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).
 - Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.
 - A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.
42. The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

The table below sets out the minimum internal floor space requirement for each unit type to be used for a new dwelling - new build, conversions and change of use.

Type of dwelling	Minimum gross internal areas and storage (square metres)
------------------	----------------------------------------------------------

Number of Bedrooms	Number of bed spaces	1 storey dwelling	2 storey dwelling	3 storey dwelling	Built-in storage
1b	1p	39 (37)* Shower room instead of bathroom = 37	N/A	N/A	1
	2p	50	58	N/A	1.5
2b	3p	61	70	N/A	2
	4p	70	79	N/A	2
3b	4p	74	84	90	2.5
	5p	86	93	99	2.5
	6p	95	102	108	2.5

43. The units would meet the above standards and are considered to be of a sufficient quality. The approach to creating two buildings results in a high proportion of dual aspect units as well as far fewer units per core, resulting in better familiarity and cohesion between residents in accordance with the Housing Quality LPG. There would also be a number of triple aspect units which is welcomed and the amount of daylight and sunlight within the site is considered to achieve a good level of outlook and light.
44. An assessment has been provided which assessed the levels of daylight and sunlight that each flat would receive. The assessment considered daylight exposure, sunlight exposure and overshadowing for the proposed dwellings that are going to experience the least light – these generally being those on the lower floors to the rear of the building and are discussed in more detail below.
45. There would be secure entrances in locations which are overlooked so as to maintain security, and in turn would overlook public areas in a more positive way than the existing buildings do. It is noted that there are no more than 8 units per core per floor, which accords with the Mayor's guidance. The units generally accord with the minimum room sizes within the London Plan, are logically laid out and would have good outlook. There are some single aspect units, but these are considered to have been minimised, with none of the single aspect units having sole north facing outlook. The two residential entrances would be accessed from Ealing Road. The homes are located at first floor level and above.
46. The submitted drawings indicate that all the units would meet the minimum space standards set out by the London Plan. Furthermore, each single bedroom would require a GIA of 7.5sqm with a width of at least 2.15m and each double-bedroom should have a floorspace of 11.5sqm and should be at least 2.55m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide. The submitted drawings have demonstrated that the above has been achieved.
47. Of the 88 units proposed, 66 units would feature a dual aspect outlook which is welcomed. The units which have single aspect outlook have been suitably located on facing south-west and north-east, reducing any reliance on solely north or south facing units which is also welcomed. These homes would have outlook to the west over Ealing Road, and to the north and east over Hatton Road. Windows would be obscure glazed to some windows facing towards the south, given the proximity of both the southern building and Grand Union House development. While there are very few instances of single aspect windows, given that the site is within the Alperton Growth Area it is considered that the shortfall of dual aspect units can be considered on balance acceptable, resulting in an efficient use of the land in an urban context.
48. London Plan policy D6 also requires at least 75% of the GIA of each flat to have an internal floor-to-ceiling height of 2.5m. Each home would achieve an internal floor to ceiling height of over 2.5m in line with Policy D6.
49. In terms of privacy, SPD1 outlines that new development should provide adequate privacy and amenity for new residents and protect those of existing ones. Development should ensure a good level of privacy inside buildings and within private outdoor space. Directly facing habitable room windows will require a minimum separation distance of 18m, and habitable room windows should be positioned 9m away from neighbouring rear gardens. Brent's SPD 1 Design guide states that balconies should not overlook the habitable room windows or gardens of adjoining properties.
50. The proposal has demonstrated that the above is achieved between directly facing homes with a distance of 19m being achieved between directly facing habitable room windows of the north which is in accordance with Brent's SPD1 document.

External Amenity Space

51. Policy BH13 establishes that all new dwellings are required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This will normally be expected to be 50sqm for family homes located at ground floor level (three or more bedrooms) and 20sqm in all other cases.
52. The BH13 requirement for external private amenity space established through BH13 is for it to be of a "sufficient size and type". This may be achieved even when the "normal expectation" of 20 or 50 sqm of private space is not achieved. The supporting text to the policy clarifies that where "sufficient private amenity space cannot be achieved to meet the full requirement of the policy, the remainder should be applied in the form of communal amenity space". Proximity and accessibility to nearby public open space may also be considered when evaluated whether the amenity space within a development is "sufficient", even where a shortfall exists in private and/or communal space.
53. With regard to quality of the space, the supporting text to policy BH13 specifies that private amenity should be accessible from a main living room without level changes and planned within a building to take a maximum advantage of daylight and sunlight, whilst Brent SPD1 specifies that the minimum depth and width of the space should be 1.5 m.
54. London Plan policy D6 specifies that where there is no higher local standard, a minimum of 5 sqm of private amenity space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant. The minimum depth and 1.5 m is reconfirmed in the policy.
55. Moreover, the Council adopted the Brent Residential Amenity Space and Place Quality supplementary Planning Document on 12th of June 2023. The SPD provides guidance on planning matters related to the provision of residential amenity space and public realm within developments.

Unit No.	Balcony Amenity Space (sqm)	Shortfall (from 20sqm)	Communal Amenity Space
1	8	12	
2	11	9	
3	8.5	11.5	
4	8	12	
5	11	9	
6	12	8	
7	8	12	
8	6	14	
9	6	14	
10	8.5	11.5	
11	8	12	
12	13	7	
13	8.5	11.5	
14	8	12	
15	6	14	
16	6	14	
17	8.5	11.5	
18	8	12	
19	13	7	
20	8.5	11.5	
21	8	12	
22	6	14	
23	6	14	
24	8.5	11.5	
25	8	12	
26	13	7	
27	8.5	11.5	
28	8	12	
29	6	14	
30	6	14	
31	8.5	11.5	
32	7	13	

33	5	15
34	5	15
35	7	13
36	13	7
37	5	15
38	6	14
39	7	13
40	5	15
41	5	15
42	10	10
43	13	7
44	5	15
45	6	14
46	7	13
47	5	15
48	5	15
49	7	13
50	6	14
51	5	15
52	5	15
53	6	14
54	7	13
55	5	15
56	5	15
57	10	10
58	13	7
59	5	15
60	6	14
61	7	13
62	5	15
63	5	15
64	7	13
65	6	13
66	5	15
67	5	15
68	6	14
69	7	13
70	5	15
71	5	15
72	10	10
73	13	7
74	5	15
75	6	14
76	7	13
77	5	15
78	12	8
79	10.5	9.5
80	5	15
81	6	14
82	12	8
83	18	2
84	10.5	9.5
85	15	5
86	9	11
87	9	11
88	17.5	2.5
Total	690.5	1068.5
Block A		260

<i>Block B</i>		418.5
Total Communal Space		678.5
Cumulative Shortfall Total		390sqm

Block	No. of Units	Balcony Space Provided (sqm)	Amenity Space required for Block (sqm)	Communal Amenity Space provided (sqm)	Shortfall (sqm)
A	31	261	620 (31 x 20sqm)	260	99
B	57	429.5	1,140 (57 x 20sqm)	418.5	292

56. Private balconies are a feature of the development, and are provided for all flats, generally of about 5sqm-11sqm in size. Some flats have two balconies, each of them achieves at least 5sqm in area, however, there are some with an additional balcony which is notably smaller at 2.5sqm. Three separate communal roof gardens are provided, which provides 121.5sqm on the 9th floor south-east wing and 297sqm of shared amenity space on the roof of Block B and an additional 260sqm of shared amenity space of Block A. Within Block A, the 31 units would require 620sqm of amenity space and within Block B, the 57 units would require 1,140sqm of amenity space. The breakdown of their individual shortfalls are shown in the table above, with Block A having a 99sqm shortfall and Block B having a 292sqm shortfall. As the residential units of both blocks are all situated above ground floor they require 20sqm of amenity space provision, as set out within Policy BH13. Considering the high density of the scheme and its urban surrounds, while there is a shortfall in amenity space provision it is considered that the overall amenity space offer is acceptable given that there are two parks (Alperton Sports Ground and Abbey Estate Open Space) within approx. 500m of the application site, which would offer sufficient shared outdoor amenity space to make up for the shortfall on site, thereby providing amenity space of a sufficient size and type for the development. An off-site contribution would be secured under the s106 agreement for funding towards improvements and enhancements to local public open spaces.

57. London Plan policy S4 refers to play space requirements for residential developments. The proposal includes 112sqm of the rooftop space which will comprise on-site child play space and the remaining space could be met through these local parks for children of 12+ years. There is a condition requiring further clarification on the age groups the spaces would accommodate for. The remaining rooftop play spaces are substantial and would likely provide a generous play offer for younger children, particularly in view of the development's density. Such details are recommended to be conditioned to any forthcoming consent.

Accessible Homes

58. In line with London Plan policy D7, 10% of new dwellings should be designed to M4(3) standards and the remainder to be M4(2) standards. The submitted plans show 9 of the homes designed to M4(3) standards and the remainder to M4(2) standards. This achieves the 10% and a compliance condition is will be attached to ensure that 9 of the new homes to be designed to M4(3) standards to comply with policy D7.

59. The proposal includes 9 wheelchair accessible dwellings, these are sited within the following blocks:

Floor	Block A	Block B
1st Floor	Unit 1	
	Unit 3	
2nd Floor	Unit 4	Unit 39
3rd Floor	Unit 7	Unit 46
4th Floor		Unit 57
7th Floor		Unit 79
8th Floor		Unit 84
Total	9	

Internal daylight and sunlight

Daylight

60. An internal daylight and sunlight report has been carried out in accordance with Building Research Establishment's Report 209 "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2022 3rd Edition).
61. Internal Daylight has been assessed using Spatial Daylight Autonomy (SDA). The SDA is used to calculate the illuminance from daylight at each point on an assessment grid placed within the room at the working plane at hourly intervals for a typical year. Target illuminance (ET) for bedrooms is 100 lx, for living rooms, 150 lx and kitchens, 200 lx. These levels should be achieved across at least 50% of the working plane in a daylight space for at least half of the possible daylight hours. It should be noted that the first two levels of the development have been assessed for their internal daylight and sunlight as it is considered that these would have the largest impacts, and windows at upper levels from this would have better outlook. As such, the worst instances for the internal room lighting for each unit have been assessed as below. The assessment has included the residential units which are situated at floors 1 and 2, omitting the floors above these levels. It is considered that the lower floors would have the most impact and as such the assessment for these units is set out below, the upper levels are considered to have a greater level of daylight and sunlight achieved per room owing to the additional height for the building and it exceeding the height of some of the wider surrounding area. In this dense, urban area the assessment of only the first and second floors is considered to be acceptable and the assessments are set out below.
62. The results note that of the 53 rooms tested 25 are not fully compliant with the BRE Daylight factor values. Of these 10 serve bedrooms, 11 are living/kitchen/dining areas and 4 are studio apartments which are centrally located within Block B and have outlook to the north-east and to the south-west over Ealing Road.
63. Of the rooms that do not meet the daylight factor targets, 10 serve a bedroom. These rooms fall below the target of 50% for the room area, however, some only fall below marginally. It is noted that the BRE guidance is intended to be interpreted flexibly and it is also acknowledged that bedrooms have the lowest expectation of requirement of daylight owing to the primary hours of its usage. This does not suggest that these rooms will have inadequate daylighting, just that the distribution of daylight within the room is below the recommended targets.
64. When considering the 11 living/kitchen/dining areas (LKD's) and 4 studio apartments that are below the daylight factor targets it is evident from the scheme of drawings that the primary reason for this result is due to the presence of balconies overhanging the main windows which result is due to the presence of balconies overhanging the main windows which restricts the view of the sky from the window. Although the presence of these balconies does not restrict the view of the sky from the window, these 15 rooms all have direct access to a private balcony which provides a valuable and desirable direct amenity to the flat.
65. The balcony areas themselves are often considered to be an extension of the living space and these areas will receive a much greater level of daylight.
66. Therefore, where balconies are present it is important to acknowledge that whilst daylight availability to the external balcony areas is not registered by the numerical analysis as being incident on the window, it is nevertheless falling on and within the balcony areas and will provide an amenity benefit to these units.
67. It should also be noted that the scheme is very similar to an earlier, however expired consent at the site. While there have been some layouts updated to ensure compliance with fire safety regulations, many of the units have remained unchanged and are considered acceptable.
68. Overall, 53% of the rooms tested on the first and second floors, the provision of natural daylight will meet the requirements of BS EN 17037, while there is a shortfall in compliance when considering the urban environment and the overhanging balconies, the overall provision of daylighting is considered to be acceptable. It is considered that the upper floor levels, above the second floor would generate an improvement and as such these rooms have not been considered as part of the submission.

Sunlight

69. The BRE guide requires that the sunlight testing is applied to rooms of all orientations, noting that rooms facing north of due east or west are unlikely to meet the targets.

70. BS EN 17037 recommends that a space should receive a minimum of 1.5 hours of direct sunlight on the 21st March (equinox). For dwellings, at least one habitable room, preferably a main living room, should meet at least the minimum criterion.
71. The orientation of the site will play a big role in the proposal's compliance with this test. Obviously not all sites are well situated to receive direct sunlight, so a flexible approach is recommended on this basis. Of the 53 rooms tested, 27 would meet or exceed the minimum requirements set out in the BRE guidelines. There are however, 26 rooms that do not meet this standard. However, on further assessment of these detailed results set out in the internal daylight and sunlight assessment the majority of these are bedrooms and therefore the requirement for sunlight is considered less than a main habitable room.
72. The aspirational requirements of the BRE guidelines are that it is preferred that all living spaces achieve a minimum of 1.5 hours sunlight on the 21st March. As highlighted in the assessment, of the 23 units appraised, 16 include a main living room that meets this standard, and 17 units have at least one habitable room that meets the recommended standard.
73. Of the 6 remaining units that do not have at least one habitable room that meets 1.5 hours of sunlight on 21st March, it is evident from the site plan that these are units solely with north facing windows. Given the typology and location of the proposed development it is not possible that every window is orientated within 90 degrees of due south. The BRE guidelines acknowledge that it is not always possible that every window is orientated within 90 degrees of due south. The BRE guidelines acknowledge that it is not always possible to orientate every window serving a habitable room within 90 degrees of due south and it is inevitable that there will be some windows facing within 90 degrees of due north in order to make efficient use of a development site. This does not suggest that these living spaces will have inadequate sunlight, simply that during the equinox period, the number of hours per day will be less than 1.5.
74. Given the dense urban environment and typology of the development, having 73% of the tested units within one habitable room exceeding the sunlight targets should be considered to be acceptable.

Overshadowing to external amenity spaces

75. The BRE guide recommends that at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21st March.
76. The site plan indicated that the residents' of the proposed units would have access to a large area of high quality amenity space in the form of roof terraces and children's play areas on the ninth and tenth stories of both Block A and B. The assessment results indicate that the spaces would receive well in excess of 2 hours of direct sunlight to over 50% of its area on 21st March. In exceeding this minimum target, these amenity spaces will deliver the principal benefits derived from direct sunlight and as a result will help deliver the amenity benefits provided by outdoor spaces.

Conclusion

77. The levels of daylight and sunlight received by the new homes and amenity spaces within the development are considered to be appropriate for a scheme of this density, and that the provision of private external amenity space (in the form of balconies) outweighs the associated reduction in daylight received by rooms. It is also noted that residents will be able to access a variety of amenity spaces throughout the site, with the majority of these meeting BRE guidance levels for sunlight. The proposal is considered to be acceptable in relation to the levels of internal daylight and sunlight.

Managing heat risk

78. London Plan Policy S14 expects all new proposals to minimise adverse impacts on the urban heat island through design, layout, orientation, materials, and the incorporation of green infrastructure. Major proposals should demonstrate how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

- Reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
- Minimise internal heat generation through energy efficient design;
- Manage the heat within the building through exposed internal thermal mass and high ceilings;
- Provide passive ventilation;
- Provide mechanical ventilation; and
- Provide active cooling systems.

79. The energy and sustainability statement confirms that overheating risk was considered early in the design

process to ensure compliance with relevant standards. Suitable passive measures have been incorporated within the building envelope and services design to mitigate overheating and reduce cooling demand.

80. The strategy sets out that the development with all dwelling areas and the majority of accommodation would seek to limit solar gains within the units. The report advises that curtains and blinds will be considered and introduced where needed to reduce overheating on rooms that may appear to fail initial calculations.

Relationship with neighbouring properties

Impact on neighbouring residential amenity

81. Brent's DMP1 policy in the adopted Local Plan and Brent's SPD1 guidance sets out a number of criteria for judging a development's 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, in the context of the existing urban grain, and for any residential amenity impact to be weighed up as part of an overall judgement. The SPD1 amenity impact tests and the

Privacy

82. In order to retain acceptable privacy levels to properties, SPD1 states that development should ensure a good level of privacy inside buildings and within private outdoor space. Directly facing habitable room windows will normally require a minimum separation distance of 18 m, except where the existing character of the area varies from this. A distance of 9 m should be kept between gardens and habitable rooms or balconies. Reduced distances between new frontages may be acceptable subject to consideration of overlooking and privacy as well as high quality design and solutions which can sometimes mitigate impacts and allow for efficient use of land. development's performance against them are explained below.
83. It is acknowledged that there are windows situated closer to the neighbouring 243 Ealing Road which is situated eastward, however, these windows are not the sole habitable room windows to the living kitchen dining area and bedroom proposed on this elevation, and as such, these can be conditioned to be obscure glazed and non-opening to ensure that there is no overlooking. On the south building there is a partial immediate neighbour south eastwards at 253a Ealing Road, to avoid any overlooking on this boundary a chamfered approach to the windows has been included to ensure maximum optimisation of the site. The windows are at an angle and overlooking Hatton Road which is acceptable. There are windows proposed to the south elevation of the south building, which could create overlooking, however, the recently developed Grand Union House Development does not have any windows on its northern flank elevation and as the building has recently been redeveloped it is not considered that development at the application site would preclude further development coming forward. There are no external amenity spaces or gardens located close by that would require additional consideration.

Sense of enclosure

84. 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 2 m height at the nearest edge of an affected property private amenity space and sit below a line drawn at 30-degrees from neighbouring rear habitable room windows.
85. In this case, the development does not adjoin any private rear gardens so 45 degree line would not be applicable and the windows surrounding the site which serve habitable rooms are assessed below in the daylight and sunlight assessment.

Daylight and Sunlight

86. 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. A more detailed assessment of daylight and sunlight impacts based on the BRE's Site Layout Planning for Daylight and Sunlight (BRE209) 2022 guidance is required where the 25 degree test is not met. This guidance supersedes the 2011 version, however the advice in relation to assessing the impact on neighbouring properties remains consistent with the earlier version.
87. In support of the application a Daylight and Sunlight Report has been submitted, which assesses the

effect of the proposed development on surrounding properties as well as within the proposal itself (discussed above)

88. In terms of impacts on daylight and sunlight to neighbouring properties, 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. In addition, existing daylight may be affected if levels of No-Sky Line (NSL) within rooms are reduced to less than 0.80 times their former values.
89. In respect of direct sunlight and overshadowing, the 2022 BRE guidance recommends that a space should receive a minimum of 1.5 hours of direct sunlight on a selected date between 1st of February and 21st of March with cloudless conditions. It is suggested that 21st March (equinox) be used for the assessment.
90. 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 and that the amount of sunlight, following the proposed development, is reduced by more than 4%, to less than 0.80 times its former value.
91. The BRE guide defines criteria by which to assess the impact of a proposed development on open spaces using the sunlight amenity test. This test quantifies the area of each space that receives at least two hours of sunlight on the 21st of March, in both the existing and the proposed situations. The 21st of March is chosen as it represents the mid-point of the sun's position throughout the year (equinox). The guidance suggests that, for a space to appear adequately sunlit throughout the year, at least 50% of its area should receive two or more hours of sunlight on the 21st of March. If the space fails to meet the above, then the area receiving at least 2 hours of sunlight should not be reduced to less than 0.80 times its former area.
92. The assessment has considered all the closest neighbouring residential properties with windows overlooking the proposed development which are:
- 245 Ealing Road (Blocks 6 and 7)*
- 255 Ealing Road*
- 253a Ealing Road*
- 1C Carlyon Road*
93. A further analysis looking at the individual properties is set out below:
- 255 Ealing Road*
94. From the results for the Vertical Sky Component test (VSC) the assessment indicates that 79% of the windows tested would meet the BRE Guidelines and are therefore would be fully compliant. There are however 37 windows that are highlighted do experience a potentially noticeable reduction in daylighting, with 20 windows registering a minor transgression, 5 a moderate transgression and 12 a major transgression.
95. When further inspecting the results and design of the property, it is evident that some of these windows serve rooms which are served by multiple windows and in some cases the affected window is not always the primary window. Consequently, the results of the VSC analysis in isolation are not necessarily indicative of the impact of the daylighting levels within the room itself.
96. One of the ways in which the BRE Guidelines recommends quantifying the potential impact in this situation is to take the weighted average VSC value for the room under both the existing and proposed scenarios and base the ratio of change on the averaged ratio of change value.
97. When this calculation is undertaken for the windows serving R2 and R6 on the first floor R2, R7 on the second floor and R2 on the third to seventh floors is evident from the assessment, the resulting ratio of change for these rooms is above the 0.80 BRE Guideline value. This therefore demonstrates that when the impact on the room itself is examined in detail, the reduction in daylight will be within the permitted tolerances set out within the guidelines.
98. For the remaining transgressional results, whilst these are below the standard BRE targets, this does not

necessarily mean that the results are unacceptable.

99. When the results for these windows are examined in more detail is evident that the windows either retain a VSC of greater than 13% or are located under an overhanging canopy or are part of an internal balcony, therefore significantly reducing the sky view to the window and as a result restricting the availability of daylight to the windows as a result of its own building features.
100. When taking into consideration the current relatively underdeveloped status of the existing site it is generally accepted that in an inner city and dense environment, VSC values in the mid-teens are generally acceptable. This report concludes that the previously undertaken daylight and sunlight report conditions that the remaining windows meet the target VSC of 13% which is likely to result in a reduction of daylight within reasonable limits, highlighting the flexibility that should be considered in urban environments such as this. Therefore, the daylighting to these windows should be considered reasonable given the site constraints.
101. With regard to the windows receiving VSC values lower than this, the majority of these windows are located beneath canopy or overhanging balcony features and as a result retain very low VSC values under existing conditions. Therefore any change on the development site is likely to result in a large ratio of change to the neighbouring window. The results of the assessment indicate that the reduction in the area of the working plane that has a direct view of the sky will be less than 20% in the majority of cases and therefore the change in distribution of daylight within these rooms will not be noticeable. There are however, three exceptions to this, a bedroom on the ground floor (R8) and a LKD on the first and second floors (R4 and 5 respectively).
102. With regard to the NSL results for this property, the dimensions and layouts of the habitable rooms of 255 Ealing Road have been assessed subject of the planning application reference LPA: 14/2276 and 16/5161. The results of the test indicate that the reduction in the area of the working plane that has a direct view of the sky will be less than 20% in the majority of cases and therefore the change in the distribution of daylight in these rooms would not be noticeable. There are three exceptions to this, a bedroom on the ground floor (R8) and an LKD on the first and second floors (R4 and R5 respectively).
103. As the floorplans for this property are known, it is possible to identify that the room depth of the bedroom and LKD are greater than 5m. A reduction in the NSL is not an uncommon situation when appraising modern, open plan rooms which tend to be deep and single aspect and is a point that is acknowledged by the BRE guidelines. In this case, given the deep single, aspect nature of these rooms and the urban high-rise nature of the built environment, it can be seen that reductions in daylight distribution are unavoidable due to the design of the building itself.
104. The sunlight analysis (APSH) test for this property shows that for the vast majority of rooms and windows assessed, the degree of reduction is negligible. There are some reductions that exceed the BRE criteria annually, however, all the windows are fully compliant in winter. However, it is important to reiterate that the BRE guidelines are intended to be interpreted flexibly and given the high-density nature of the surrounding properties, some reduction in sunlight is to be expected.

1C Carlyon Road

105. When assessing the results, it is evident that 11 out of the 14 windows tested at 1c Carlyon Road either retain a VSC value greater than 27% post development or have a ratio of change that is 0.8 or above and therefore are fully compliant. Consequently, in line with the assessment criteria set out within the BRE guidelines it is possible to conclude that the impact will be negligible to these windows.
106. There are however, three windows experiencing a minor impact and while these windows do experience a transgressional result, this is not necessarily unacceptable. When analysing the affected windows in more detail, it is evident that these are located underneath balcony features and therefore the features of the building itself as discussed for No. 255 Ealing Road are restricting the available daylight to these windows.
107. Furthermore, when assessing the retained VSC values as a result of the obstructed windows, these windows retain a very low VSC value under current conditions. For all 3 windows, the absolute reduction in VSC will not be greater than 1.5% from the existing to the proposed scenario and this small reduction is unlikely to be noticeable to the occupant.
108. As such, it is again evident that the proposed development by itself is being unfairly constrained by the design features at the host property and as such this should not hamper the development potential of a neighbouring site.
109. The results for the daylight distribution test (NSL) for 1c Carlyon Road indicate that overall, the impact

on the daylight distribution will be negligible, apart from one room. There is one living room on the ground floor experiencing a minor transgression and whilst this does not indicate a potentially noticeable transgression it should be reiterated that the existing development site is currently underdeveloped in comparison to the rest of the surrounding area.

110. Therefore, any massing on the development site is likely to cause a greater than normal reduction in the distribution of daylight. In most cases, the reduction in the working plane that has a direct view of the sky will be less than 20% therefore occupants are unlikely to notice any change.

111. Finally, the APSH results for this property indicate that overall, all the windows serving this property will be compliant with the BRE criteria. Despite two windows not quite meeting the targets for annual and winter sunlight, these will still receive some direct sunlight throughout the year. Therefore, the reduction because of the proposed development is unlikely to be noticeable.

253a Ealing Road

112. This property has recently been constructed having received approval in February 2019. The VSC results for this property indicate most windows will meet the criteria set out within the BRE guidelines, however, there will be reductions in VSC to 26 windows largely serving LKD's on the ground and second floors and bedrooms on the first and third floor.

113. It is typically accepted that bedrooms have the lowest requirement for daylight and upon inspecting the results in the assessment, all the bedrooms on the third floor will have a retained VSC of greater than 13%. The results of the daylight distribution (NSL) tests indicate that there will be 6 rooms experiencing a minor transgression and 3 major transgressions. Of these transgressions, 6 of the rooms will serve bedrooms. As it is generally accepted that bedrooms have the lowest requirement for daylighting the impact to these rooms should hold a lesser weighting than the main habitable rooms.

114. For the remaining 3 rooms experiencing a potentially noticeable reduction in daylighting, these all serve LKD's and are experiencing a minor transgression. Given that these results are minor, and the fact the scheme was design and approved alongside the application for the earlier consent which has since expired at the application site, these results carry extra weight when being considered reasonable given the surrounding context.

115. Furthermore, the APSH results for this property indicate that there are 2 windows experiencing APSH reductions beyond the thresholds set out in the BRE guidelines and 1 window exceeding the threshold in the winter months. Despite these reductions, as the layout of this property are known, it is possible to conclude that the units with windows displaying a transgressional result will still have an alternative room or window that will receive sufficient sunlight throughout the year.

116. It should also be noted, that despite the transgressional results to this property, the previously consented scheme at the development site within this assessment report was approved in 2019. Therefore, this achieved approval after the expired and extant consent at the application site, and therefore the impact on daylight and sunlight on this property was considered reasonable in this instance.

245 Ealing Road (Block 6)

117. When considering the VSC for this property, it can be concluded that while 48% of the assessed windows at this property experience a transgressional result, most of these windows will retain a VSC of 13% and above, for which as discussed above, for an urban environment such as this it can be considered acceptable.

118. For the remaining windows that do not retain a VSC of greater than 12%, this does not necessarily mean that this is unacceptable. When reviewing further assessment it is evident that a significant proportion of the sky view is obscured by the balcony above the window, which is a similar situation for 255 Ealing Road and 1c Carlyon Road, it is therefore the effect of the balcony, as well as the obstruction caused by the proposed development that is resulting a greater reduction in sky view in the majority of cases.

119. In terms of the NSL tests for this property, the area of working plane with a clear sky view is reduced by 20% in many cases, however, 80% of the assessed rooms would still be BRE compliant. The floorplans for this property, while found, only had general layout plants and as such, an estimate of the room dimension was made. Appendix D of the BRE guidance sets out that where the room layouts cannot be found, estimating room layouts is not generally recommended. However, where plans are available then the calculation can be carried out. As such, it is considered that where there are transgressions, these properties are likely to be less significant, as the rooms could be smaller. As a result, the NSL results for this property are considered to have a lesser weighting than those properties where the layouts and

dimensions are known exactly.

120. It should be noted that despite the reductions in daylight and sunlight, a previous scheme with the exact height and massing as the current proposals has been approved on site. While this application has now lapsed, if the building had not been amended to comply with fire safety regulations, the development could have been constructed. Therefore, provided that the daylight and sunlight impact upon the neighbouring property were considered acceptable for the earlier application, and while this is not a material consideration it does carry some weight, and an element of flexibility is considered when interpreting the updated review.

245 Ealing Road (Block 7)

121. Most of the windows facing the development site at this property are as above, overhung by the balconies within the host development. It is also worth reiterating that most of the windows at this property face the development site and that as existing the current site is underdeveloped in comparison to the surrounding environment containing multiple two storey properties, in comparison to the 10 storey schemes surrounding the site. Therefore, the surrounding buildings currently enjoy a relatively open aspect in comparison and any massing on the development site is likely to cause a greater than normal reduction. As a result of these features, 46% of the neighbouring windows are shown to be compliant with the BRE criteria.

122. The NSL test has also been undertaken for this property, despite the room dimensions being estimated where appropriate. From the assessment, 75% of the rooms are compliant with BRE criteria, and there are 6 minor and 3 moderate transgressions as a result of the proposed development, as discussed for Block 6 above, the results of these are considered to hold a lesser weighting than for those properties where the exact room dimensions are known.

123. Finally, the APSH test for this property does indicate a reduction in annual winter sunlight in the assessed window, it can be considered that the windows would also retain some sunlight throughout the year, which would be in line with the levels that would be expected within a dense urban location such as this.

Conclusion

124. While there are some windows which do not achieve the BRE the scheme provides an overall high compliance with BRE guidance, and these results are considered to be acceptable given the urban context of the, and that the site is within a Tall Building Zone. The properties that are mainly affected currently afford outlook over the low scale existing buildings on site resulting in higher levels of daylight than what could be expected for a typical urban context, in addition to being affected by their own developments and balcony placement. The overall benefits of the development including the delivery of new commercial floorspace and residential homes (including a policy compliant level of family sized homes) would outweigh the limited harm identified above.

Transport and Highways

Site Context and Background

125. This application is essentially a re-submission of a previously approved scheme for the redevelopment of this site, comprising 92 flats above a public house/community unit, which expired in July 2022 (ref: 16/3606).

126. Minor amendments to the development include a slight alteration to the housing mix to provide residential units, removal of basement, plus alterations to the bicycle and bin storage areas and residential entrance arrangements at ground floor level. Otherwise, the parking, servicing and vehicular access arrangements remain.

127. Further revised plans have now been received, making minor amendments to the public realm and access arrangements along Ealing Road to enlarge the loading bay and reduce the car park access radii. Also, the basement has been removed. Otherwise, the building remains essentially unaltered, with flats proposed above a community space (143m²), affordable workspace (251m²), an undercroft car park with three disabled spaces and bin and bicycle stores.

Car Parking

128. Policy T6.1 of London Plan sets out that new residential development should not exceed the maximum parking standards set out in table 10.3. This is also reinforced within policy BT2 of Brent's Local Plan that sets out that developments should provide parking consistent with parking standards in

Appendix 4. Car parking standards are the maximum and car free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking.

- 129. Maximum car parking standards would allow up to 46 spaces in total, so the proposed provision of three disabled car parking spaces accords with standards, whilst also meeting the London Plan minimum standard of an allocated disabled space for 3% of the flats.
- 130. The applicant has now also committed to providing a Parking Management Plan that will seek to identify further opportunities for disabled parking to be provided in the area in the event that the three disabled spaces within the site prove to be insufficient to meet demand.
- 131. The three proposed spaces will require electric vehicle charging points and the applicant has confirmed that these will be provided.
- 132. To mitigate concerns over the potential for parking displacement onto surrounding streets as a result of the limited parking, a financial contribution of £45,000 is sought towards the introduction of a Controlled Parking Zone in the area, along with a legal agreement or condition designating the flats as 'car (permit) free' to withdraw the right of future residents to on-street parking permits. The developer has confirmed that they agree to these matters.

Cycle Parking

- 133. Policy T5 of London Plan sets out the need to secure the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision. This is also set out within policy BT1 of Brent's Local Plan that highlights the need for developments to include cycle parking, in line with or exceeding London Plan standards.
- 134. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
- 135. Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.
- 136. In terms of bicycle parking, the 88 flats require 151 long-stay spaces and three short-stay spaces, whilst three long-stay and five short-stay spaces are required for the ground floor commercial uses.
- 137. A total of 154 long-stay spaces are shown within internal stores at ground and mezzanine floor levels to meet the long-stay requirement, with a suitably sized platform lift to the upper floor. The provision comprises a mixture of two-tier racks and 'Sheffield' stands to accommodate a variety of different bicycles and these should be supplemented by power sockets to allow the charging of electric bikes.
- 138. Four 'Sheffield' stands are proposed along the Ealing Road frontage of the building to meet the short-stay requirement.
- 139. The proposed cycle parking provision is considered to be acceptable and complies sufficiently with the London Plan and Brent Local Plan standards.
- 140. *Servicing and Refuse*
- 141. Policy D6 of London Plan highlights the need for housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste. This is reinforced within policy DMP1 that highlights the need for developments to provide high levels of internal and external amenity and does not unacceptably increase exposure to smells and waste.
- 142. Brent's "Waste and Recycling Storage and Collection Guidance for Residential Properties" sets out the following requirements:

Property Type	Receptacle	Residual waste	Dry recycling (litres)	Food waste
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	position	(litres)		(litres)
Houses (1 household)	External	1 x 140l wheeled bin	1 x 240l wheeled bin	1 x 23l kerbside container
	Internal	30l min	30l min	5l kitchen caddy
House conversions and residential developments up to 8 households	External	70l per household	120l per household	1 x 23l kerbside container per household
	Internal	30l min per conversion	30l min per conversion	5l per conversion
Residential developments over 8 household	External	60l per bedroom	60l per bedroom	23l per household
	Internal	30l min per household	30l min per household	5l per household

143. The guidance also highlights that collection operatives should not be required to:

- move wheeled bins of up to 240 litres more than 20 metres in total. This is the maximum distance between the point of collection and the collection vehicle.
- move a 1,100 litre eurobin or a similar wheeled container more than 10 metres in total. This is the maximum distance between the point of collection and the waste collection vehicle.

144. Servicing for the site would require 10m rigid vehicles for the community space, plus large 10m refuse vehicles for the flats and 8m Luton vans for the workspace. A loading bay is proposed along the Ealing Road frontage to accommodate service vehicles with the dimensions of 12m x 3m plus splayed kerbs to address previous concerns over its restricted dimensions. The proposed landscaping to the rear of the loading bay has also been amended to retain a clear 3m footway width which is welcomed. Tracking drawings provided by the applicants currently show refuse vehicles having to reverse into the bay, due to the sharp 45 degree angle of the approach splay. The need for reversing would in itself cause highway safety concerns on this London distributor road. To address this and meet the recommended layouts shown in TfL's Kerbside Loading Guidance, a gentler entry splay (about 15 degrees) will be required be provided to allow forward entry into the bay by 10m rigid vehicles. There are no on-site constraints in terms of footway width or statutory undertakers' equipment to prevent this being done, so a minor amendment to the highway layout will be secured subject to a s278/38 highway works agreement. A planning condition would be added to any consent reiterating this.

145. A Stage 1 Road Safety Audit on the layout has also been undertaken and although it did not raise the issue of reversing into the bay, it did raise five other minor problems. One concerned the width of the car park access not allowing easy two-way flow. Brent's officers consider the 5m width to be more than adequate to serve just three parking spaces, so the inclusion of 2m radius kerbs would be sufficient to address this problem. An earlier concern raised multiple road access points along a short stretch of Ealing Road, but the access to the adjoining site at 253a Ealing Road is being removed through the redevelopment of that site, so this matter has been addressed and transport raise no objection.

146. The other minor problems concerned the need for contrasting materials for the loading bay, site access and footway to make them more legible for disabled and partially sighted persons and the need for protective bollards between the loading bay and site access. These measures have been agreed by the applicant and will be picked up at the detailed drawing approval stage under the S38/S278 Agreement. There was also a recommendation for temporary New Road Layout Ahead signage, but this is considered unnecessary as the works do not affect the carriageway of Ealing Road.

147. The loading bay will require adoption of part of the site frontage as public highway and a clear future boundary line between the public highway and private forecourt along the front of both blocks will need to be agreed so that it is clear who has responsibility for maintaining which areas (incl. the planter beds). At present, it remains unclear where the future boundary line will be run, but this can also be agreed through the detailed highway works approval process.

148. The widened footway will require some land beneath the oversailing balconies to be adopted and this will in turn require an oversailing licence under S177 of the Highways Act 1980.

149. Otherwise, the resurfacing of the public footways fronting the site in modular paving, the removal of the redundant crossovers and service road and the provision of new planting beds is all welcomed in principle and will significantly improve the Healthy Streets rating of the site frontage.

150. All works within the existing and future highway to construct the loading bay, widen and resurface the footways and install planter beds need to be undertaken through a S38/S278 Highways Agreement and this will need to be secured through any S106 Agreement. This has been included in the Heads of Terms for an eventual legal agreement, which has been agreed in principle by the applicants.
151. Refuse storage remains as previously proposed and meets capacity requirements. On refuse collection days, bins will be moved to the front of the site (alongside the path between the two blocks) by the management of the blocks, so that they are close to the loading bay. An alternative collection of waste from Hatton Road to the rear remains an option if this can be agreed with Network Homes.
152. A Delivery & Servicing Management Plan is sought to manage use of the loading bay by the competing occupiers of the building and it is now confirmed that this will be provided, with the content to include co-ordination of deliveries outside of peak times and promotion of sustainable delivery vehicle options, to be communicated through Welcome Packs. While it is important that clear routing instructions are set out, as the lay-by would not be able to be safely accessed and egressed by vehicles travelling northbound on Ealing Road. A wayfinding financial contribution would be included for the highway works to inform road users not to turn right.

Trip Generation

153. The submitted Transport Response Note includes trip generation assessments.
154. The trip rates have been based upon agreed trip rates for the recently approved Alperton Bus Depot development site nearby and this exercise results in estimated person trips totalling 14 arrivals/47 departures in the morning peak hour (8-9am) and 24 arrivals/19 departures in the afternoon peak hour (5-6pm).
155. The very low car parking provision means that no car driver trips are expected to be made in the morning or evening peak hours and whilst there may be occasional trips in practice, these would not be sufficient to have a noticeable impact on the local highway network.
156. The above conclusion does rely upon CPZ controls being introduced in the surrounding area to regulate overspill parking though, so the financial contributions to assist this remain important.
157. With regard to public transport impact, the development is estimated to generate 11 arrivals/33 departures in the morning peak hour (8-9am) and 17 arrivals/13 departures in the evening peak hour (5-6pm) by bus and rail. Given the large number of public transport services passing close to the site, these trips represent less than one additional passenger per service passing close to the site in each peak.
158. Nevertheless, TfL have requested a financial contribution towards bus service enhancements to reflect the cumulative impact on services, with a sum of £67,166 being sought.
159. In addition, a sum of £141,190 has been requested towards the provision of step-free access at Alperton Underground station, with TfL looking to progress with a concept design for providing lifts to the platforms.
160. The developer has agreed to provide these requested sums, which is welcomed.

Healthy Streets Assessment

161. With regard to walking and cycling access, a Healthy Streets Assessment of six walking routes to key destinations in the local area has now been undertaken. Four accident clusters were identified at Manor Farm Road/Bridgewater Road junction, Ealing Road (Alperton station), Stanley Avenue and Alperton Lane/Ealing Road junction. Other shortcomings identified along the routes included Drainage issues along Ealing Road and Alperton Lane, footway surfacing issues along Ealing Road south of the site, obstructive parking on footways along Bridgewater Road, Bridgehill Close and Sunleigh Road, obstructed and damaged footways along Athlon Road, poor pedestrian crossing arrangements at the Ealing Road/Glacier Way junction, street clutter restricting footway widths along Ealing Road shopping frontage and the narrow poorly lit footpath between Mount Pleasant and Stanley Avenue. Several of these issues will be addressed by other on-going or proposed future developments in the area anyway.
162. Otherwise, the site frontage along Ealing Road is a key area where improvements are being made to the Healthy Streets environment through the removal of the service road and the resurfacing of the footways, although this wasn't particularly acknowledged in the Healthy Street Assessment. As such, the development will actively address the most relevant area for improvement.

Other Requirements

163. No updates to the submitted Residential Travel Plan for the 2016 application have been submitted for this application, but officers in Transportation have advised that this remains acceptable, subject to the promotion of Car Clubs (i.e. the provision of two years' free membership for incoming residents).
164. A Construction Logistics Plan will also be required to be approved prior to works commencing as a condition of any approval.

Environmental Health Considerations

Air Quality

165. The site is within an air quality management area, and London Plan Policy S11 requires 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.
166. In addition, policy BSUI2 of Brent's Local Plan 2019-2041 sets out the requirements for Major developments within Growth Areas and Air Quality Focus Areas to be required to be Air Quality Positive and elsewhere Air Quality Neutral. Where on site delivery of these standards cannot be met, off-site mitigation measures will be required.
167. The air quality assessment prepared in support of the planning application predicted that the average NO₂ levels exceeded all proposed development receptors in the baseline year of 2015 and 26 of the 39 receptors in the operational year of 2019. While this information is based upon an out-of-date assessment, it is acknowledged that there would be higher concentrations of NO₂ that should be addressed as part of the application. As such, mitigation measures have been proposed, such as installation of mechanical ventilation on the first and second floors of the proposed development, to reduce the exposure of these residents' to high NO₂ concentrations. As predicted NO₂ concentrations at the first floor and above are below 60µg m⁻³, it is not considered that the 1-hour mean AQO will be exceeded, and therefore private balconies and roof terraces should not be restricted on the basis of air quality. A condition will be added to ensure compliance with the assessment.
168. The air quality assessment has included an Air Quality Neutral Assessment. The assessment has taken into account the main likely effects on local air quality during construction, which relate to the generation of dust and particulates. It notes that the development would be car free with the exception of a small number of disabled parking bays and in terms of building emissions, that the scheme would not have a centralised gas operated energy centre, and therefore it would be air quality neutral. It should be noted that the scheme is required to be Air Quality positive rather than Air Quality Neutral. However, while an air quality neutral assessment has been submitted, given the car free nature of the development and inclusion of Air Source Heat Pumps, it is considered that reasonable measures have been incorporated to mitigate any potential air quality effects.
169. The submitted assessment sets out measures to minimise or prevent dust and particulates to be implemented on site throughout the construction works, and these would be covered through a Construction Method Statement. Due to the site being located very close to other commercial and residential premises. Demolition and construction therefore have the potential to contribute to background air pollution levels and cause nuisance to neighbours. The construction management plan provides good controls on noise and dust, including a requirement for bored piles as opposed to driven. Additionally, a condition is recommended to ensure non-road mobile machinery complies with appropriate emissions standards.

Contaminated land

170. The site and surrounding area would be likely to have previous uses that may have caused land contamination. In the absence of an assessment submitted with this application, a contaminated land investigation and any remediation and verification works that would be necessary and would be conditioned. Environmental Health Officers subject to conditions requiring further investigation, remediation and verification of works carried out would raise no objection.

Noise

171. The applicant has submitted a KP Acoustics Noise Impact Assessment report ref 14485.NIA.01 dated 15/7/16. This report considers external noise and the mitigation measures required to ensure that internal noise levels in line with BS8233 are achieved. However, the report does not consider noise from the proposed ground floor drinking establishment and other commercial activities on the ground floor and

how this would impact on the residential dwellings above. As such, some conditions would be secured. Given that the proposed development site is in an urban location with the principal noise sources being road traffic, it is not considered that the development would be exposed to noise levels that exceed guidance.

172. In response to the above matters, it is recommended that conditions are secured in relation to mitigation measures in relation to internal noise levels and for plant noise to be conditioned.

Sustainability

173. Planning applications for major development are required to be supported by proposals for sustainable design that accord with various policies in the Brent Local Plan and the London Plan. This is designed to demonstrate, 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 (SI 5) and the use of sustainable drainage (BSUI4)

174. Policy S12 of London Plan sets out the need for major developments to be net zero-carbon in terms of reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- 1) be lean: use less energy and manage demand during operation
- 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- 4) be seen: monitor, verify and report on energy performance.

175. Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

176. Policy SI2 sets out that a minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified and delivery is certain.

177. Since the submission of the planning application, the Building Regulations have been updated with 2021 version which came into effect in June 2022. In this case whilst the application was submitted in July 2022, the Energy Assessment was prepared in July 2022 and designed in accordance with 2013 regulations. Nevertheless, a detailed design stage energy strategy will be required prior to commencement as an obligation within the Section 106 legal agreement and this will be assessed against the Building Regulations 2021. Policy SI2 also sets out more detailed requirements, including the 'Be Seen' requirement for energy monitoring and reporting. Policy SI4 requires the energy strategy to include measures to reduce the potential for internal overheating and reliance on air conditioning systems.

178. Any shortfall in achieving the target emissions standards is to be compensated for by a financial contribution to the Council's Carbon Offsetting Fund, based on the national price per tonne of carbon of £95, or through off-site measures to be agreed with the Council.

179. For the residential parts of the development, the policy also requires at least 10 percentage points of the minimum 35 percentage point reduction to be attributable to energy efficiency measures (known as 'be lean' measures) and for the commercial parts of the development, the policy requires at least 15 percentage points of the reduction to be attributable to 'be lean' measures. 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.

180. In accordance with this strategy, the proposed development will incorporate a range of passive and active energy efficient measures, exceeding current Building Regulations 2010, Part L (2013 edition with 2016 amendments) requirements for the levels of insulation and air tightness, the installation of high-performance glazing, heat recovery ventilation and energy efficient lighting. The implementation of

these measures will reduce CO2 emissions by 18%.

181. A feasibility study was then carried out for the development and a range of renewable technologies analysed. That analysis identified that Air Source Heat Pumps were the most suitable technology for this development. This will reduce CO2 emissions by 64%. As such the proposed development achieves a total regulated CO2 saving of 65 % which exceeds the 35% minimum set out in London Plan Policy SI2.

182. Policy BSUI1 expects major development to connect to or contribute towards a decentralised energy system. Developments completed prior to the implementation of the heat network should be designed so that they can switch to the heat network once it is available. There are currently no plans for a district heating system within the Alperton Area, however, a condition to secure further exploration for the connection to a future district heating sub-station would be included.

183. At the Be Green Stage, renewable technologies are considered for implementation. This includes using systems such as Photovoltaic Solar Panels (PV). As the 35% reduction required by London's Local Plan was achieved at the Be Clean stage however, no further improvements are needed, and none shall be made at this stage.

184. This means that the reduction in regulated emissions does not change for the development, and remain at a 64%. A 39% reduction is also expected for the non-domestic element.

	CO2 Emissions (Tonnes CO 2 /Year)	CO 2 Emissions Savings (%)
Baseline	83.47%	
Be Lean	68.59%	17.83
Be Clean/Green	36.52	38.42
Total Reduction	46.95	64%
Carbon Offset	1095.60 (36.52 x 30 years)	£104,082.00

Whole Life Carbon and Circular Economy

185. A Whole Life Cycle (WLC) Carbon Assessment has been provided, as required by London Plan policy SI2, demonstrating whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrating actions taken to reduce life-cycle carbon emissions. By undertaking a WLC, the development has demonstrated (subject to further Stage 2 consideration by the GLA) that options for reducing carbon emissions have been considered and implemented where feasible. The GLA have confirmed that all WLC matters have been satisfactorily addressed. A Circular Economy (CE) statement has been submitted, as required by London Plan policy SI7. While the principles of this are generally supported, there are some details which require review by the GLA as part of the stage 2 referral.

186. Suitable planning conditions, including post completion, relating to the WLC and CE Statement will be incorporated following consideration of GLA feedback at the Stage 2 referral stage.

Water Consumption

187. London Plan Policy SI 5 Water infrastructure and Policy BSUI4 On-Site Water Management and Surface Water Attenuation requires proposals to minimise the use of mains water achieving water consumption of 105 litres or less per head per day. The applicant has not addressed this water conservation at target in their Sustainability statement and therefore a condition securing this as a requirement would be attached to any subsequent consent.

Trees, Landscaping and the public realm

188. Policy DMP1(h) highlights the need for development proposals to retain existing blue and green infrastructure including water ways, open space, high amenity trees and landscape features and providing appropriate additions or enhancements where possible.

189. London Plan policy G7 sets out the need for development proposals to ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the

trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

190. Policy BG12 highlights in the case of major development to make provision for the planting and retention of trees on site. Where retention is agreed to not be possible, developers shall provide new trees to achieve equivalent canopy cover or a financial contribution for off-site tree planting of equivalent canopy cover will be sought. Replacement canopy cover will be measured as total canopy area of new trees at time of planting being equal to canopy area of existing mature trees proposed for removal.
191. The site is not affected by any Tree Preservation Orders and nor is it within a designated Conservation Area. There are very limited trees and landscaping existing on site with the two trees a Norway Maple (T1) and a Robinia (T2) being situated on the corner of Ealing Road and Hatton Road to the rear of the bank building. These two trees are significant as the only two established trees on site, despite only being categorised within the tree survey as Category C trees. There are other small trees and shrub planting of little consequent between the two carriageways of Hatton Road. A tree is shown on the plans as being situated on the corner of Ealing Road and Hatton Road in front of the bank building, however it is understood that the tree has subsequently been removed from the site.
192. Two trees are currently shown to be retained, however, this is not likely to be successful to ensure their retention considering a ten storey building is proposed within the canopy area of these trees. As such, a financial contribution of £7,000 for two trees (£3,500 per tree) has been secured within the vicinity of the site.
193. The proposals appear to show six trees planted along the road frontage and a condition for further landscaping and improvements would be conditioned, in addition to a tree protection plan.

Urban Greening Factor

194. The submission includes supporting information to demonstrate that the scheme would achieve an urban greening factor score of 0.4, which meets the minimum required for a scheme of this size under policy BH4 of the Local Plan and policy G5 of the London Plan. The site at present only consists of buildings and hard surfacing, so the scheme would significantly improve upon its urban greening factor score compared to the existing situation. Details to maximise the urban green factor score within the site are recommended to be conditioned to any forthcoming consent.
195. Landscaping details have been submitted which set out how the urban green factor score of 0.4 would be achieved. Soft landscaping would be provided at both courtyard and roof top levels and include the provision of new plant and flower beds, trees and green roofs.

Ecology and Biodiversity Net Gain

196. Policy BG11 'd' states that all developments should achieve a net gain in biodiversity and avoid any detrimental impact on the geodiversity of an area. Part 'e' of this policy also states that in meeting the urban greening factor, place emphasis on solutions that support biodiversity. This is supported by policies G5 and G6 of the London Plan.
197. An ecology appraisal has been submitted. In terms of habitat there were no trees or vegetation of any kind on site. The site consisted solely of buildings and hardstanding. There is also a lack of natural habitats around the site with no connective habitat to more vegetated areas. Only occasional street trees were present along London Road and adjoining roads. As such, the site is unsuitable for most wildlife. As the site has limited ecological value and the extent of hardstanding and the enhancements to landscaping within the site proposed, it is likely that a biodiversity net gain would be achieved and would be conditioned.
198. The originally submitted document was published in 2016, as such, it is significantly out of date. As such, an update report had been commissioned and while the site remains of negligible ecological value, an additional bat dusk emergence survey has been submitted given the period of time that the site has remained vacant for.
199. Additionally, the buildings were also assessed for potential bat roosting features. This concluded that no evidence of bats, such as droppings or feeding remains, was found anywhere in or around the buildings. There were no suitable crevices or perches available for roosting bats. While there were places for bats to enter, there was no evidence of this. The updated report maintained this conclusion.
200. The site had minimal vegetation and is unlikely to be used by foraging or commuting bats, therefore a

bat activity survey is not deemed necessary. The proposed development may provide an opportunity to enhance the site for roosting bats by incorporating roosts into the new buildings, however this is unlikely to be a worthwhile exercise given the location of the site. If any roosting features are provided, these should be limited to external cavity roosts such as Schwegler Bat Access Panel 1FE, or bat tubes such as the Schwegler 2FR Bat Tube which can be incorporated into the building exteriors with little visual impact, or roosts such as the Schwegler Bat Roost 1FQ can be erected after building completion.

201. Given the urban location of the site no specific restrictions on lighting are required but any lighting should not exceed that which is required and should be designed in line with best practice.

Sustainable Drainage and Flood Risk

202. Policy BSUI3 sets out that proposals requiring a Flood Risk Assessment must demonstrate that the development will be resistant and resilient to all relevant sources of flooding including surface water. Proposed development must pass the sequential and exceptions test as required by national policy.

203. The applicant has submitted a 'Flood Risk Assessment, SUDS Statement and Drainage Strategy'. The submission confirms that the site lies within Flood Zone 1 in terms of fluvial or tidal flooding. However, the report demonstrates some localised pockets of surface water flooding, and the West London Strategic Flood Risk Assessment confirms that large parts of the site are within Flood Zone 3a for surface water flooding.

204. The proposal has been assessed against the London Plan's drainage hierarchy:

1) rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation) - due to the site's spatial constraints and in order to meet the four pillar of SuDS, green roofs are proposed within the communal roof areas.

2) rainwater infiltration to ground at or close to source - the site is situated on the London Clay Formation with no superficial deposits therefore, infiltration is considered unviable.

3) rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens) - green roofs are proposed.

4) rainwater discharge direct to a watercourse (unless not appropriate) - there is no water course within the vicinity of the site.

5) controlled rainwater discharge to a surface water sewer or drain - proposed to outfall to a surface water sewer.

6) controlled rainwater discharge to a combined sewer. - proposed to outfall to a surface water sewer.

205. The FRA demonstrates that the site has a low risk of flooding from fluvial, groundwater and sewer sources. The report sets out the use of flood doors as well as other flood resistant and resilient construction measures are used, the flood doors contain a seal which forms due to the pressure of the flood water. The proposed landscape, levels and drainage strategies are proposed to direct surface water runoff away from buildings and towards SuDS features throughout the site including green roofs, tree pits, soft landscape and permeable pavements.

206. The proposal includes the use of a number of green roofs within the communal roof areas to provide amenity and to collect and attenuate the roof runoff. Permeable Paving has been proposed in suitable areas to collect runoff from hardstanding. Due to the spatial constraints of the site open water attenuation SuDS are not feasible and so geo-cellular tank is proposed within the undercroft parking area to provide the final attenuation for the site's runoff. A hydro-brake will restrict the runoff from the tank at a maximum outfall rate of 1.0 l/s. Green roofs have also been proposed to provide amenity in the communal roof areas. The green roofs also satisfy the four pillars of SuDS.

207. Brent Local Plan Policy BSUI4 On site water management and surface water attenuation suggest that proposals should submit a drainage strategy, make use of sustainable drainage measures wherever feasible, and must ensure separation of surface and foul water systems. Surface water should be limited to greenfield run-off rates.

208. The site is entirely brownfield as existing, and the proposed attenuation strategy provides a significant improvement from the existing drainage. A condition is recommended to be secured in relation to sustainable drainage measures as set out within the drainage strategy including a drainage maintenance

plan.

Fire safety

209. London Plan Policy D12 requires all new development to achieve high standards of fire safety, and major developments are required to submit a Fire Statement outlining compliance with the measures required under Policy D12(B). A fire statement was submitted in accordance with this policy, and sets out details of construction, means of warning and escape, features to reduce the risk to life, access for fire service personnel, equipment and appliances, and the impact of potential future modifications. Fire evacuation lifts and refuge points would be provided for disabled residents. The statement is considered to satisfy the requirements of Policy D12.

210. The proposal would be considered as a "relevant" building for the purposes of consulting the Health and Safety Executive (HSE). Block A contains one stair core which constitutes a firefighting stair, with one firefighting lift and one evacuation lift. The single staircase is the only means of escape staircase serving dwellings on every upper floor level. Block B has two stair cores. The main core, which constitutes a firefighting stair and two lifts, is located at the North side of the building, whereas a protected stair and an evacuation lift, are provided at the South side. The two cores are connected through an internal corridor on each residential level. Means of escape from the mezzanine floor level will be via the cores to ground floor level. The latest response from the HSE dated 05.03.2024 has confirmed that they are now content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.

211. HSE had also raised a concern in the previous substantive response, regarding the excessive single direction travel distance within the Block B 'Mezzanine Affordable Workspace' room. It is noted on the new 'Proposed Mezzanine Floor Plan' drawing that the concern has been suitably addressed. The travel distance from the farthest point to the exit door within the 'Mezzanine Affordable Workspace' room (Block B), is now 12m which represents the 'direct distance', two-thirds of the actual travel distance (maximum 18m accepted), as "the internal layout of partitions, fittings, etc. is not known". Therefore, the travel distance within the Block B 'Mezzanine Affordable Workspace' room is compliant with fire safety standards recommendations.

212. It is noted that Block A would only feature a single core. The Health and Safety Executive were consulted on the scheme and have raised no objection to the single core, as it would not access shared facilities that would present a fire risk, and it is not a legal requirement to contain a second core providing the scheme is delivered within the timescales of the transitional arrangements within the Building Regulations.

213. Overall, it is considered that the proposal is acceptable in regard to fire safety.

Impacts on microclimate and reception of TV and radio services

214. Policy D4 of the London Plan requires buildings and their construction to not interfere with telecommunications.

215. A Television and Radio Impact Assessment has not been prepared as part of this application. A condition to ensure that there is no disruption to reception of both digital terrestrial and digital satellite television services will be conditioned. However, if there are concerns, improving antennas and moving satellites should restore good reception conditions.

Employment, Apprenticeship and Training

216. Brent Local Plan Policy BE1 sets out an Employment, Apprenticeship and Training Plan will be required for all developments of 5,000sq.m or more or sites capable of providing 50 or more residential units, to be prepared in partnership with Brent Works or any successor body. The applicant has confirmed a contribution in relation to Employment and Training. This will be secured through the section 106 legal agreement.

Equalities

217. 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

The proposal would include the redevelopment of the site to provide two mixed use buildings of up to 10 storeys, with a commercial community use/public house unit and 88 residential units. It would optimise the capacity of the site within a highly sustainable location within the Borough and make a contribution towards housing supply, including affordable housing, within the Borough, including the delivery of family sized homes. The scheme includes a UGF score of 0.4. The proposal is considered to sufficiently accord with the development plan, and having regard to all material planning considerations, and officers recommend the application should be approved subject to conditions and the completion of a legal agreement.



Application No: 22/2477

To: Mr Jenkins
SF Planning Limited
19 Eastbourne Terrace
London
W2 6LA

I refer to your application dated **12/07/2022** proposing the following:

Redevelopment of site to provide two buildings accommodating residential units, the use of ground floor as a Community Use (Use Class: F2) with additional affordable workspace (Use Class: E) at ground floor level, associated vehicular crossover, car and cycle parking spaces, refuse storage, amenity spaces, landscaping and associated works

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

at **245-249 and 253 Ealing Road, Wembley, HA0 1EX**

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: 30/07/2024

Signature:

David Glover
Head of Planning and Development Services

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-
London Plan 2021
Brent Local Plan 2019-2041

- 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):

BBA 669.P.01 B (29.03.23) - Site Location Plan
BBA 669.P.02 B (29.03.23) - Existing Site Plan
BBA 669.P.03 B (29.03.23) - Existing Street Scene
BBA 669.P.04 G (17.04.24) - Proposed Site Plan
BBA 669.P.06 X (03.06.24) - Proposed Ground Floor Plan
BBA 669.P.07 K (28.05.24) - Proposed First Floor Plan
BBA 669.P.08 K (28.05.24) - Proposed Second Floor Plan
BBA 669.P.09 K (28.05.24) - Proposed Third Floor Plan
BBA 669.P.10 K (28.05.24) - Proposed Fourth Floor Plan
BBA 669.P.11 H (28.05.24) - Proposed Fifth Floor Plan
BBA 669.P.12 H (28.05.24) - Proposed Sixth Floor Plan
BBA 669.P.13 H (28.05.24) - Proposed Seventh Floor Plan
BBA 669.P.14 H (28.05.24) - Proposed Eighth Floor Plan
BBA 669.P.15 N (01.07.24) - Proposed Ninth Floor Plan
BBA 669.P.16 J (01.07.24) - Proposed Tenth Floor Roof Plan
BBA 669.P.17 R (01.07.24)- Schedule of Accommodation
BBA 669.P.18 N (03.06.24) - Proposed Street Scene
BBA 669.P.19 P (03.06.24) - Proposed Front Elevation
BBA 669.P.20 P (28.05.24) - Proposed Rear Elevation
BBA 669.P.21 P (03.06.24) - Proposed Side Elevations – Block A
BBA 669.P.22 M (28.05.24) - Proposed Side Elevations – Block B
BBA 669.P.23 G (01.07.24) - Proposed Cross Section
BBA 669.P.24 K (01.07.24) - Proposed Longitudinal Section

BBA 669.P.25 Q (03.06.24) - Proposed Mezzanine Floor Plan

BBA 669.P.26 H (04.06.24) - Areas

BBA 669.P.27 A (13.12.23) - Proposed Green Infrastructure

BBA 669.P.28 B (17.04.24) - Proposed New Green Area Layout

BBA 669.P.29 A (17.04.24) - Proposed Vehicle Layby

Supporting Documents

KP Acoustics Report 14485.NIA.01 dated 10th November 2016

Flood Risk Assessment and SUDS Report dated June 2024, as compiled by EAS

Brick Details D - (22.04.24)

Air Quality Impact Assessment (AMEC Foster Wheeler air quality assessment dated August 2016).

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

- 3 The development hereby approved shall contain 143sqm of community use (use class F2) and 251sqm of affordable workspace (Use Class E (g)) as detailed in the drawings hereby approved, and shall not be used for any other purpose, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instruments revoking and re-enacting those Orders with or without modification.

Reason: In the interests of proper planning.

- 4 The scheme hereby approved shall contain 88 residential units as detailed in the drawings hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

- 5 The residential 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 in compliance with policy SI5 of London Plan 2021 and Brent Policy BSUI4.

- 6 The development hereby approved shall not be occupied unless the external amenity spaces at ninth and roof top levels have been completed in full accordance with the approved drawings and those spaces shall thereafter be made available to residents of the development and shall not be used other than for purposes ancillary to the flats hereby approved.

Reason: To ensure a satisfactory standard of accommodation.

- 7 The windows on the approved plans identified with the annotation stating 'obscure glass' shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To protect the privacy of neighbours in accordance with Policy DMP1.

- 8 The development hereby approved shall be carried out in full accordance with the details stipulated in the Flood Risk Assessment and SUDS Report dated June 2024, as compiled by EAS.

Reason: To ensure that the development appropriately mitigates flood and surface water runoff

risk.

- 9 The development hereby approved shall be carried out in full accordance with the details stipulated in the Noise Impact Assessment (KP Acoustics Report 14485.NIA.01 dated 10th November 2016).

Reason: To protect acceptable local noise levels, in accordance with Brent Policy DMP1

- 10 The development hereby approved shall be built so that no fewer than 9 of the 88 residential homes achieve Building Regulations requirement M4(3) - 'wheelchair user dwellings, and the remaining homes shall be built to achieve Building Regulations requirement M4(2) - 'accessible and adaptable dwellings'.

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

- 11 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

- 12 A communal television aerial and satellite dish system shall be provided for each block, linking to all residential units unless otherwise agreed in writing by the local planning authority.

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

- 13 Prior to first occupation of the development hereby approved, electric vehicle charging points shall be provided to at least 20% of the Blue Badge parking spaces provided and shall be maintained for the lifetime of the development, whilst the remaining spaces hereby approved shall be provided with passive electric vehicle charging facilities.

Reason: To encourage the uptake of electric vehicles as part of the aims of London Plan policy T6.1.

- 14 The approved car parking spaces, cycle storage facilities and bin storage facilities shall be installed and made available for use prior to first occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the development hereby approved.

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

- 15 The development hereby approved shall be carried out in full accordance with the mitigation details stipulated in the approved Air Quality Impact Assessment (AMEC Foster Wheeler air quality assessment dated August 2016).

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

- 16 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to

control dust, noise and other environmental impacts of the development. In addition, measures to control emissions during the construction phase relevant to a medium risk site should be written into an Air Quality and Dust Management Plan (AQDMP), or form part of a Construction Environmental Management Plan, in line with the requirements of the Control of Dust and Emissions during Construction and Demolition SPG. The AQDMP should also be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter be constructed in accordance with the approved Construction Method Statement, together with the measures and monitoring protocols implemented throughout the construction phase.

The development shall thereafter be constructed in accordance with the approved Construction Method Statement, together with the measures and monitoring protocols implemented throughout the construction phase.

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

Reason for pre-commencement condition: Nuisance from demolition and construction activities can occur at any time, and adequate controls need to be in place before any work starts on site.

- 17 Prior to commencement of the development hereby approved, a construction logistics plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall include details of how:
- construction would be co-ordinated with the construction operations of other developments in the area, so as to minimise the cumulative impacts on local residents and businesses.
 - construction traffic would be managed so as to prevent any undue obstruction to Ealing Road and associated bus services.

The development shall thereafter be constructed 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.

- 18 Prior to commencement of the development, a recording report shall be submitted to and approved in writing by the Local Planning Authority. The recording report shall detail the heritage assets and value of the Plough public house and shall be completed to Historic England Level 3 standard.

Reason: To ensure that the heritage value of the building is recorded, given that it has been identified as a potential heritage asset.

- 19 (a) Prior to the commencement of development (excluding site clearance and demolition), 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 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. Prior to the occupation of the development, 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 land 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 Prior to commencement of development (excluding site clearance and demolition works), 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.

The development shall be completed in accordance with the approved details thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the development is in accordance with the principles of London Plan Policy SI3 and Brent's Local Plan Policy BSUI1.

- 21 Prior to commencement of development (excluding site clearance and demolition works), detailed plans shall be submitted to and approved in writing by the local planning authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development. The development shall be carried out in accordance with these plans thereafter and maintained as such in perpetuity.

Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness.

- 22 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced (excluding demolition, site clearance and the 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.

- 23 Details of the hard and soft landscaping within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development (excluding any demolition, site clearance and the laying of foundations), Such details shall include:
- I. A schedule detailing sizes and numbers of all proposed trees and use of native and/or wildlife attracting species to achieve a net gain in biodiversity within the site
 - II. Details to demonstrate that an Urban Greening Factor of at least 0.4 would be achieved within the site
 - III. Sufficient specification to ensure successful establishment and survival of new planting
 - IV. Details of all proposed hardstanding including tree pits design;
 - V. Details of garden wall, fences or other form of boundary treatment to be provided within the site (including details of external materials and heights) including all gates that front the highway to be designed to not open outwards onto the highway
 - VI. Details of roof terrace design and planting for high quality usable external amenity space
 - VII. Details of children's play equipment suitable and identified for individual age groups within the communal roof gardens
 - VIII. Details of bird and bat boxes
 - IX. A schedule of landscape maintenance for a period of 5 years which shall include details of the arrangements for its implementation and sufficient specification to ensure successful establishment and survival of new planting.

The hard and soft landscape works shall be carried out in full accordance with the approved details prior to the use of the dwellings hereby approved, unless alternative timescales have been submitted to and approved to be agreed in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved timescales .

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Any new trees(s) that die(s), are/is removed, become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Replacement planting shall be in a accordance with the approved details (unless the Local Planning authority gives its written consent to any variation).

Reason To safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with policies DMP1 and BGI 2.

- 24 Prior to commencement of the development (excluding demolition, site clearance and the laying of foundations), further details of disabled access arrangements shall be submitted to and approved in writing by the local planning authority. The details shall include indications of levels, widths, surface materials of paths and seating arrangements that will aid and enable disabled access to the building. The development shall thereafter be implemented in full accordance with the approved details.

Reason: To ensure that the development achieves an inclusive design in accordance with London Plan Policy D4 and D7.

- 25 Prior to the commencement of the development (excluding any demolition, site clearance and the laying of foundations), a scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority. The insulation of the separating floor between the commercial uses and the flats on the first floor shall be designed to meet the standards of Building Regulations Approved Document E 'Resistance to the passage of sound'. The approved measures shall thereafter be implemented in full accordance with the approved details.

Reason: To protect acceptable local noise levels

- 26 Prior to first occupation or use of the development hereby approved, a Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the local planning authority. All delivery and servicing activity shall thereafter be carried out fully in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that all delivery and servicing activities can be safely accommodated on site without adversely affecting the safety and amenity of residents or other users of the development or conditions on the highway network.

- 27 All residential homes shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal noise levels:
- Daytime Noise (07:00-23:00) in relation to living rooms and bedrooms to have a maximum noise level at no more than 35dB LAeq(16hr)
 - Night time Noise (23:00-07:00) in relation to bedrooms to have a maximum noise level at no more than 30dB LAeq(8hr)

Prior to first occupation of any of residential homes hereby approved, a test shall be carried out with the results submitted to and approved in writing by the Local Planning Authority to show that the required internal noise levels have been met.

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

- 28 Prior to first occupation or first use, a Community Access Plan relating to the use shall be submitted to and approved in writing by the Local Planning Authority. The Community Access Plan shall include details of rates of hire (based upon those charged at other public facilities), terms of access, hours of use, access arrangements and management responsibilities.

The approved Community Access Plan shall be brought into operation within 3 months of first occupation or use of the facilities and it shall remain in operation for the duration of the use of the Development.

Reason: To secure well-managed, safe community access, to ensure sufficient benefit to the Development of a community facility and to accord with Local Plan.

- 29 Prior to the installation of any external lighting, details of such lighting shall be submitted to and approved in writing by the Local Planning Authority. This shall include, but is not limited to, details of the lighting fixtures, luminance levels within and adjoining the site, as well as ecological sensitivity measures that form a part of the lighting strategy. The lighting shall not be installed other than in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

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

- 30 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 when measured at the nearest noise sensitive premises. An assessment of the expected noise levels 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 above required noise levels shall be submitted to and approved in writing by the Local Planning Authority. The plant shall thereafter be installed together with any necessary mitigation measures and maintained in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To protect acceptable local noise levels, in accordance with Brent Policy DMP1.

- 31 Prior to the occupation of each building the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the published guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

- 32 Prior to the occupation of any phase of development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance 2022. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by the Local Planning Authority, prior to occupation.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

INFORMATIVES

- 1 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 government website: <https://www.gov.uk/government/publications/preventing-and-resolving-disputes-in-relation-to-party-walls/the-party-wall-etc-act-1996-explanatory-booklet>
- 2 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.

- 3 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.

- 4 The following guidance notes are for the information of the applicant from Thames Water:

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

· We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "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 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

- 5 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.

Any person wishing to inspect the above papers should contact Nicola Blake, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5149

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

7 August, 2024
06
22/4179

SITE INFORMATION

RECEIVED	13 December, 2022
WARD	Brondesbury Park
PLANNING AREA	Brent Connects Kilburn
LOCATION	6 Deerhurst Road, London, NW2 4DE
PROPOSAL	Conversion of single dwellinghouse into 5x self-contained flats, works including rear dormer window and 1 side rooflight, relocation of front entrance door, removal of window and replacement of door with new window to front elevation, subdivision of rear garden, provision of off-road parking, cycle and waste storage and associated hard and soft landscaping.
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 https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_162985</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 "22/4179" (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 the 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. Affordable housing – payment in lieu contribution towards off-site affordable housing within the borough (£83,000).
4. Indexation of contributions in line with inflation from the date of committee resolution
5. 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

Conditions

1. Time Limit
2. Approved Plans
3. Materials
4. Water efficiency
5. Hard and soft landscaping and trees
6. Cycle storage
7. Tree Protection Measures
8. Amenity spaces

Informative

1. Building near a boundary
2. Party Wall Agreement
3. CIL Liability
4. Surface water drainage
5. Fire safety
6. Hours for noisy works

1. 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.

2. 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



This map is indicative only.

PROPOSAL IN DETAIL

The proposal involves the conversion of the existing dwellinghouse into 5x self-contained flats. The development would involve external alterations which include the erection of a rear dormer window and 1.no side rooflight, replacement front windows, and the relocation of the front entrance door along the principal elevation of the building. The rear garden area would also be subdivided, and the proposal will include the provision of off-road parking, cycle and waste storage and associated hard and soft landscaping.

EXISTING

The application site consist a two-storey property located on the eastern side of Deerhurst Road. The site does not contain any listed buildings nor is it located within a conservation area. It falls within a Site of Archaeological Importance.

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 deciding on the application.

- **Representations received:** 21 nearby addresses were consulted on the proposal together with the Chatsworth Area Residents Organisation (CARO) on 14th December 2022. In response, objections have been received from 10 individuals, raising a range of issues / grounds of objection. These are summarised in detail below in the 'Consultation' section.
- **Principle:** The application would result in the conversion of the existing dwellinghouse into 5.no new self-contained flats, which would contribute to Brents housing delivery targets, as well as other modest external alterations. The site lies within a priority area for housing and thus residential intensification in this location is considered acceptable in principle.
- **Affordable housing-** Following a financial viability review, the proposal would provide an £83,000 financial contribution towards affordable housing which has been agreed with by Brent. This will be secured through a S106 agreement to be agreed between the applicant and the Brent. The scheme is therefore compliant with policy BH5.
- **Quality of accommodation:** The proposal comprises a mix of dwelling types including a family unit (3-bedroom) at ground-floor with private amenity access. All proposed units meet the relevant standards for internal and external space and quality.
- **Highways and transportation:** The proposal would not provide any additional parking spaces. Adequate cycle and refuse storage has been proposed in the front garden space which is secure and easily accessible.
- **Design and Appearance:** The proposal is considered to represent a good standard of design that would have a balanced appearance with the existing site and would not result in harmful impact on the character and appearance of the local area. The proposal would largely maintain the design and visual appearance of the existing garage, and thus there would be limited impact on the character and appearance of the streetscene.
- **Residential Amenity:** The minor external works proposed would not result in a significant impact on the residential amenities of neighbouring occupiers in terms of daylight and sunlight, overlooking or loss of privacy. The proposal would not create a significant adverse increase in noise and disturbances despite the intensification proposed.

RELEVANT SITE HISTORY

Relevant Planning history

21/2561- Refused and dismissed on appeal- detail of this is set-out further in this report

Proposed conversion of single dwellinghouse into 5x self-contained flats works including, loft conversion, rear dormer window and 3x side rooflights, relocation of front entrance door, removal of window and replacement of door with new window to front elevation, subdivision of rear garden, provision of off-road parking, cycle and waste storage and associated hard and soft landscaping

CONSULTATIONS

Twenty-one (21) neighbouring and nearby residential properties and the Chatsworth Area Residents Association have been notified as part of the public consultation for this application.

In total 10 objections have been received which object to the proposed development on the following grounds:

Reasons for objecting	Officer Comment
Concerns that the cycle storage will not be implemented as shown on plans	A condition will be attached to secure the delivery of the cycle store.
Trees- claims that the applicant has removed all trees from the property, both protected and other large trees. Existing trees not accurately shown on plans.	Permission is not explicitly required to remove trees if they are not within a conservation area or if they do not have Tree Protection Order. One tree on site is subject to a TPO and is located in the rear garden. The applicant has set-out protection measures for this tree as explained in the trees and landscaping section of this report. Improvements to soft landscaping as well as tree-planting will be secured by condition.
Poor quality of accommodation	This is assessed under the quality of accommodation section of this report.
Overdevelopment- too large for this property. Concerns of overcrowding and effect on waste management. Concerns of further subdivision if unmonitored	There is no in principle objection to the scale of development subject to the proposed layout being considered acceptable- this is addressed further in the quality of accommodation section of this report. Space has been designated for waste storage of an appropriate size and such details will be conditioned. Any further subdivision would require a separate planning application.
Concerns with the environmental standards of the proposal to make this carbon negative. No means identified to deal with foul sewage nor of the Archaeological history of the site and any potential impact.	There is a not a planning policy requirement for this scale of development to be carbon negative. Additional further details of landscaping and urban greening measures will be secured by planning condition to address sustainability requirements. There is no reason to believe that the local

sewerage system is insufficient to accommodate this development.

Given the minor external works proposed which do not involve any excavation, it is not necessary for the application to include detail on the archaeological history of the site and the proposals potential impact on this

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 2021
Brent Local Plan 2019-2041

Key policies of the London Plan 2021 include:

D3: Optimising site capacity through the design-led approach
D4: Delivering good design
D6: Housing quality and standards
D12a: Fire Safety
H1: Increasing Housing Supply
H2: Small sites
G5: Urban greening
G6: Biodiversity and access to nature
G7: Trees and woodlands
T5: Cycling
T6: Car parking
T6.1: Residential parking

Key policies of the Brent Local Plan 2019-2041 include:

DMP1 – Development Management General Policy
BD1 – Leading the way in good design
BH1 – Increasing Housing Supply
BH2 – Priority Areas for Additional Housing Provision within Brent
BH4 – Small Sites and Small Housing Developments in Brent
BH5 – Affordable housing
BH6 – Housing size mix
BH11 – Conversion of family sized dwellings
BH13 – Residential Amenity Space
BSUI4 – On Site Water Management and Surface Water Attenuation
BGI1 – Green and Blue Infrastructure
BGI2 – Trees and Woodlands
BT1 – Sustainable Travel Choice
BT2 – Parking and Car Free Development

Other material considerations include:

National Planning Policy Framework 2023
Council's Supplementary Planning Document 1 "Brent's Design Guide" 2018
Council's Supplementary Planning Document 2 – Residential extensions and alterations 2018
Council's Supplementary Planning Document – Residential Amenity Space & Place Quality 2023
Planning Obligations Supplementary Planning Document (2022)

DETAILED CONSIDERATIONS

Background

1. The subject development involves the conversion of the existing dwelling house into 5 no self-contained flats, as well as the instillation of a rear dormer window, alterations to fenestrations, off-street parking, cycle and waste storage and associated hard and soft landscaping.
2. The subject application follows a previous application under the LPA reference 21/2561 which was refused by the LPA for the following reason:

"The proposed development would result in poor living conditions for future occupants of flat 5 by reason of its size shape and insufficient floor to ceiling heights which would result in cramped conditions for future occupants with poor outlook and ventilation. The proposed development is therefore inconsistent with DMP 1 and DMP 18 of the Brent Development Management Policies Plan and Policy D6 of the London Plan (2021)."

3. The refused decision was tested at appeal but was dismissed by the inspector, who agreed with the LPA's reason for refusal and found issue with the internal space, height, ventilation, and outlook proposed to the 1 bedroom 2-person flat in this scheme (flat 5).
4. This previous decision therefore forms a material planning consideration given the similarities to the subject proposal. The acceptability of the subject proposal is set out below.

Principle

Delivery of Additional Housing

5. Policy BH1 of Brent's Local Plan sets out the need for the Council to maximise the opportunities to provide additional homes in the period to 2041, with a minimum 23,250 homes in the period 2019/20-2028-29 and a minimum of 46,018 homes in the period 2019-20-2040/41. The policy identifies Growth Area, site allocations and appropriate windfall sites to support the delivery of the additional homes.
6. Policy H2 of London Plan identifies that for London to deliver more of its housing, a substantial contribution from smaller sites below 0.25 hectares in size will be required. It sets a Brent minimum target of 4,330 for the period 2019/20 – 2028/29. Policy BH4 relates to small sites and small housing developments in Brent ((below 0.25 hectares or 25 dwellings in size) and in line with policy H2 of London Plan, sets out that small housing developments delivering a net addition of self-contained dwellings through the more intensive and efficient use of sites, where consistent with other policies in the development plan, will be supported within the priority locations of PTAL 3-6, intensification corridors, or a town centre boundary through:
 - a) the infill of vacant or underused brownfield sites,
 - b) residential conversions, redevelopment, extensions of dwellings, or infill within the curtilage of a dwelling
 - c) the redevelopment of flats, non-residential buildings and residential garages,
 - d) upward extensions of flats and non-residential buildings
7. In these priority locations, the character of the existing area will be subject to change over the Local Plan period. Outside the priority locations greater weight will be placed on the existing character of the area, access to public transport and a variety of social infrastructure easily accessible on foot when determining the intensity of development appropriate.

Conversion of the dwellinghouse into flats

8. Policy BH11 set out that the conversion of existing housing stock into smaller dwellings assists in providing additional self-contained dwellings through the more intensive and efficient use of sites. Nevertheless, family housing to meet local needs is also a Brent priority, and in recognition of this priority, policy BH11 sets out circumstances where the loss of family housing is likely to be acceptable. Policy BH11 highlights that to maintain family size housing conversion of a family sized home (3 bedrooms or more) to two or more other dwellings will only be allowed where all the following criteria are met:

- a) the existing home is 130 sq.m. or more or could acceptably be extended to be that size;
- b) it results in at least a 3-bedroom dwelling, preferably with direct access to a garden/ amenity space; and
- c) it is within an area of PTAL 3 or above.

9. The proposal would comfortably comply with criteria 1 of policy BH11 and would result in a 3 bedroom dwelling at ground-floor level with direct access to a garden amenity space exclusive to this unit, which would comply with criteria 2 of this policy. Further the site is located in a PTAL area of 3 which therefore means that the proposal complies with criteria 3 of this policy as well. It is considered that the proposal site is in a 'sustainable location' in accordance with policy BH4 and that the layout of the proposal would allow an easy conversion of the property back into a dwelling house in the future.
10. The principle of the proposed development is therefore supported.

Dwelling mix and affordable housing

11. Policy BH6 of the Local Plan seeks for 1 in 4 new homes in the borough to be family sized homes, this would be met given the provision of a family-sized unit at ground-floor level. The proposal would create 5 new residential units with the following mix:
- Flat 1 - 3-bedroom 4-person unit located at ground-floor
 - Flat 2 - 2-bedroom 4-person unit located at ground-floor
 - Flat 3 - 2-bedroom 3-person unit located at first-floor level
 - Flat 4 - 1-bedroom 2-person unit located at first-floor level
 - Flat 5 - 1-bedroom 1-person unit located at second-floor level
12. Policy BH5 of the Local Plan sets out the need for developments of between 5-9 dwellings will be required to make a financial contribution for the provision of affordable housing off-site. The financial contribution is £100,000 per dwelling as set out within Brent's S106 Planning Obligation SPD. In this case the amount would be £500,000. Any reduction in the financial contribution would need to be justified by a Financial Viability Assessment (FVA) that demonstrates that the scheme is securing the maximum reasonable payment in lieu of on-site delivery.
13. The application was accompanied by a FVA prepared by Turner Morum on behalf of the applicant. This concluded that the scheme would be in deficit by -£600,992 and it therefore could not viably deliver any off site contribution towards affordable housing provision within the Borough. The FVA was reviewed on behalf of the Council by BPS who concluded that the scheme was in surplus by £425,147 and that such amount could be secured as an off site contribution towards affordable housing provision within the Borough. Further discussions were carried out between the two consultants where it was noted that the main points of difference related to the Benchmark Land Value (BLV), profit and value of the car parking spaces. The BLV was where the largest difference lies. This updated the position of the applicant that the scheme would remain in deficit but by £435,312, and the surplus identified by BPS reduced to £238,161. Following further review, it has been agreed on a without prejudice basis, Brent would to accept a £1.9m benchmark land value and £83,000 financial contribution towards affordable housing. The proposed benchmark figure is close to a midpoint position between BPS's Existing Use Value of the application site and the Alternative Use Value with refurbishing the property in its existing configuration as a single dwelling. BPS noted that the final midpoint BLV figure agreed for the site was still in line with the evidence tone they had identified during discussions.
14. On this basis, it is considered that the scheme would deliver the maximum viable amount of contribution for off site affordable housing provision within the Borough (£83,000) and that this would be secured within a Section 106 Agreement. The proposal would be in line with policy BH5.

Design and visual amenity impact

15. The proposal would involve minor alterations to the front of the building. The proposed front windows would be modest in scale and in proportion to the existing.
16. A dormer window is proposed to the rear which would be set-up from the eaves by 0.58m, set-down from the ridge of the roof by approximately 2.56m and would be set in from both sides of the roof by 0.34m, and would therefore be compliant with SPD2 requirements for dormer additions of this type. The new

side rooflight to the left hand side roofslope would be modest in appearance and so would not appear as an overly prominent addition despite the visibility of this roofslope from the Deerpark Road streetscene.

17. Cycle storage and refuse storage is proposed within the front garden. The cycle storage would measure a max of 1.7m in height to be clad in a lightweight timber and the bin storage would be of a similar height and also timber clad. Some planting would be added to enclose the cycle store and it is noted that the front boundary walls would have privet hedges on them which would help to reduce its prominence in this location. In these respects, officers consider that the proposed cycle and bin storage would not cause significant harm to the visual amenity of the streetscene.
18. It is therefore considered that the proposed design and visual appearance would be acceptable in regard to the Brent's Design Guidance in SPD2 and policy DMP1 of the Brent Local Plan.

Quality of accommodation

Internal amenity quality

19. Policy D6 of London Plan 2021 relates to housing quality and standards. It includes a requirement to meet adequately sized rooms in line with table 3.1 of London Plan 2021. It goes on to say that all new homes should be provided with adequate levels of outlook, daylight, and natural ventilation.
20. All units would be single storey and their assessment against minimum GIA standards are set-out below:
 - Unit 1: 3-bedroom 4-person unit. Required 74sqm, proposed 78.24sqm. Built-in storage required 2.5sqm, proposed 1.96sqm
 - Unit 2: 2-bedroom 4-person unit. Required 70sqm, proposed 71.32sqm. Built-in storage required 2sqm, proposed 1.516sqm
 - Unit 3: 2-bedroom 3-person unit: Required 61sqm, proposed 67.85sqm. Built-in storage required 2sqm, proposed 1.21sqm
 - Unit 4: 1-bedroom 2-person unit: Required 50sqm, proposed 52.35sqm. Built-in storage required 1.5sqm, proposed 1.38sqm
 - Unit 5: 1-bedroom 1-person unit: Required 37sqm, proposed 37.46sqm. Built-in storage required 1.5sqm, proposed 2.78sqm
21. While all the proposed units would meet or exceed the minimum GIA standards, it is noted that only unit 5 would meet the minimum requirements for built-in storage. However, in these instances, officers consider that as the shortfall of built-in storage space is compensated by the overall GIA floorspace provided, that therefore the shortfall of built-in storage space could reasonably be provided within each unit. Given the surplus in overall floorspace and general good quality of accommodation, therefore this shortfall is considered to be acceptable.
22. Policy D6 also sets minimum criteria for bedroom dimensions and storage space required for new residential accommodation. Specifically, all double bedrooms should achieve a minimum GIA of 11.5sqm and each unit which has one these should be a minimum of 2.75m in width. For any additional double bedroom these should achieve a width of 2.55m. All single bedrooms should have a minimum GIA of 7.5sqm and a minimum width of 2.15m. The proposed bedrooms would comply with these standards.
23. London Plan Policy D6 also requires at least 75% of the GIA of each flat to have an internal floor-to-ceiling height of 2.5m. This exceeds the national standard of 2.3m as higher housing and the urban heat island effect are more prevalent in London, and a higher standard is required to ensure adequate quality in terms of daylight penetration, ventilation and cooling, and sense of space. All of the proposed units would meet this requirement.
24. As discussed above, there was an earlier scheme that refused due to the substandard form of accommodation for Flat 5 within the loft space. This scheme was appealed and dismissed by the Planning Inspector. Within the 2021 application, Flat 5 was a 1 bedroom 2 person flat. The Inspector raised concerns with the loft flat not achieving a headroom height of 2.5m for 75% of its internal floorspace and the resulting impact that this would have upon the usability of the flat. They also raised concerns with the lack of outlook and restricted daylight to the living/kitchen/dining room overall due to the reliance on roof lights.
25. Within the current application the flat has been amended to a 1 bedroom 1 person studio flat. It is now

open plan with the majority of daylight and outlook being received from the rear dormer window and the proposal would achieve a 2.5m floor to ceiling height for more than 75% of the studio unit, therefore would have good levels of ventilation. A roof light is also proposed over the kitchen area to provide additional natural light.

External amenity space

26. Policy BH13 establishes that all new dwellings are required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This will normally be expected to be 20 sqm studio, one or two-bedroom home and 50 sqm for family housing (homes with 3 or more bedrooms) at ground floor level.
27. The BH13 requirement for external private amenity space established through BH13 is for it to be of a "sufficient size and type". This may be achieved even when the 'normal expectation' of 20 or 50 sqm of private space is not achieved. The supporting text to the policy clarifies that where 'sufficient private amenity space cannot be achieved to meet the full requirement of the policy; the remainder should be applied in the form of communal amenity space'. Proximity and accessibility to nearby public open space may also be considered when evaluated whether the amenity space within a development is 'sufficient', even where a shortfall exists in private and/or communal space.
28. With regard to quality of the space, the supporting text to policy BH13 specifies that private amenity should be accessible from a main living room without level changes and planned within a building to take a maximum advantage of daylight and sunlight, whilst Brent SPD1 specifies that the minimum depth and width of the space should be 1.5 m.
29. London Plan policy D6 specifies that where there is no higher local standard, a minimum of 5 sqm of private amenity space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant. The minimum depth and 1.5 m are reconfirmed in the emerging policy.
30. Both ground floor flats would benefit from private rear garden spaces of over 50sqm, and the upper-floor flats would have access to a communal garden area to the rear of the building which would exceed over 400sqm. The private garden areas would be divided from the communal garden areas by fencing. A condition will be attached to secure detail of this prior to occupation to ensure the fencing ensures enough security to future occupiers of these flats.
31. Thus, the proposal would provide a surplus of private amenity space for all occupiers, in accordance with policy BH13 of the Brent Local Plan.

Impact on neighbouring amenities

32. The property is in residential use and lies within a predominately residential area. Whilst it is acknowledged that this would be intensified with more footfall and more comings and goings from the site, the intensification proposed would not be significant and would retain the residential use of the host property. As set out above, the site is within a priority location for additional homes and would seek to optimise the capacity of the site in line with policy H2 of London Plan 2021 and policies BH4 and BH11 of Brent's Local Plan. Adequate refuse and recycling bins have been proposed which would help to mitigate against odours and waste issues, helping to preserve the visual amenity.
33. The proposal would not result in any additional car parking spaces and given the significant amount of soft landscaping proposed to replace the hardstanding at the front of the site, there would be no capacity to accommodate more than the 2 car parking spaces allowed for the existing dwelling house on site and thus the proposal is unlikely to result in any significant increase in noise and disturbance from vehicles using the site.
34. None of the alterations within the scheme would result in adverse harm to the residential amenity of any nearby properties. Objections raise concerns about privacy, yet no new windows are proposed that could affect privacy. The new dormer window to the rear would have a similar relationship to the existing windows below and thus would not result in a significant adverse impact in terms of privacy/overlooking impact.
35. Therefore, the proposal is considered to have an acceptable impact on neighbouring amenities in

accordance with policy DMP1 of the Brent Local Plan.

Trees and Landscaping

36. T2 is an existing Sycamore tree which is the only tree on the site which is affected by a Tree Preservation Order (07/00047: T2 Sycamore). This tree and T6 in the rear garden are proposed to be removed as part of the development. The Council's Principal Tree Officer has reviewed the Arboricultural Impact Assessment and Tree protection Plan. They have advised that there do not have objections to the felling of T2 and T6 but requested that T2 to be replaced with a similar tree and to be planted in a similar location along this boundary which is considered as appropriate to preserving the visual amenity of the site.
37. Objections have been received which state that the trees have been removed to the front garden. However, these trees, which were shown as existing on historic site imagery as late as April 2019, were not protected by way of a tree preservation order and the site is not in a conservation area. Therefore, the removal of these trees would not have required any consent from the Local Planning Authority.
38. Policy BH4 of the Local Plan require developments to contribute to Urban Greening and a target Urban Greening Factor (UGF) of 0.4 is recommended. The proposal would include re-landscaping of the front garden. The existing front garden consists mostly of hard landscaping in the form of pebbles, so the proposal, which involves more than 50% of soft landscaping in the front garden would be a significant improvement on the existing. Details of the proposed landscaping will be secured by condition. Opportunities to provide native planting and wildlife friendly planting could be secured by condition to promote biodiversity enhancements within the site.

Transport considerations

39. Policy T6.1 of London Plan sets out that new residential development should not exceed the maximum parking standards set out in table 10.3. This is also reinforced within policy BT2 of Brent's Local Plan that sets out that developments should provide parking consistent with parking standards in Appendix 4. Car parking standards are the maximum and car free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. As the site has moderate access to public transport, up to 0.75 spaces are allowed per 1-/2-bed flat and one space per 3+bed property.
40. The existing house is therefore permitted one space and the existing driveway within the front garden of the site, which provides two spaces, exceeds the maximum standard.
41. The five proposed flats would be allowed up to four off-street parking spaces, so the retention of two spaces in tandem on the driveway would continue to comply with standards, although the spaces will realistically be available to only one of the flats. Shortening of the driveway to about 6m could therefore be considered, whilst an electric vehicle charging point should also be installed for the parking space.
42. Policy BT2 also requires that any overspill parking generated by development can be safely accommodated on-street though. In this respect, based upon data from the 2021 Census for flats in the area, car ownership is expected to average 0.45 cars/flat (equivalent of between 2-3 cars), which would equate to three cars. Deerpark Road is not heavily parked, so with two on-street spaces available along the site frontage and 1-2 off-street spaces available, it is considered that parking demand from the flats can be safely accommodated within and adjoining the site.
43. Policy T5 of the London Plan requires a minimum of 8.5 secure bicycle parking spaces for residents, plus two short-stay spaces for visitors. A bike store for 12 bicycles is proposed in the front garden of the site to more than meet standards in a secure and sheltered way, although the door into the store should be widened to at least 1.2m make access to the spaces easier (as shown on the product information for the CyclePod store). A 'Sheffield' stand should also be provided for visitors, as they wouldn't have access to the secure store- this will be secured by condition.
44. Policy D6 of London Plan highlights the need for housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste. This is reinforced within policy DMP1 that highlights the need for developments to provide high levels of internal and external amenity

and does not unacceptably increase exposure to smells and waste.

45. Brent's "Waste and Recycling Storage and Collection Guidance for Residential Properties" sets out the following requirements:

Property Type	Receptacle position	Residual waste (litres)	Dry recycling (litres)	Food waste (litres)
House conversions and residential developments up to 8 households	External	70l per household	120l per household	1 x 23l kerbside container per household
	Internal	30l min per conversion	30l min per conversion	5l per conversion

46. Bin storage is also shown in the front garden, with sufficient space to accommodate Brent's storage capacity requirement in an easy to access location.

47. Access and crossover arrangements remain unaltered and are fine.

Flood risk and drainage

48. Brent Local Plan Policy BSUI4 sets out proposals for minor developments, householder development, and conversions should make use of sustainable drainage measures wherever feasible and must ensure separation of surface and foul water systems. Proposals that would fail to make adequate provision for the control and reduction of surface water run-off will be refused.

49. The site is not in a critical drainage area and is in an area of low flood risk (flood zone 1), and as such no flood risk assessment or drainage report is required. The increase in surface water drainage would be very minor. In addition, the development would involve improvements in soft landscaping SUDS measures such as permeable paving in the rear garden have been incorporated which would mitigate against flooding.

Fire Safety

50. London Plan policy D12 indicates that the fire safety of developments should be considered from the outset. This includes measures to demonstrate space identified for the appropriate positioning of fire appliances, appropriate evacuation assembly points and floor layouts and cores planned around issues of fire safety for all building users.

51. The policy states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

- 1) identify suitably positioned unobstructed outside space: for fire appliances to be positioned on appropriate for use as an evacuation assembly point
- 2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
- 3) are constructed in an appropriate way to minimise the risk of fire spread
- 4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
- 5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
- 6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development

52. The applicant has provided a reasonable exception statement as opposed to a fire statement given that the proposed internal and external changes would be minor and would not result in a significant change to fire safety measures on site. The statement submitted also confirms that the proposal would comply with the Fire Safety Standards required by the national Building Regulations Approved Document B Vol 1

'dwellings'. Detailed fire safety regulations are separately assessed by building control regulations.

53. Given the scale of the proposal and its location next to the road frontages, it is considered that such matters could reasonably be achieved through building control regulations.

Environmental impact, sustainability, and energy

54. For residential development, a Water Efficiency Assessment will be required providing evidence the development will meet the target of 105 litres or less per head per day, excluding an allowance of 5 litres of less per head per day for external water use. A condition will be added to secure these details in accordance with policy BSUI1 of the Local Plan.

Equalities

55. 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

56. The proposal is considered to accord with the development plan as a whole, having regard to all material planning considerations. Whilst it is noted that there are some minor shortfalls in the internal space standards for some of the flats in relation to policy D6, in all cases these would fall marginally below policy targets, but the degree of shortfall is such that the quality of accommodation is not compromised.
57. The proposal would deliver the provision of a replacement family-sized home, and four additional dwellings, contributing positively towards the Council's housing targets. The design of the property is appropriate for the location and would be in keeping with the established character of the street. The proposed external alterations to the building would not harm neighbouring amenity, and relate well to the character of the host property and surrounding area.
58. Whilst the proposal does not clearly set out whether the scheme would achieve an UGF of 0.4 in line with policy BH4 the benefits of the scheme including the delivery of a family sized home are considered to outweigh any limited harm in conflict with this policy.
59. Planning permission is therefore recommended to be granted subject to conditions.



Application No: 22/4179

To: Mr Vekaria
Saloria Architects
156 High Road
London
NW10 2PB

I refer to your application dated **13/12/2022** proposing the following:

Conversion of single dwellinghouse into 5x self-contained flats, works including rear dormer window and 1 side rooflight, relocation of front entrance door, removal of window and replacement of door with new window to front elevation, subdivision of rear garden, provision of off-road parking, cycle and waste storage and associated hard and soft landscaping.

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

at **6 Deerhurst Road, London, NW2 4DE**

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: 30/07/2024

Signature:

David Glover
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 the:-

London Plan 2021
Brent Local Plan 2019-2041
The National Planning Policy Framework

- 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):

Existing

191101-00-P0- Site Plan
191101-01-P0- Block Plan

Proposed

191101-04-P4- Proposed FF, SF, Roof Plans and Section AA
191101-02-P5 Combined existing plans and elevations and proposed elevations
191101-03-P9- Proposed ground floor plans

Supporting documents

Arboricultural Implications Assessment for proposed alterations/renovations and landscaping by Broad Oak Tree Consultants Limited reference J63.83 dated 21st February 2023

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

- 3 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

- 4 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.

- 5 The cycle storage with capacity for at least 9 cycles within a secure, weatherproof structure in full accordance with the details provided within Appendix 001 of the Design and Access Statement Prior to occupation and at least one "Sheffield" stand for visitors in the frontage shall be implemented in full prior to first occupation of the development hereby approved unless details of alternative cycle storage are submitted to and approved in writing by the Local Planning Authority and thereafter implemented prior to first occupation of the development. The cycle storage shall thereafter be retained and maintained for the life of the development.

Reason: To ensure the sufficient provision of cycle storage for the development.

- 6 The external amenities spaces shall be implemented in full accordance with the drawings and supporting information hereby approved and made available for use by the residents prior to first occupation of the development and shall thereafter be retained and maintained and shall not be used other than for the provision of external amenity space for residents of the flats within the development.

Reason: To ensure a good standard of accommodation for residents.

- 7 The works hereby approved shall be in accordance with the Arboricultural Implications Assessment for proposed alterations/renovations and landscaping by Broad Oak Tree Consultants Limited reference J63.83 dated 21st February 2023 in relation to the retained trees. Works shall not be carried out other than in full accordance with the details approved, unless an alternative strategy is submitted to and approved in writing by the Local Planning Authority and thereafter implemented in full.

Reason: To ensure that existing trees are safeguarded where they are to be retained during the course of construction works in order to ensure that the character and amenity of the area are not impaired

- 8 The development hereby approved shall not be occupied unless details of hard and soft landscape works have been submitted to and approved in writing by the local planning authority. The approved landscaping works shall be carried out prior to first occupation of the development hereby approved. These details shall include:

- Existing and proposed contours/levels for external works (if any changes are proposed);
- Boundary treatment, means of enclosure and retaining structures including details of the fencing between the areas of external amenity space;
- Details of hard surfacing, including details of permeable paving;
- Details of tree pit design / underground modular systems, sustainable urban drainage systems
- Other equipment and structures, including the refuse storage,
- Details of soft landscaping works shall include planting plans, written specifications including cultivation and other operations associated with grass and plant establishment), and schedules of plants noting species, plant supply sizes and proposed numbers/densities.
- Details of biodiversity enhancement measures;
- Details of the Urban Greening Factor calculation for the landscaping;

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping scheme shall incorporate written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: To safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with policies DMP1 and BGI 2.

INFORMATIVES

- 1 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.

- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the government website: <https://www.gov.uk/government/publications/preventing-and-resolving-disputes-in-relation-to-party-walls/the-party-wall-etc-act-1996-explanatory-booklet>
- 3 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.
- 4 Arrangements should be made to ensure that no surface water from the proposed development will drain onto the public highway.
- 5 The submission/approval of the Fire Safety Statement does not replace the need for building regulation approval in relation to fire safety, nor does it convey or imply any approval under those regulations.
- 6 Construction/refurbishment and demolition works and ancillary operations which are audible at the site boundary shall be carried only between the hours of:

Monday to Fridays	08:00 to 18:00
Saturday	08:00 to 13:00

At no time on Sundays or Bank Holidays

Any person wishing to inspect the above papers should contact Curtis Thompson, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1807

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

7 August, 2024
07
24/0296

SITE INFORMATION

RECEIVED	5 February, 2024
WARD	Brondesbury Park
PLANNING AREA	Brent Connects Kilburn
LOCATION	Thanet Lodge Garages, Mapesbury Road, London, NW2 4JA
PROPOSAL	Proposed part demolition of garage block and erection of a single storey dwellinghouse with associated amenity space, alterations to boundary treatment and provision for new pedestrian access, cycle and refuse storage
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 https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_167746</p> <p><u>When viewing this as a 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 "24/0296" (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:

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

Conditions

1. Three year commencement rule
2. In accordance with approved plans
3. Water Consumption
4. Bin and cycle store compliance
5. Accessible Home
6. External amenity space compliance
7. Obscured glazed
8. No access to the roof of the dwellinghouse
9. External Materials
10. Hard/ soft landscaping and lighting details


Informative

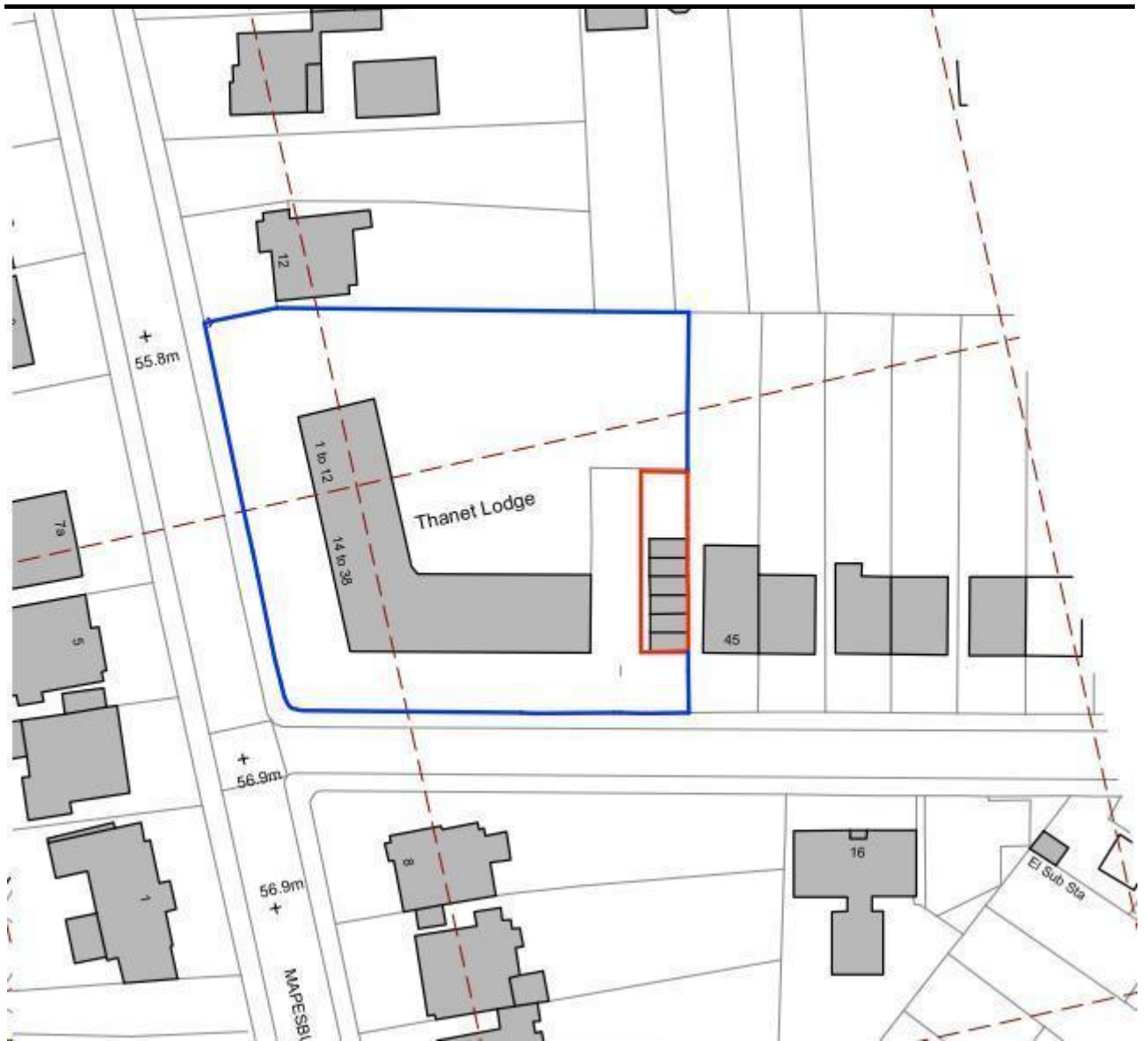
1. Party Wall Act
2. Building Near Boundary
3. Surface water drainage
4. CIL Liability
5. Fire safety
6. Hours for noisy works

1. 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.

2. 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
Brent	Site address: Thanet Lodge Garages, Mapesbury Road, London, NW2 4JA
	© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

PROPOSAL IN DETAIL

Proposed part demolition of garage block and erection of a single storey dwellinghouse with associated amenity space, alterations to boundary treatment and provision for new pedestrian access, cycle and refuse storage

EXISTING

This application relates to a single storey garage plot which sits to the eastern side of Thanet Lodge which is an L-shaped building located on a corner plot fronting both Mowbray Road to its south and Mapesbury Road to its west. Thanet Lodge is 4-5 storey high and contains 43 residential flats, with a large plot of amenity space to the rear.

The site is located in the Brondesbury Conservation Area (a designated heritage asset) but does not contain any listed building and is not located in close proximity to a listed building.

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:

Representations Received: Representations were received from 18 objectors and 3 neutral comments. A number of issues were raised. The objections have been considered and are summarised in more detail below and discussed in the report.

Principle of Development: The London Plan and Brent's Local Plan recognise the role of small sites in the delivery of new homes that are needed in the borough. The site has a Public Transport Accessibility Level (PTAL) of 4 and is within a priority area for housing. The general principle of residential development is supported in this location, contributing towards the Council's housing targets. The site is sited within the Brondesbury Conservation Area. The demolition of the existing garages is considered acceptable as they are not considered to contribute towards the character and appearance of the Conservation Area.

Design and appearance: The proposal is considered to represent a good standard of design within the site and would not result in a harmful impact on the character and appearance of the Brondesbury Conservation Area.

Highway impacts: The site is within an area with good PTAL of 4 for public transport. The proposal would result in the loss of six garages and an area of hardstanding to the rear that could accommodate 3 parking spaces. Transportation officers have reviewed the proposal and consider that these parking spaces are surplus to requirements and that there would be sufficient capacity of any overspill parking on the surrounding streets. The new home would be provided with secure and covered cycle parking as well as refuse storage.

Residential amenity: The proposal would not result in a significant impact on the residential amenities of neighbouring occupiers in terms of noise and disturbance, daylight and sunlight or overlooking to any immediate adjoining residential neighbours having regard to the provisions in SPD1.

Trees, landscaping and ecology: The proposal would not result in the loss of any trees within the application site. Whilst the Urban Greening Factor has not been confirmed nor it has been demonstrated that there is a net gain in biodiversity, given that the proposal would increase the amount of soft landscaping within application site, there are opportunities for enhancements and such details would be secured through a planning condition.

RELEVANT SITE HISTORY

Proposal: Proposed part demolition of garage block and erection of a single storey dwellinghouse with associated amenity space, alterations to boundary treatment and provision for new pedestrian access, cycle, and refuse storage

Outcome: the application was dismissed by the planning inspectorate following an appeal made by the applicant against the non-determination of the application from the council. Detail of this is set-out further in the background section of the report.

CONSULTATIONS

Seventy (70) nearby and neighbouring properties have been notified as part of the public consultation for this application. The application was also advertised through a site notice displayed on 5th March 2024 and within the local press. In total 3 comments which neither oppose nor support the development and 18 separate objections have been received which object to the proposed development on the following grounds:

Reasons for objecting	Officer Comment
Safety issues to future occupiers opening door into path of car users	A separate footway is proposed for pedestrians to the new house, so that they do not need to share the narrow driveway with vehicles. Therefore, it is considered this would ensure adequate safety for future occupiers.
Loss of privacy to neighbouring occupiers and to the residents of the new home	This is discussed in the quality of accommodation and impact on neighbouring amenity sections of this report
Inappropriate design not in keeping with conservation area character	This is discussed in the design and heritage impact section of this report
Noise pollution- residents would be exposed to this given the proximity to parking area	It is acknowledged that construction works would lead to some degree of noise and disturbance to neighbouring properties. Any statutory nuisance is addressed through environmental health legislation. The proposal itself for one new home would be appropriate for the residential context of the wider area and would not result in noise levels beyond that type experienced for a residential dwelling.
Close proximity to waste bins- issues of odour, vermin, and noise of bins closing/opening	This is discussed in the quality of accommodation section of this report
Lack of sunlight/daylight into main building	This is discussed in the neighbouring amenity section of this report
Existing basement flat and flats added on top to the main building have leakage issues. Cladding to the flats of main-building is non-compliant. Other issues with service charge costs and maintenance of building including boundary wall issues.	This is not a material planning consideration. The proposal is for a new dwelling within the curtilage of the main building and issues with the existing building cannot be considered when evaluating this proposal.
Would add to existing parking stress issues	This is discussed in the highways section of this report.
Loss of garages used for storage may result in	The application does not include provision for

unsightly shipping containers being proposed to accommodate storage	new shipping containers. Such works may require planning permission.
Poor outlook to future occupiers	This is discussed in the quality of accommodation section of this report
Would cause structural damage to the existing building	This is not a material planning consideration and so will not be addressed further in this report.

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 as is relevant to this proposal is comprised of the:

London Plan 2021
Brent Local Plan 2019-2041

Key policies include:

London Plan 2021

GG2: Making the best use of land
GG4: Delivering the homes Londoners need
D3 Optimising site capacity through the design-led approach
D4 Delivering good design
D6 Housing quality and standards
D7 Accessible housing
D12a – Fire Safety
H1 - Increasing housing supply
H2 – Small sites
HC1 Heritage conservation and growth
G5 Urban greening
G6 – Biodiversity and access to nature
G7 Trees and woodlands
SI5: Water infrastructure
SI 13 Sustainable drainage
T5 Cycling
T6 Car parking
T6.1 Residential parking
T7 Deliveries, servicing and construction

Local Plan 2019-2041

DMP1 – Development Management General Policy
BD1 – Leading the way in good design
BH1 – Increasing Housing Supply in Brent
BH2 – Priority Areas for Additional Housing Provision within Brent
BH4 – Small Sites and Small Housing Developments in Brent
BH13 – Residential Amenity Space
BHC1 – Brent's Heritage Assets
BGI1 – Green and Blue Infrastructure in Brent
BGI2 – Trees and Woodland
BSUI4 - On-Site Water Management and surface water Attenuation
BT2 – Parking and Car Free Development
BT3 – Freight and Servicing

The following are also relevant material considerations:

National Planning Policy Framework
Brent Waste Planning Guide 2013
Brent's Design Guide – Supplementary Planning Document 1 2018
Residential Amenity Space & Place Quality – SPD – 2023
Sustainable Environment & Development – SPD – 2023

DETAILED CONSIDERATIONS

Background

1. The proposal involves the part demolition of the existing garage block and the erection of a single storey dwellinghouse with associated amenity space to the front and rear of this dwellinghouse, alterations to boundary treatment and the provision for a new pedestrian access along the western flank elevation of the building. New cycle and refuse storage would be added to the front.
2. The new dwellinghouse would largely replicate the footprint of the existing garage block and shipping container to the rear (but be set further away from the road frontage). The plans indicate that the majority of the garage block would be demolished other than the existing garage wall to be retained along the boundary with No. 45 Mowbray Road. The shipping container would also be removed. An area of hardstanding to the rear of the garage block would be used for the rear garden of the new dwellinghouse with associated changes to the boundary treatment.
3. An application for the demolition of the garage block and the erection of a new dwellinghouse was previously considered under planning reference 20/0600, which was dismissed on appeal by the planning inspectorate on the 21st May 2021. The inspector concluded that the proposal would not provide satisfactory living standards for the future occupiers.
4. Specifically, issues were raised with the limited size and depth of the private external amenity spaces which would result in an unacceptable sense of enclosure for the future occupiers of the proposed dwelling. Further issue was raised with the location of a bin store in one of these spaces which would not only worsen this sense of enclosure by limiting the amount of usable private amenity space but would

also be a potential source of noise and disturbance.

5. The inspector also stated that due to the dwelling's location close to the driveway which is used by the existing residents in the main block of flats on the site, that the future occupier's amenity would be adversely affected by noise and disturbances that would result from activity within this area.
6. The above decision forms a material consideration when assessing the subject application. Accordingly, the subject proposal has considered the above issues raised by the planning inspector and has sought to address these. The acceptability of the proposal is considered below.

Principle

7. Policy H1 of the London Plan which recognises the increasing demand for delivery of new homes across London.
8. Policy BH1 of the Local Plan states that the Council will maximise the opportunities to provide additional homes in the period to 2041 and beyond. To achieve this, it will grant planning permission to support the delivery of the Growth Areas, site allocations and appropriate windfall sites to provide a minimum 27,482 homes in the period 2019/20-2028/29. It will positively plan to promote a further minimum of 18,074 homes from 2029/30 to the end of the Plan period in 2041.
9. Policy H2 of the London Plan relates to small sites. This policy highlights that boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to amongst other considerations achieve the minimum targets for small sites as part of overall housing targets and increase the contribution of small sites to meet London's housing needs. This site is 0.24 hectares in size and therefore would be defined as a small site under policy H2 of London Plan.
10. In response to the above strategic policy position, Policy BH4 of Brent's Local Plan sets out local planning policy on small sites. This sets out that small housing developments (below 0.25 hectares or 25 dwellings in size) delivering a net addition of self-contained dwellings through the more intensive and efficient use of sites, where consistent with other policies in the development plan, will be supported within the priority locations of PTAL 3-6, intensification corridors, or a town centre boundary through:
 - a) the infill of vacant or underused brownfield sites
 - b) residential conversions, redevelopment, extensions of dwellings, or infill within the curtilage of a dwelling
 - c) the redevelopment of flats, non residential buildings and residential garages,
 - d) upward extensions of flats and non residential buildings
11. In these priority locations, the character of the existing area will be subject to change over the Local Plan period. Outside the priority locations greater weight will be placed on the existing character of the area, access to public transport and a variety of social infrastructure easily accessible on foot when determining the intensity of development appropriate.
12. The site lies within PTAL 4 and is therefore within a priority location for housing. The principle of the development is therefore acceptable.

Quality of the proposed residential accommodation

13. Policy D6 of London Plan 2021 relates to housing quality and standards. It includes a requirement to meet adequately sized rooms in line with table 3.1 of London Plan 2021. It goes on to say that all new homes should be provided with adequate levels of outlook, daylight, and natural ventilation.
14. The proposal would create a new residential home which would be single-storey and would contain two double bedrooms with a capacity to accommodate a maximum of 4-persons. As set-out in table 3.1 of the London Plan, a unit of this size would require a GIA (gross internal area) of 70sqm, and each bedroom would require a GIA of 11.5sqm and a minimum width of 2.75sqm. Table 3.1 of the London Plan also requires for a unit of this size to have a minimum of 2sqm of built-in storage space. This is proposed in accordance with this standard. Both bedrooms would comply with this standard and the new residential home would have a GIA of 88.8sqm which would exceed the minimum space standards. 2sqm of

built-in storage space is also proposed accordingly.

15. The proposed unit would be triple-aspect with the bedroom windows to the front / north and the living room/kitchen windows and doors to the rear/south, both of which would open out on to private amenity spaces. There are also side windows and a new access proposed on the western flank elevation, however these would offer limited outlook given that these are obscured-glazed to protect the privacy of the future occupiers.
16. Within the earlier appeal concerns were raised with the unacceptable sense of enclosure from habitable room windows at the front and rear due to the limited size and depth of the amenity spaces (at 4m depth) and their enclosure by the existing brick wall/fence and new close boarded fencing.
17. Boundary treatment in the form of a fence which would be higher than 2m is also proposed to the front garden space which would offer a degree of privacy at the front. The proposed cycle storage has been positioned in the front garden but would not obstruct the front windows. The depth of the front garden would be similar to the earlier appeal. However, the garden space to the rear would be generous in terms of space, increasing to 7.47m in depth. While it is noted that the front windows would be less than 4m away from the front boundary treatment and would limit the outlook to the front bedrooms to some degree, when considering the generous rear amenity space and good outlook afforded to the living room to the rear, coupled with the spacious internal layout proposed, on balance it is considered this would outweigh the harm in the form of the limited outlook and sense of enclosure to the front windows. Overall, the quality of the accommodation has improved sufficiently to address the concerns raised by the Inspector.
18. London Plan Policy D6 also requires at least 75% of the GIA of the proposed flat to have an internal floor-to-ceiling height of 2.5m. This exceeds the national standard of 2.3m as higher housing and the urban heat island effect are more prevalent in London, and a higher standard is required to ensure adequate quality in terms of daylight penetration, ventilation and cooling, and sense of space. The proposal would meet this requirement.

External Amenity Space

19. Policy BH13 establishes that all new dwellings are required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This will normally be expected to be 20 sqm studio, one or two-bedroom home and 50 sqm for family housing (homes with 3 or more bedrooms) at ground floor level.
20. The BH13 requirement for external private amenity space established through BH13 is for it to be of a "sufficient size and type". This may be achieved even when the 'normal expectation' of 20 or 50 sqm of private space is not achieved. The supporting text to the policy clarifies that where 'sufficient private amenity space cannot be achieved to meet the full requirement of the policy; the remainder should be applied in the form of communal amenity space'. Proximity and accessibility to nearby public open space may also be considered when evaluated whether the amenity space within a development is 'sufficient', even where a shortfall exists in private and/or communal space.
21. With regard to quality of the space, the supporting text to policy BH13 specifies that private amenity should be accessible from a main living room without level changes and planned within a building to take a maximum advantage of daylight and sunlight, whilst Brent SPD1 specifies that the minimum depth and width of the space should be 1.5 m.
22. London Plan policy D6 specifies that where there is no higher local standard, a minimum of 5 sqm of private amenity space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant. The minimum depth and 1.5 m are reconfirmed in the emerging policy.
23. The proposal includes private amenity space to the front and rear. The rear private amenity space, which would be the most usable, have an area of 53.7 sqm providing a spacious amenity space that would provide a significant surplus when measured against the minimum 20sqm required for a unit of this size. This space would be directly and easily accessible from the main living room area. Therefore, this space is considered to be acceptable when assessed against the requirements of policy BH13 and also Brent's Residential Amenity Space & Place Quality SPD.

Accessible Homes

24. In line with London Plan policy D7, the homes should all be delivered to an M4(2) level of fit out, as defined within Part M of the Building Regulations. This will ensure that step free access is provided between the street to all flats and that the flats meet the needs of occupants with differing needs, including some older or disabled people and to allow adaptation of the dwelling to meet the changing needs of occupants over time. The plans indicate that the new dwellinghouse would have step free access. It is recommended that a condition is secured for it to be designed to achieve M4(2) requirements.

Noise and disturbance

25. There would be a degree of noise and disturbance from the proposal new dwelling close proximity to the remaining parking area serving Thanet Lodge.
26. Following the previous dismissed appeal which raised this as a concern, the bedrooms previously proposed to the back of the dwelling close to the parking area have since been moved to the front of the dwelling which would mitigate noise harm to these rooms to some degree. There would be an insulated cavity wall added to these bedrooms and use of double glazing would mitigate noise from the front to some degree. It is also noted that a number of the car parking spaces within the rear of the site would be removed and replaced by the rear garden of the new dwellinghouse.
27. In addition, the bin store, which was originally proposed within the front garden space, is now separated from the front garden behind the front boundary wall, thus this would further mitigate noise and odour harm caused from these bins in proximity to the front garden area bedrooms. The size of the bin store area has decreased to accommodate 5 x 1100l bins within an existing area of hardstanding rather than an enlarged bin store area containing 8 x 1100 litre bins and 4 x 240l bins.
28. There would be some noise impact to the garden area to the rear, however given its significant open and spacious feel, it is still considered that the quality and usability of this space would not be significantly adversely affected by its close proximity to this parking area.
29. It is therefore considered that there would be no significant adverse impact to future occupiers in terms of noise and disturbances.

Character, design, and heritage considerations

30. Policy BD1 of Brent's Local Plan reinforces the need for all new development must be of the highest architectural and urban design quality. Innovative contemporary design will be supported where it respects architectural and urban design quality. Innovative contemporary design will be supported where it respects and complements historic character but is also fit for the future. In delivering high quality design, development proposals will be expected to show how they positively address all the relevant criteria within London Plan design policies and the Brent Design Guide SPD1.
31. Policy H2 of the London Plan states that density of new housing development should be optimised taking account of the development site's connectivity and accessibility and subject to the proposals being acceptable in terms of local context and design. It is set out within policy BH4 of the Brent Local Plan that outside of the priority locations for housing (identified in that policy), greater weight will be placed on the existing character of the area.
32. Section 72(1) of the Planning (Listed Building and Conservation Area) Act 1990 (as amended) requires that with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Paragraph 200 of the NPPF highlights that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Paragraph 201 of the NPPF local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any

potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (paragraph 205 of the NPPF). Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (paragraph 208 of the NPPF).

33. As discussed above, the site is located within the Brondesbury Conservation Area. In terms of the significance of the conservation area, the Brondesbury Conservation Area (a heritage asset) is characterised by grand Victorian Villas built in the main by William Hancock between 1883 and 1886 as set out in the Brondesbury Conservation Area Character Appraisal. The garages are situated alongside a pair of such Victorian villas and the rest of the street is well preserved with such villas along one side. The character appraisal makes the point that the villas are separated by blocks of flats. Opposite, long gardens and open character and later infill development.
34. This site forms the garages to Thanet Lodge which was constructed in c1938. The garages are contemporary with its construction, single storey, and of no special interest.
35. The Council's Principal Heritage Officer confirmed that there would be no objection to the partial demolition of the garages as they do not contribute to the conservation area. Within the earlier appeal decision the noted that the existing garages do not make a positive contribution to the character and appearance of this part of the Conservation Area, and that they had no reasons to disagree with the Council's assessment in terms of heritage considerations.
36. The proposed new dwelling would result in a similar footprint, massing, and built-form to the existing garages while the height of the dwelling would be similar to that of the existing garages. It would also incorporate a flat roof similar to the existing and would include metal framed windows which would match the Moderne stile of Thanet Lodge. The addition of new fenestration to the front would be an enhancement in visual terms to the character and appearance of the host property and wider streetscene.
37. The existing front garden area/setting will remain the same, including the existing brick boundary wall and fence and grassed area. A detailed section has been provided which shows the brickwork bonding, brick plinth, lintels, fenestration, and parapet. This confirms that the overall appearance will match that of Thanet Lodge and that it will be in keeping with character of the locale. It will not look out of place and will preserve the character and appearance of the conservation area.
38. SPD1 also states that building materials should be durable, attractive and respect local character. This has been shown on the submitted drawings, however officers will attach conditions requiring further details of the brickwork proposed and of the cycle and refuse storage before full completion of the development.
39. In conclusion, as discussed above, the proposal would not be considered to result in harm to the significance of the Brondesbury Conservation Area as discussed above. It would preserve and enhance the character and appearance of the Brondesbury Conservation Area.

Neighbouring amenity

40. The proposal site adjoins neighbouring residential properties of no's 45 Mowbray Road to the east of the site which contains 4.no flats between basement and second-floor level and to the west the existing residential units within Thanet Lodge, which have side facing windows and doors that face into the development. The site also appears to adjoin some communal garden space to the rear which belongs to Thanet Lodge.
41. SPD1 outlines that new development should provide adequate privacy and amenity for new residents and protect those of existing ones. Development should ensure a good level of privacy inside buildings and within private outdoor space. Directly facing habitable room windows will require a minimum separation distance of 18m, and habitable room windows should be positioned 9m away from neighbouring rear gardens. Brent's SPD 1 Design guide states that balconies should not overlook the habitable room windows or gardens of adjoining properties.
42. In terms of privacy, the proposed side facing windows, which do not serve habitable rooms, would be high-level of obscured glazed to limit the overlooking impact to the Thanet Lodge side windows which are positioned approx. 8.4m away from the proposed side windows. The main habitable room windows would

not directly face any neighbouring properties. Therefore, the proposal would not result in a significant loss of privacy/overlooking impact.

43. Given that there would be no significant difference in terms of massing from the existing arrangement (the height of the garage wall would remain as existing and there would be a slight increase in height where the new dwellinghouse replaces the existing shipping container), the proposal would not result in a significant adverse impact to these neighbouring amenities in terms of loss of light, increased sense of enclosure or loss of outlook.
44. Within the earlier appeal the Inspector noted that they did not have concerns with the proposal in terms of its impact on neighbouring amenity. They noted that how Thanet Lodge is managed and any future development proposals are not matters for consideration as part of the appeal.
45. Overall, the proposal is considered to have an acceptable impact on neighbouring amenities.

Trees and landscaping

46. The site is not currently affected by a Tree Preservation Order but is located in a conservation area and as such the amenity of existing trees are an important consideration given their contribution to the visual amenity of the conservation area.
47. There are some mature street trees to the front of the site and other larger trees to the west of the site within Thanet Lodge itself. The proposal is not supported by supplementary reports to demonstrate the impact to these trees; however, the site is already built in hardstanding given the existing garage plot and the proposed built-form would cover a similar footprint to the existing. Thus, in this instance, the proposal is not considered to have a significant adverse impact on these trees .
48. No supporting information has been provided to demonstrate that the scheme would achieve an urban greening factor score that would achieve a score of 0.4 as required under policy BH4 of the Local Plan or that the scheme would achieve a net gain in biodiversity as set out within policy BGI1. However, there would be a significant increase in soft landscaping with the introduction of the large lawn space at the rear of the site as well as a smaller Laurel hedge to the front. Given the limited soft landscaping on site as existing and given the significant site constraints, the proposed soft landscaping improvements are considered to result in a significant improvement in comparison to the existing situation. Further details in relation to UGF and biodiversity net gain are recommended to be conditioned.

Transport considerations

49. Thanet Lodge faces onto both Mowbray Road and Mapesbury Road. The garage block is accessed from Mowbray Road and access to the new dwellinghouse will also be from Mowbray Road. Both Mapesbury Road and Mowbray Road are located within Controlled Parking Zone MA with restrictions from 10am to 3pm Monday to Fridays. As noted above the site lies within PTAL 4.

Car parking

50. Maximum car parking allowances for Brent are set out in Appendix 4 of the Local Plan and for residential use, this requires compliance with the standards in Table 10.3 of the London Plan. As the site has good access to public transport services and is located in the well-connected southern part of the Borough, up to 0.5 spaces are allowed for dwelling. Up to 21.5 off-street spaces would therefore be allowed for the 43 existing flats and the existing provision of 16-18 spaces in Thanet Lodge is within the maximum parking allowance.
51. This proposal to remove six garages and to reduce the size of the remaining car park behind to six spaces, in order to erect a 2-bedroom house, would increase the maximum parking allowance to 22 spaces, whilst reducing off-street parking to about 6-8 spaces. Again, maximum standards would be complied with.
52. However, Policy BT2 requires that any overspill parking that is generated can be safely accommodated on-street. In this case, neither Mapesbury Road nor Mowbray Road is noted as being heavily parked at night and between them they could accommodate a further 16 cars along the site frontages, taking the total parking provision to about 22-24 spaces.
53. Data from the 2021 Census for flats in the area suggests that car ownership averages just 0.47

cars/household (equivalent to 20.5 cars for these 43 flats). As such, these garages and parking spaces are considered to be surplus to requirements and can be removed without causing parking issues in the area.

54. It is noted that the Inspector for the earlier appeal did not raise any issues in relation to parking provision.

Access

55. The width of the driveway through to the remaining parking court will be reduced from 3.5m to 3m by this proposal. For the number of spaces still served, it should really be wide enough for two cars to pass one another (i.e. 4.1m plus margins), but the retention of a single-width access (albeit narrower than existing) does not worsen matters, particularly as the number of spaces served is being reduced through the removal of the garages and the hardstanding to the rear.

56. A separate footway for pedestrians is also shown to the new house, so that they do not need to share the narrow driveway with vehicles.

Cycle store and refuse

57. The London Plan requires the provision of at least two secure bicycle parking spaces for the house. A bicycle store is shown to the front of the dwelling to meet this requirement.

58. The new dwellinghouse itself has provision for 1 x 240l bin for dry recycling, 1 x 140l bin for residual waste and 1 x 23l kerbside container for food waste in line with the Waste and Recycling Storage and Collection Guidance for Residential Properties. This would be within 20m carrying distance collection distance for a refuse lorry collection from Mowbray Road.

59. The existing shared bin store between the garage site and landscaping within the frontage would be retained as existing as part of this application.

Flood Risk and Drainage

60. Brent Local Plan Policy BSUI4 sets out proposals for minor developments, householder development, and conversions should make use of sustainable drainage measures wherever feasible and must ensure separation of surface and foul water systems. Proposals that would fail to make adequate provision for the control and reduction of surface water run-off will be refused.

61. The site is in flood zone 1 with a low risk of flooding and the site is not in a critical drainage area. There would be no increase to the amount of hardstanding and so, the increase in surface water drainage would be very minor. In addition, the development would involve improvements in soft landscaping. Therefore, although a drainage strategy has not been provided, the impact on surface water drainage would be very minor and the proposed landscaping would provide good opportunities to assist surface water attenuation.

Fire Safety

62. London Plan policy D12 indicates that the fire safety of developments should be considered from the outset. This includes measures to demonstrate space identified for the appropriate positioning of fire appliances, appropriate evacuation assembly points and floor layouts and cores planned around issues of fire safety for all building users.

63. The policy states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

- 1) identify suitably positioned unobstructed outside space: for fire appliances to be positioned on appropriate for use as an evacuation assembly point
- 2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
- 3) are constructed in an appropriate way to minimise the risk of fire spread
- 4) provide suitable and convenient means of escape, and associated evacuation strategy for all

building users

5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in

6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development

64. The applicant has provided a fire statement which has addressed the above concerns, in accordance with policy D12 of the London Plan (2021).

Environmental impact, sustainability, and energy

65. For residential development, a Water Efficiency Assessment will be required providing evidence the development will meet the target of 105 litres or less per head per day, excluding an allowance of 5 litres of less per head per day for external water use. A condition will be added to secure these details in accordance with policy BSU11 of the Local Plan.

Equalities

66. 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

67. The proposal would result in the creation of a good quality residential unit, making use of a small infill site, and would result in an enhancement to the visual amenity of the site and wider Brondesbury Conservation area. It would provide a good quality of accommodation to future occupiers and limited harm to neighbouring amenities as well as to the surrounding built environment. The proposal would not result in an adverse impact to the local highways network. The proposal is considered to accord with the development plan when read as a whole and it is recommended that planning permission is granted.



Application No: 24/0296

To: Mr Burroughs
93 Hampton Road
Hampton Hill
Hampton
London
TW12 1JQ

I refer to your application dated **05/02/2024** proposing the following:

Proposed part demolition of garage block and erection of a single storey dwellinghouse with associated amenity space, alterations to boundary treatment and provision for new pedestrian access, cycle and refuse storage

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

at **Thanet Lodge Garages, Mapesbury Road, London, NW2 4JA**

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: 30/07/2024

Signature:

David Glover
Head of Planning and Development Services

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

London Plan 2021
Brent Local Plan 2019-2041
The National Planning Policy Framework 2023

- 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):

Existing

108/S01- Existing Block Plan
108/S02- Existing Site & Roof Plan
108/S03- Existing Street View
108/S04- Existing Front Elevation
108/S05- Existing Side Elevation
108/S06- Existing Rear Elevation
108/S07- Existing Side Elevation
108/S08- Existing Cross Section

Proposed

108/AP01- Proposed Block Plan
108/AP02- Proposed Site & Roof Plan
108/AP03- Proposed Street View
108/AP04- Proposed Front Elevation
108/AP05- Proposed Side Elevation
108/AP06- Proposed Rear Elevation
108/AP07- Proposed Side Elevation
108/AP08- Proposed Section AA
108/AP09- Proposed Ground Floor Plan and Proposed Roof Plan
108/AP10- Proposed Details

Supporting documents

'Fire Strategy Plan' submitted by Christopher Tredway Architects dated 05.01.2024

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

- 3 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.

- 4 The dwellinghouse hereby approved shall not be occupied unless the cycle storage and refuse store have been completed, in full accordance with the approved drawings and the facilities

shall thereafter be made available to residents of the dwellinghouse and shall not be used other than for purposes ancillary to the dwellinghouse hereby approved.

Reason: To ensure a satisfactory standard of accommodation.

- 5 The dwellinghouse hereby approved shall be designed to achieve M4(2) requirements.

Reason: To comply with the requirements of policy D7 of London Plan 2021.

- 6 The dwellinghouse hereby approved shall not be occupied unless the external amenity spaces have been completed in full accordance with the approved drawings and those spaces shall thereafter be made available to residents of the dwellinghouse and shall not be used other than for purposes ancillary to the dwellinghouse hereby approved.

Reason: To ensure a satisfactory standard of accommodation.

- 7 The window on the west elevation serving the kitchen shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.7m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupiers.

- 8 No access shall be provided to the roof of the dwellinghouse hereby approved by way of window, door or stairway and the roof of the dwellinghouse hereby approved shall not be used as a balcony, terrace or sitting out area.

Reason: To preserve the amenity and privacy of neighbouring residential occupiers.

- 9 Prior to the commencement of the development (excluding any demolition, site clearance and the laying of foundations), Details of materials for all external work, including samples which shall be made available for viewing on site or in an agreed location, shall be submitted to and approved in writing by the Local Planning Authority This shall include a sample panel of brickwork measuring not less than 1m x 1m shall be constructed to show the brickwork, brickwork bonding and pointing type as well as the plinth.

The sample panel of brick work shall thereafter be retained on site until completion of the works. The remainder of the walling shall be constructed in accordance with the approved panel.

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

Reason: To ensure a satisfactory development which preserves the character and appearance of the conservation area and does not prejudice the amenity of the locality.

- 10 Prior to first occupation of any part of the development hereby approved, a hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- I. A scaled plan showing vegetation to be planted including the use of native and/or wildlife attracting species
- II. Details of all proposed hardstanding
- III. Details of garden wall, fences or other form of boundary treatment to be provided within the site (including details of external materials and heights)
- IV. Details to maximise the urban green factor (UGF) for the site in line with policy BH4 of Brent's Local Plan 2019-2041
- V. Details of any external lighting including measures to minimise overspill lighting to windows of neighbouring properties
- VI. Details of a secure and covered bicycle store for 2 bikes
- VII. Details of bin store facilities with a capacity of 1 x 240l bin for dry recycling, 1 x 140l bin for residual waste and 1 x 23l kerbside container for food waste in line with the Waste and Recycling Storage and Collection Guidance for Residential

Properties.

The hard and soft landscape works shall be carried out in full accordance with the approved details prior to the use of the dwellinghouse hereby approved, unless alternative timescales have been submitted to and approved to be agreed in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved timescales.

Any new planting which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Replacement planting shall be in accordance with the approved details (unless the Local Planning authority gives its written consent to any variation).

Reason: To safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with policies DMP1 and BGI2 of Brent's Local Plan (2019-2041).

INFORMATIVES

- 1 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 government website: <https://www.gov.uk/government/publications/preventing-and-resolving-disputes-in-relation-to-party-walls/the-party-wall-etc-act-1996-explanatory-booklet>
- 2 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.
- 3 Arrangements should be made to ensure that no surface water from the proposed development will drain onto the public highway.
- 4 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.
- 5 The submission/approval of the Fire Safety Statement does not replace the need for building regulation approval in relation to fire safety, nor does it convey or imply any approval under those regulations.
- 6 Construction/refurbishment and demolition works and ancillary operations which are audible at the site boundary shall be carried only between the hours of:

Monday to Fridays	08:00 to 18:00
Saturday	08:00 to 13:00

At no time on Sundays or Bank Holidays

Any person wishing to inspect the above papers should contact Curtis Thompson, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1807

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