



Planning Committee

Wednesday 11 September 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, Crabb, 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

For electronic copies of minutes and agendas please visit:
[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 of 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 or personal interests in the items on this agenda and to specify the item(s) to which they relate.		
3. Minutes of the previous meeting To consider and approve the minutes from the meeting held on Wednesday 10 July 2024 as a correct record.		To Follow
APPLICATIONS FOR DECISION		
4. 24/1329 - Wembley National Stadium, Olympic Way, Wembley, HA9 0WS	Wembley Park	5 - 54
5. 23/0176 - All Units at Dowlings Parade, HNS Autos and Delta Hand Car Wash, Bridgewater Road, Wembley, HA0 1AJ	Alperton	55 - 98
6. 23/3647 - Willesden Sports Centre, Donnington Road, London, NW10 3QX	Roundwood	99 - 114
7. 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 16 October 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

11 September, 2024
04
24/1329

SITE INFORMATION

RECEIVED	15 May, 2024
WARD	Wembley Park
PLANNING AREA	Brent Connects Wembley
LOCATION	Wembley National Stadium, Olympic Way, Wembley, HA9 0WS
PROPOSAL	<p>Variation of conditions 1 (Event Cap) and 2 (Temporary Traffic Management) of Variation of Conditions reference 20/4197 dated 21 June, 2021, for Proposed variation of Condition 1 (event cap) of planning permission reference 18/4307 (varied permission for the construction of the stadium, dated 07/03/2019), to allow up to 9 additional major non-sporting events per event calendar year.</p> <p>Planning permission 99/2400 was for the demolition of the original Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof).</p> <p>Application reference 17/0368 granted permission to vary condition 3 (event cap) of consent 99/2400 to allow 22 additional major Tottenham Hotspur Football Club events in between 1 August 2017 and 31 July 2018.</p> <p>Application reference 18/4307 granted permission to vary conditions 1 (event cap) and 2 (temporary traffic measures) of planning permission reference 17/0368 to allow 8 additional Major Tottenham Hotspur Football Club (THFC) events to May 2019.</p> <p>The current application includes the submission of an Environmental Statement.</p>
PLAN NO'S	see Condition 3
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_168879</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 "24/1329" (i.e. Case Reference) into the search Box

3. Click on "View Documents" tab

RECOMMENDATIONS


1. That the Committee resolve to **GRANT** planning permission subject to:
 - (i) The prior completion of a Deed of Variation to the existing s.106 Agreement to secure the following planning obligations in totality:
 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. Payment of the Council's reasonable costs associated with mitigation, including the following (please note that some of these mitigation measures are all secured through the existing (E)consent):
 - i. Control of Off-Site Parking including contribution of £3,000 towards parking enforcement measures for major events (E);
 - ii. Control of On-Site Parking (E);
 - iii. Transport Signage Maintenance (E);
 - iv. Event Day Street Cleansing (E);
 - v. Temporary Traffic Management (E);
 - vi. Private Hire Management Scheme and Trusted Parking Scheme (E);
 - vii. Spectator Travel Plan (including Spectator Communication) – Updated and Monitoring Provision (E);
 - viii. Wembley Employment and Skills Plan (E);
 - ix. Stewarding Strategy (E)
 - x. Contribution towards temporary toilets (E);
 - xi. Contribution towards support for Alcohol License and Public Safety Inspections (E);
 - xii. Annual retrospective review meeting (new obligation);
 - xiii. Up to £150,000 for TfL towards Wembley Park Station CCTV and/or signage upgrades (new obligation);
 - xiv. Up to £100,000 towards a transport study, based upon a brief to be agreed with LB Brent, and up to a further £200,000 towards any recommended improvements identified within the study (new obligation);
 - xv. £750.00 per event towards LB Brent's operational costs for all events with an expected attendance greater than 51,000 persons and an additional £15,000 for each subsequent major event after Event 46 (if triggered) (new obligation);
 - xvi. Up to £200,000 towards CCTV maintenance/system upgrades around the Stadium (new obligation)

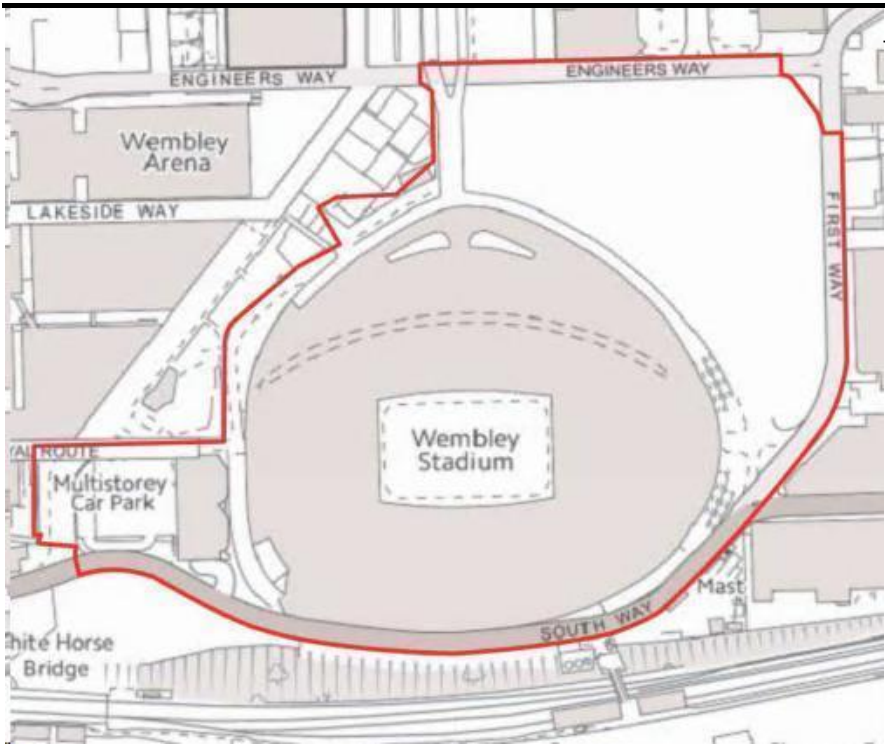
3. Indexation of contributions in line with inflation
 4. Any other planning obligation(s) considered necessary by Committee and the Head of Planning
- (ii) The additional measures (i.e., those beyond the existing obligations) would be applicable to the additional events that are proposed to take place in the future in addition to the original obligations;
- (iii) That the Head of Planning is delegated authority to negotiate the legal agreement indicated above;
- (iv) 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. As this would technically be a new grant of planning permission, the conditions imposed on the original permission would be re-imposed, with some amendments to reflect the fact that the Stadium has been completed including the omission of conditions that have been fully discharged and are no longer valid and amendments to some other conditions. In addition, there would be:
 1. Amended Condition 1 on event cap to allow for 8no. additional major events including redefining a major event as an event in excess of 60,000 persons.
 2. Amended Condition 2 on temporary traffic management measures to be provided for no more than 54 stadium events per calendar year
 3. List of all approved plan numbers/documents

SITE MAP

	Planning Committee Map Site address: Wembley National Stadium, Olympic Way, Wembley, HA9 0WS © Crown copyright and database rights 2011 Ordnance Survey 100025260
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This map is indicative only.

PROPOSAL IN DETAIL

3. Permission is sought for the variation of conditions 1 (Event Cap) and 2 (Temporary Traffic Management) of variation of conditions reference 20/4197 dated 21 June 2021, for the proposed variation of Condition 1 (Event Cap) of planning permission reference 18/4307 (varied permission for the construction of the Stadium, dated 07/03/2019), to allow up to 8 additional major non-sporting events per event calendar year.

EXISTING

4. Wembley Stadium is an international sports and entertainments venue and the English National Stadium, located towards the centre of the London Borough of Brent. The existing Stadium was completed in 2007, following the demolition of the previous Stadium which was constructed as the Empire Stadium in the 1920s. It has a capacity of 90,000 seated, with the lower and middle tiers representing approximately 51,000 of this. The Stadium itself is within the Wembley Growth Area, and (as with the rest of the borough) is within a designated Air Quality Management Area.
5. The surrounding area is characterised by a mix of residential, commercial, retail and leisure use. There is a Strategic Industrial Location ('SIL') to the east, and Wembley Town Centre is to the immediate west of the Stadium. Within the Growth Area there are a number of sites which have been allocated for redevelopment, many of which have been completed, or are currently under construction.
6. To the north, south and west the railway lines are Wildlife Corridors, and a Site of Importance for Nature Conservation ('SINC'). There are also flood zones in the vicinity. All are a significant distance from the Stadium itself, but it is accepted that the impacts of the Stadium extend beyond its boundaries.
7. The nearest conservation areas are Wembley High Street to the west, and Barn Hill to the north. The Grade II listed Wembley Arena (originally called the Empire Pool) is situated to the north-west of the Stadium.

SUMMARY OF KEY ISSUES

2. The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and objectives when making a decision on the application, against policy and other material considerations.
 - a. **Comments received:** A 274-signature petition and 166 comments have been received objecting to the application, in addition to 6 comments in support. The comments are discussed later in this report.
 - b. **Principle:** An event cap was imposed on the original permission for the Stadium, to enable its use while the necessary road and public transport infrastructure works were completed to facilitate a more intensive use of the Stadium. Through various applications, the event cap has increased but with accompanying mitigation measures to manage that increase. The applicant advises that the proposed increase in the event cap from 46 to 54 major events per calendar year, and with the definition of a major event increasing from 51,000 persons to 60,000 persons, would enable the National Stadium to remain competitive with other stadia in London and nationally. Local Plan Policy BHC2 (National Stadium Wembley) recognises the importance of the National Stadium to Brent, London and the Country and is supportive of proposals that contribute to the continued success of

the National Stadium as a “world renowned location for sport and cultural events”, providing that those proposals mitigate potential adverse effects. Many objectors consider that the number of events currently held at the Stadium already has an unacceptable level of impact on local residents. While the number of higher capacity events would increase, it should be borne in mind that unlimited events with up to 51,000 attendees can take place within the terms of the existing planning consent (proposed to be increased to 60,000 attendees). Additional mitigation measures would be secured. Some of these measures would relate to all major events and some would relate to the additional non-sporting events. Impacts undoubtedly occur when major events are held (including those under 51,000). On balance, taking into account the importance of the Stadium recognised in policy, the proposed mitigation measures are considered to be sufficient to warrant the additional 8no. full-capacity events proposed.

- c. **Highways Impact:** Traffic management measures are required under the existing consent for events that have a capacity of over 10,000 persons and such measures would continue to be provided with the uplift in major events and with the definition of a major event increasing from 51,000 persons to 60,000 persons. An unlimited number of events can already take place up to a maximum capacity of 51,000 (proposed to increase to 60,000). However, higher capacity events have a greater impact and the length of time taken to clear the highway and public transport network is longer for full capacity events than it is for lower capacity events.
- d. **Socio-economic:** It is recognised that the increase in the event cap from 46 to 54 and the removal of the swap provision will enable the Stadium to host a greater number of non-sporting events, which provide greater economic benefits than sports matches. It is estimated that should the proposed 8 additional major events attract similar average crowd sizes as the major non-sporting events held at the Stadium in 2022 and 2023, this would result in additional direct expenditure in the local area of £34.8 million. Moreover, additional events at greater capacity will also result in an increase in the number of event-day staff required to manage and host such events. Whilst a certain amount of weight has been placed on the socio-economic benefits specified within the submission (to also include re-securing an Employment and Skills Plan), it is recognised that not all sectors of the local economy will benefit as some may lose trade on event days as the congestion and high level of general activity may discourage some economic activity. However, the recommendation for this application is based more on the benefits associated with the mitigation package rather than the socio-economic benefits specified in the submission.
- e. **Cumulative Impact:** There have been substantial changes to the local area since the Stadium was constructed, with an increased residential population. These have been considered during the assessment.
- f. **Noise:** The nearest residential building is sited approximately 35m from the Stadium, however new homes surrounding the Stadium have been designed to take into account the noise and operation of the Stadium. The submitted Noise Assessment demonstrates that provided the music noise level of the additional events will be controlled in the same way as existing then the noise level from event should not cause any adverse impact on residential receptors. With regard to traffic noise, any impact is considered to be negligible.
- g. **Air Quality:** The submitted Air Quality Assessment demonstrates that the additional events will not have a significant effect. An Air Quality Neutral Assessment is not required however the applicant has provided some information that demonstrates that the development would be air quality neutral.
- h. **Environmental Statement:** The mitigation measures that are proposed to be secured through the S106 legal agreement are considered to sufficiently mitigate the potential impacts.

RELEVANT SITE HISTORY

8. Planning permission (**ref: 99/2400**) was **granted on 23 August 2002** for the demolition of the original Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof).
9. Planning permission (**ref:17/0368**) was **granted on 18 August 2017** to vary Condition 3 (Event Cap) of consent 99/2400 to allow 22 additional major Tottenham Hotspur Football Club events between 1 August 2017 and 31 July 2018.
10. Planning permission (**ref:18/4307**) was **granted on 07 March 2019** to vary Conditions 1 (Event Cap) and 2 (Temporary Traffic Measures) of planning permission reference 17/0368 to allow 8 additional Major Tottenham Hotspur Football Club (THFC) events to May 2019.
11. Planning permission (**ref:20/4197**) was **granted on 21 June 2021** to variation of Condition 1 (Event Cap) of planning permission reference 18/4307 (varied permission for the construction of the Stadium, dated 07/03/2019), to allow up to 9 additional major non-sporting events per event calendar year.

CONSULTATIONS

Statutory and Internal Consultees

Consultee	Comments:	Officer response:
Environmental Health	<p>The applicant has submitted a Vangardia noise assessment dated April 2024 with the application. This assessment demonstrates that provided the music noise level of the additional events is controlled in the same way as existing then the noise level from event should not cause any adverse impact on residential receptors. The traffic noise level has also been assessment and it is concluded that the impact will be negligible. Therefore, I have no objections to this application in terms of noise.</p> <p>The applicant has submitted an Air Quality consultants air quality assessment and air quality neutral technical note. The air quality assessment demonstrates that air quality effects are not significant. In addition, the comparison of the known and expected vehicle trips against the transport emission benchmark shows that the variation of the event cap will be air quality neutral. Therefore, I have no objections to this application in terms of air quality.</p>	Noted
Public Safety	No objections	Noted.
Met Police (DOCO)	No comments to make.	Noted
London Fire	If there are any deviations to Brigade access	No changes are

Brigade	and facilities, then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision.	proposed.
TfL	No objections are raised subject to securing an updated Spectator Travel Plan and £150,000 towards Wembley Park Station CCTV and/or signage upgrades	Noted. The Spectator Travel Plan and financial contribution will be secured through an updated legal agreement.
Transport	There are no objections in principle on transportation grounds to this relaxation to the cap on the number of major events held at the Stadium, subject to the undertaking of updated Travel Plan surveys at the earliest opportunity to identify current modal split figures and subject to a s.106 Agreement to secure financial contributions towards: (i) the on-going maintenance of HVM equipment in the area; (ii) a review of HVM provision, routes to and from Wembley Central, pick up and drop off points and parking pressures in hot spots and / or residential areas; and (iii) the upgrade of two-way radio and public space CCTV systems.	Noted. Proposed contributions towards (ii) and (iii) will be secured through an updated legal agreement. A contribution towards hostile vehicle mitigation ('HVM') maintenance is secured separately through an informal agreement, known as 'Best in Class', between the Stadium, the Council, and Quintain.
Network Rail	No objections are raised. To support improving passenger experience and wayfinding during event days a contribution towards station enhancements at Wembley Park was requested by TfL. A contribution of £150,000 towards Wembley Park Station CCTV and/or signage upgrades has been agreed and should be secured within the s.106 agreement	Noted.
Chiltern Railways	As the key mainline rail operator serving and operating Wembley Stadium Station, we carry between 8 and 12% of customer flows for Wembley events including major football fixtures and summer concerts. We recognise that the uplift in the event cap is necessary for commercial reasons, and that as a consequence the actual level of additional travel demand which may arise could be less than the revised event cap allows. We also recognise and are supportive of the positive impact that events at Wembley have on the local and wider economy. If the event cap is extended by a further 8 events Chiltern Railways will continue to assess each event on an individual basis and collaborate with the stadium and other transport operators (including Transport for London) through our established channels and arrangements to support service delivery and accommodate the shared travel demands arising.	Noted
Westminster City Council	Does not wish to comment on the proposal(s)	Noted
LB Barnet	No comments have been received.	

Royal Borough of Kensington and Chelsea	<p>No objections are raised.</p> <p>An Informative is attached reminding the Council/Applicant of the adverse impact that construction works can potentially have on the highway network.</p>	The proposal does not involve any construction works.
LB Harrow	No comments have been received.	
LB Hammersmith & Fulham	No comments have been received.	
Quintain	<p>The proposal is supported subject to the following conditions:</p> <p>From reviewing the representations submitted by local residents, it is clear that event day management, and in particular stewarding and post-event cleaning, are areas of significant concern. Therefore, WNSL should commit to paying all the operational and management costs associated with the additional events and/or any event that exceeds the existing caps of 22 sporting events and 24 non -sporting events in a calendar year.</p> <p>WNSL have highlighted the success of the triparty 'Best in Class' initiative between WNSL, Quintain and Brent, which currently manages the impacts of event days upon the local area and state this will be implemented for the additional events. Whilst we agree that the 'Best in Class' principles covering stewarding, parking enforcement, traffic management, toilets and street cleaning should apply to the additional events, the increased costs associated with delivering these should be borne wholly by WNSL.</p> <p>To ensure residents' amenity is adequately protected, WNSL should commit to the following restrictions on events:</p> <p>a cap on the maximum number of consecutive non -sporting events;</p> <p>a cap on the maximum number of non-sporting events per week; and</p> <p>a cap on the maximum number of weeks in any calendar year where the maximum number of consecutive non -sporting events or maximum number of non-sporting events in a week can be held.</p> <p>The above conditions should be included in the s.106 Agreement (Deed of Variation).</p>	Noted.

	<p>Should they not be secured, Quintain reserve the right to make further representations.</p> <p>As a participant in the Best in Class initiative, and owner of land within the planning application boundary where many of these measures will take place, Quintain would expect to be consulted on the Deed of Variation before it is completed</p> <p>We would also request that WNSL, TfL and Brent work closely on mitigating the impact Stadium events have upon existing bus routes and services to ensure residents are able to carry on their daily lives and move around the area on event days with the minimum of disruption.</p>	
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Public Consultation

12. Letters were sent to the occupiers of 49,241 properties within the Event Day Parking Restriction Zone, in addition to statutory site and press publicity. Six comments were received in support of the application, citing the need for larger, improved facilities for the community.
13. 166 letters and a 274 signature petition were received objecting to the proposal, raising some or all of the following points:

Comment	Officer Response
General	
The disruption and inconvenience for residents is intolerable at the current level of events	The impact of events is acknowledged, but there are measures proposed which look to mitigate the impact of major events held at the Stadium. Moreover, the proposal does not affect the number of events that could take place at the Stadium, just the capacity of the crowd.
Amenity	
Noise disturbances; increased exposure to noise during the day and late at night	<p>A noise assessment has been undertaken and concludes that the proposed increase in the number of events at the Stadium would be unlikely to result in a significant adverse impact.</p> <p>The effect of noise generated from major non-sporting events would be controlled by the premises licencing requirement. No additional mitigation measures are proposed or required.</p>
Loss of privacy through increased crowds	An event day management plan is in place to control who can access areas around

	entrances to residential buildings.
Reduced quality of life	It is recognised that event days will result in certain level of disruption, however these are mitigated as much as possible.
Socio-economic	
Reduction in services provided to residents on event days	As above.
Negative economic impact on businesses further away from stadium	<p>The supporting Environmental Statement assesses the impact of the proposal would result in a permanent, minor beneficial impact on the economy and labour market of the wider impact area.</p> <p>The proposal would support estimated additional direct expenditure in the local area in the order of £34.8 million.</p>
Increased pressure on local businesses	As above.
Failure to establish balance between the interests of WNSL and local residents.	As above. Further, there are mechanisms in place which allocate tickets to the local community through neighbourhood action groups. This will be reviewed by WNSL.
Local shops increase prices	Noted
Insufficient toilet facilities leading to frequent urination in streets and gardens	Toilets on the concourse would continue to be made available for use before and after events at the Stadium.
Fear for safety on event days, including racial harassment; Increase in anti-social behaviour; feeling of loss of safety	<p>The overall impacts of additional events are considered in depth in the main body of this report. General disruption to day to day life for local residents is acknowledged. Increased number of events will create a level of noise and disturbance, and restrictive conditions are monitored in this regard.</p> <p>There is an extensive CCTV and a dedicated officer to monitor the system on event days. Increased police presence is also provided on event days to identify and deter anti-social behaviour.</p>
Widespread littering; insufficient bin capacity; litter tidy-up following events is inadequate and does not extend beyond immediate vicinity of Stadium.	Street cleaning is undertaken by the Council, at the applicant's expense, following events. Additional litter bins have been provided by the applicant around the Stadium.
Highways Matters	
Increase in traffic; heavy traffic on events and local journeys will be delayed; local road closures; restriction on freedom of movement for residents; impact on emergency services	WNSL operates a programme of actively promoting sustainable modes of transport with the aim of reducing the number of journeys made in private vehicles. These initiatives

<p>and road safety; locals unable to park near homes due to traffic restrictions</p>	<p>include:</p> <p>Regular advertising of public transport facilities;</p> <p>Public transport information through ticketing and the Stadium website;</p> <p>Promotion of coach travel through partnership with National Express;</p> <p>Provision of 40 cycle parking spaces at Level B2;</p> <p>Publishing public transport access information prior to events;</p> <p>Providing live travel updates for public transport on event days.</p> <p>Travel Plan surveys will be undertaken to identify current modal split figures and financial contributions to traffic management will be secured through legal agreements.</p> <p>Measures are already in place, and will continue to be enforced, to reduce as far as possible the number of cars visiting the area on event days.</p>
<p>Poor traffic management on event days; road closures not advertised sufficiently well; notification of event day parking restrictions inadequate; not enough advanced notice of events; poor communication around what dates events will take place on – residents should be notified 2 weeks in advance</p>	<p>As above. The Council is committed to improving communication of events. The Controlled Parking Zone (CPZ) and highways management will be subject to review. Expansion to the CPZ would require public consultation and review before any changes are implemented.</p> <p>Parking enforcement are aware of the issues and are seeking to manage these. The aim is to reduce travel by private car for all events and this will be monitored and managed through updated Travel Plans.</p> <p>The opening of an extension to North End Road to connect to Bridge Road allows unfettered access by local residents and businesses to the northeast of the Stadium on events days, before, during, and after events.</p>
<p>Residents and local schools sell driveway spaces to event visitors</p>	<p>A joint scheme between Brent Council, WNSL and Quintain has been set up to address illegal car parks surrounding the Stadium. Action undertaken to date has focused on larger unlawful car parks due to their greater level of impact.</p>
<p>Increase in pollution</p>	<p>An air quality assessment has been undertaken by Air Quality Consultants Ltd, with the assessment concluding that the</p>

	<p>particulate levels would be below the objectives at all existing receptors, and that the impacts of these pollutants would be negligible.</p> <p>The assessment has considered the 'worst case' scenario and judges the potential effects on air quality as not significant. The increases are not considered to be so significant as to refuse the planning permission.</p>
The event cap exists for a reason	The alterations to the car and coach parking arrangements and highway network on the eastern side of Wembley Stadium, which allow Stadium traffic and local residential/business traffic to be kept largely separate, meet the aspirations of the original planning permission to provide a high quality highway arrangement for Stadium parking that minimises disruption to the local community. The original reasons for the event day cap have therefore now been largely addressed and there are no longer any highways concerns in principle with the event cap being eased.
High Street is too narrow to accommodate the increased foot fall on event days; pedestrian pathways in poor condition; general quality of roads is poor (potholes)	Wembley High Road, inclusive of footpaths, is of a sufficient width. Repairs to highways infrastructure maintenance is part of an ongoing borough-wide maintenance programme.
Wembley Park Station beyond capacity	The station now has capacity for 50,000 passengers per hour to pass through the station. Additional underground services are provided on the Metropolitan and Jubilee lines from Wembley Park Station to ease passenger congestion.
Dedicated uber/taxi pickup points should be considered	A temporary taxi rank is set up on Engineers Way.
Event stakeholders should contribute to cost of resident parking permits for event days	
Overcrowded public transport/poor access to local public transport networks	<p>The impact of events on the public transport networks is acknowledged.</p> <p>A Spectator Travel Plan ('STP') has been produced to assist with the long-term management strategy for the sustainable movement of people both to and from the Stadium. A key focus of the STP will be to encourage walking & cycling as an alternative to car and public transport use.</p> <p>Crowd retention measures have been implemented at the end of events with the aim of extending the period over which spectators depart the Stadium, and thereby easing overcrowding at local stations.</p>

Equalities/Disability Discrimination Act	
<p>As a resident living near the stadium and a carer of a disabled child, the current number of events already causes significant disruption to our daily lives. We use a Motability car, but the council does not issue us an event day parking permit. Consequently, we are forced to leave our home on event days due to the lack of available parking.</p> <p>This situation has a profound negative impact on my disabled child, who finds these disruptions highly distressing. Increasing the number of events would exacerbate these issues, leading to:</p> <ol style="list-style-type: none"> 1. More Frequent Displacement: <p>Additional event days would mean more days where we are compelled to leave our home, causing further stress and logistical challenges.</p> <ol style="list-style-type: none"> 2. Negative Impact on Well-Being: <p>The forced displacement on event days severely disrupts my child's routine, which is crucial for their emotional and physical health.</p> <ol style="list-style-type: none"> 3. Parking Difficulties: <p>Without an event day parking permit, finding suitable parking is already challenging, and an increase in events would worsen this problem.</p>	<p>This resident could apply for a Blue Badge for their dependent child. This would allow them the ability to park in designated bays within the event day zone on event days, without the need to purchase individual event day permits.</p>
Other Matters Raised	
<p>Too much burden on local infrastructure.</p>	<p>Potential impacts are mitigated, as set out within this report.</p>
<p>Insufficient policing</p>	<p>Approval of all events is co-ordinated by the Brent Safety Advisory Group (which involves representatives from all emergency services).</p> <p>Wembley Stadium events are planned and resourced centrally. Consideration is given to borough staffing numbers in order to prioritise front line policing and other core priority roles. The Wembley policing requirement may come from the local Basic Command Unit if surplus resources are available, but in the event that numbers dictate otherwise, or the Wembley requirement is substantial, neighbouring boroughs or further afield will be used to fulfil the Wembley requirement.</p> <p>The stewarding and staffing plans are also designed to limit the burden on policing</p>

	resources, again should policing resource in the Stadium be required, these costs are covered by the Stadium.
Increased stress on local NHS services	As above.
Impact on mental & social wellbeing	
Combined impact on WNS events and OVO arena events has not been considered.	It is acknowledged that there would be additional vehicular and pedestrian traffic on events days, but mitigation measures would be in place to maximise the use of public transport. Crowd retention measures would be put in place to control the pace at which attendees leave the venues to ensure the public transport network is not overwhelmed. These measures will also help to reduce noise levels following events.
Increasing the 'major event' capacity means no 'event day' will be triggered.	As above. The same measures are implemented for major and non-major events.
Lack of justification behind increase in events	<p>The event cap of 22 major sporting and 15 major non-sporting events was introduced by planning condition 1 attached to the approval notice 18/4307. It was put in place until:</p> <p>Improvements were made to Wembley Park Station ('WPS') to achieve a capacity of 50,000 persons per hour; and</p> <p>Roads known as Estate Access Corridor and the Stadium Access Corridor were constructed.</p> <p>The necessary improvements to WPS have now been made.</p> <p>The Estate and Stadium Access Corridors have not been carried out as originally proposed. Subsequent agreements have been reached between the applicant and Brent Highways to deliver alternative access corridors and highway improvements in accordance with recommendations from the security services.</p> <p>The intensification is considered in detail in the main body of the report below.</p>
The current event cap exists for a reason	As above.
Residents should be offered priority tickets to events	There are already mechanisms in place which allocate tickets to the local community through neighbourhood action groups. This will be reviewed by WNSL.
There are no benefits to local residents	As above. Further, the proposal could support a total of between 33,200 and 44,000

	additional employment opportunities for event staff annually, including stewards and caterers
Access to community facilities impacted on event days	Some facilities within the immediate vicinity of the Stadium may be more difficult to access whilst event day crowds gather pre and post event. This is temporary.
Decrease in properties value	Property values are not a material planning consideration.
Concerns granting this application would lead to future applications to further increase event cap	Any future application to further increase the event cap would be subject to a robust assessment against planning considerations. There is no guarantee that any future application would be granted permission.

POLICY CONSIDERATIONS

14. 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.
15. The development plan is comprised of the London Plan (2021) and the Brent Local Plan (2022). Key policies include:

The London Plan

GG1	Building strong and inclusive communities
GG5	Growing a good economy
GG6	Increasing efficiency and resilience
SD1	Opportunity areas
SD10	Strategic and local regeneration
D11	Safety, security and resilience to emergency
D14	Noise
S5	Sports and recreation facilities
E4	Land for industry, logistics and services to support London's economic function
E10	Visitor infrastructure
E11	Skills and opportunities for all
HC5	Supporting London's culture and creative industries
HC6	Supporting the night-time economy
S11	Improving air quality
T1	Strategic approach to transport
T3	Transport capacity, connectivity and safeguarding
T4	Assessing and mitigating transport impacts
T5	Cycling
T6	Car parking
T6.4	Hotel and leisure uses parking
T6.5	Non-residential disabled persons parking
T9	Funding transport infrastructure through planning

Local Plan

DMP1	Development management general policy
BS11	Social infrastructure and community facilities
BE1	Economic growth and employment opportunities for all
BE4	Supporting strong centres
BE9	Visitor accommodation and attractions
BHC1	Brent's Heritage Assets
BHC2	National Stadium Wembley

BHC3	Supporting Brent's culture and creative industries
BHC4	Brent's night time economy
BSUI1	Creating a resilient and efficient Brent
BSUI2	Air quality
BT1	Sustainable travel choice
BT2	Parking and car free development

Other Relevant Policy Considerations

National Planning Policy Framework ('NPPF')
 Planning Practice Guidance
 Mayor of London – Air Quality Neutral LPG (Feb 2023)
 LB Brent S106 Planning Obligations Supplementary Planning Document (2022)
 LB Brent Air Quality Action Plan 2017-2022
 Community Infrastructure Levy Regulations 2010
 London Cycling Design Standards

DETAILED CONSIDERATIONS

Background

16. The site has been used as a Stadium since 1923. Over time the Stadium became outdated and no longer met the standards in terms of facilities that were expected at a major venue. A planning application was submitted in 1999 (ref: 99/2400) alongside a listed building consent (ref: 99/2399) for its demolition and the construction of a 90,000 seat English National Stadium. Planning permission was granted in August 2002, subject to a number of conditions. The new Stadium was opened in 2007 and has held sporting and non-sporting events since. It is now well established as a world-class sporting and non-sporting venue; known for being the home ground of the English national football team and hosting regular events such as the FA Community Shield, EFL Cup Final, FA Cup Final and EFL Championship play-off final. The Stadium also competes to hold other significant events such as finals for the UEFA Champions League, 2012 Olympic Games football tournament finals, NFL International Series games and major concerts. In June/July 2021, the Stadium hosted the postponed Euro 2020 semi-finals and final and four other matches, and most recently hosted the 2024 UEFA Champions League Final.
16. To mitigate against the impact of the new Stadium, negotiations between the Council and WNSL during the determination of the original planning application led to the agreement of several s.106 contributions and obligations. This included contributions towards the following schemes:
1. Estate Access Corridor – the widening of the Great Central Way road bridge, the extension of Hannah Close and the widening and surfacing of Atlas Road and Fourth way to adoptable standards;
 2. Stadium Access Corridor – the widening and straightening of Great Central Way and South Way to provide three traffic lanes for tidal traffic movement on event days;
 3. Contributions towards improvements at Wembley Park, Wembley Central, and Wembley Stadium Stations; and
 4. A contribution towards off-site parking control.

17. In addition, the London Underground Limited Board gave written undertakings to the Council to rebuild Wembley Park Station with safe operational capacity in event mode of 50,000 people per hour. This was on the condition of a £9 million s.106 contribution from WNSL.
18. Until the improved infrastructure was in place, it was considered that there would be some justification for limiting the number of events. If the infrastructure improvements had not been completed two years after the completion of the Stadium, then an unlimited number of additional events over and above the cap specified in the condition would be permitted, subject to the number of spectators being limited to up to 51,000. The cap does not include European Cup and World Cup events where England/UK is the host nation.
19. The Estate Access Corridor was completed. However, the Stadium Access Corridor was only partially completed, and the current situation is discussed further in the Transportation section of this report.
20. The Event Cap has been subject to multiple applications to secure both temporary and permanent variations since the Stadium first opened. A summary of changes to the Event Cap is provided in the Table below. This notably enabled additional Tottenham Hotspur FC ('THFC') games during the 2017/18 – 2018/19 football season whilst its new stadium was under construction (planning refs: 17/0368 and 18/4307) and to allow for an increase of 9no. additional major non-sporting events per calendar year (planning ref: 20/4197).

Table 1: Event Cap Planning History (source: Planning Statement)

Permission Reference	Sporting Events Permitted Per Year	Non-sporting Events Permitted Per Year	Swap Provision	THFC Games	Unlimited Additional Events
99/2400	22	15	Yes	N/A	Yes. Subject to spectators being limited to the lower and middle tiers
17/0368	22	15	Yes	22 (between 1 August 2017 and 31 July 2018)	Yes. Subject to spectators being limited to the lower and middle tiers
18/4307	22	15	Yes	22 (+3 events at 90,000 capacity and +5 events at 62,000 for specific THFC fixtures)	Yes. Subject to spectators being limited to the lower and middle tiers
20/4197	22	25	Yes	N/A	Yes. Subject to spectators being limited to the lower and middle tiers (c.51,000)

Changes sought under the current application

21. Changes are sought to the event cap to enable the Stadium to compete with other stadia in attracting, primarily, music artists. However, in order to do so, flexibility in dates is sought to meet the needs of promoters in order to guarantee those bookings. New pitch technology has allowed the once necessary gap between the end of the concert season and the start of the football season (i.e., FA Community Shield) to be reduced, due to pitch surfaces grown off site (i.e., 'Lay and Play' technology).

Condition 1

22. Condition 1 currently states:

That until the following works are completed to the satisfaction of the Local Planning Authority and written confirmation as such is given to the applicant or owner or occupier:

- 1. Improvements to Wembley Park Station to achieve a capacity of 50,000 persons per hour and*
- 2. Construction of roads known as the Estate Access Corridor and the Stadium Access Corridor*

and unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full, the number of major sporting events held at the stadium in any one year shall be restricted to no more than 22 (to exclude European Cup and World Cup events where England/UK is the host nation) and the number of major non sporting events shall be restricted to 24. This shall be described as the cap. Up to three additional major sporting events shall be permitted in any one year provided that for each additional sporting event there is a reduction of two non sporting events in the same year.

If after two years following the completion of the stadium the works specified above have not been completed, and until such time as the works have been completed, then additional events over and above the cap specified above shall be permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium.

Note: for the purposes of this condition major event means an event in the stadium bowl with a capacity in excess of 10,000 people where the lower, middle and upper tiers of the stadium may be occupied.

23. It is proposed to amend Condition 1 to read as:

That until the following works are completed to the satisfaction of the Local Planning Authority and written confirmation as such is given to the applicant or owner or occupier:

- 1. Improvements to Wembley Park Station to achieve a capacity of 50,000 persons per hour and*
- 2. Construction of roads known as the Estate Access Corridor and the Stadium Access Corridor*

The number of major events held at the stadium in any one calendar year shall be restricted to no more than 54 (to exclude European Cup and World Cup events where England/UK is the host nation). This shall be described as the cap. Within the event cap, the number of major events involving UK based domestic association football teams shall be restricted to more than

25.

Note: for the purposes of this condition major event means an event in the stadium bowl with a capacity in excess of 60,000 people.

A calendar year runs from 1 January to 31 December

Condition 2

24. The proposed amendment to Condition 2 (in bold) is provided below:

*Temporary traffic management measures shall be provided for no more than **46 54** stadium events per calendar year, unless a scheme for an alternative number is submitted to and approved in writing by the local planning authority.*

Reason: To enable the A406 North Circular Road to continue to be used efficiently as part of the national system of routes for through traffic in accordance with section 10(2) of the Highways Act 1980 and to ensure the continued safety of traffic using that road.

25. In addition to the proposed changes to the wording of Conditions 1 and 2, a new Deed of variation (DoV) to the original s.106 Agreement will be required to secure the ongoing and necessary planning obligations.

26. In summary, the revised Event Cap:

- 1 Removes the reference to 'sporting' and 'non-sporting' events to provide additional flexibility, while controlling the number of major events.
- 2 Increases the overall Event Cap from 46 to 54 major events per year;
- 3 Limits the number of association football matches (including for women's games) to 25;
- 4 Removes the 'swap' provision which allowed for up to 3 additional major sporting events where there is a reduction of 2 non-sporting events per additional sporting event as this provision would become irrelevant with the removal of the reference to 'sporting' and 'non-sporting';
- 5 Redefines the start and end dates of the Event Cap year (to align with a calendar year); and
- 6 Revises the definition of what attendance number constitutes a major event to reflect the public transport capacity which is now available for visitors to the Stadium (including the increased capacity of Wembley Park station to disperse visitors at the end of events) and modern ticketing systems which can be used to confirm attendance numbers.

Table 2: Potential number of events proposed

Permission Reference	Maximum total major events	Maximum major domestic Association Football matches
24/1329 (current application)	54 (including football)	25

27. As highlighted above, the proposed changes in the revised wording of condition 1 removes the reference to "sporting" and "non-sporting". Previously, all sporting events were included within the same 'bracket' of event type, which included football and non-football sporting

events such as NFL, Boxing, etc.

28. The proposed change simplifies this to 'Football Major Events' and 'Major Events'. This allows a control on the maximum number of Domestic League Football fixtures at full capacity of no more than 25 per annum but would allow for the total number of major events that are NOT domestic league football to be no more than 54 per annum.
29. This allows for greater flexibility to host an increased number of non-footballing events within the overall proposed cap of 54 major events, whereas previously, there was limited flexibility through a "swap provision" which exchanged major footballing events for non-footballing events, but in a more complex manner which made scheduling events at the Stadium more difficult.
30. The proposed amendment to the condition would allow for a maximum of only 25 major domestic Association Football matches (this excludes European and World Cup events where England or the UK is a host nation).
31. It is also important to note that a condition previously imposed limiting the number of major non-sporting events to not take place on more than 4 consecutive days, would be reimposed.

The Principle of Additional Major Events

32. In planning policy terms, the ongoing operation, and the introduction of additional events at Wembley Stadium is supported by regional and local policy.
33. Paragraph 97 of the NPPF requires planning policies and decisions to plan positively for the provision and use of shared space and community facilities (including sports venues) to enhance the sustainability of communities and residential environments and guard against unnecessary loss of valued facilities and services. The NPPF states that the planning system should do everything it can to support sustainable economic growth (paragraph 86).
34. At the local level, Local Policy BCGA1 (Wembley Growth Area) confirms that Wembley will be the driver of economic regeneration in the borough, generating jobs in sports, leisure, tourism and visitor attractions, amongst other sectors.
35. Policy BHC2 (National Stadium Wembley) confirms that proposals that contribute to the National Stadium's continued success as a world renowned location for sport and cultural events will be supported. Proposals which increase the frequency and volume of use of the National Stadium beyond existing consents will be required to mitigate potential adverse effects to acceptable levels.
36. Policy BHC3 (Supporting Brent's Culture and Creative Industries) seeks to build on the work of the area's current creative and cultural facilities to promote better opportunities for such activities to thrive. Policy BHC4 (Brent's Night Time Economy) states that the council through its own actions and working with others will support Brent's night time economy. Development that preserves or enhances existing night time economy activities or creates new ones that will reinforce the role and significance of each centre in the London hierarchy (which includes Wembley) in an inclusive and accessible way will be supported.
37. Policy BSUI2 (Air Quality) requires major developments within Growth Areas to be Air Quality

Positive and elsewhere, Air Quality Neutral.

38. Given the above policy context, the principle of additional major events is supported in planning policy terms, but this increase in events would only be considered acceptable in planning terms if they have an acceptable impact in terms of key considerations including socio-economic, transport, noise, and air quality impacts.

Environmental Impact Assessment

39. The application is subject to an Environmental Impact Assessment ('EIA'). This is made up of an Environmental Statement ('ES'), which is supported by technical appendices, and a Non-Technical Summary.
40. The ES includes a section on the background to the proposals, and a detailed description of the proposed changes along with the planning policy context. There is a further section on the methodology, scope and approach. Following on from this the main topic based issues are assessed. They are:
41. Socio-economic effects
- Transport
 - Air Quality
 - Noise
42. The ES is structured around identifying impacts, where these impacts are felt, how significant they are, and whether they are adverse or beneficial. It does this with reference to the existing baseline conditions, the characteristics of the proposal and any mitigation effects, and whether there are any cumulative effects.
43. Schedule 4 of the EIA Regulations (2017) does not require an applicant to consider alternatives, however, where alternatives have been considered, there is a requirement that the applicant will include in their ES a description of the reasonable alternatives studied (for example in terms of development design, technology, location, size, and scale) and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.
44. The applicant notes, as previously submitted, that the Stadium already hosts a range of major national and international sporting and non-sporting events. The amendments sought are to enhance the programme of events at the Stadium and meet demand for concert space to attract artists to the Stadium. As such, no alternatives have been considered.

Socio-economic Impact

Background

45. The Football Association ('The FA') commissioned an economic impact study of Wembley Stadium for the 2017/18 event season to assess the economic impact of the Stadium in general, and specifically within Brent, the London economy more widely and across England.

This report draws on an analysis by consultants Deloitte, consultations with the FA, Tottenham Hotspur (previous users of the Stadium for home matches) and surveys with visitors, residents and businesses in the area. It has also been updated since the previous application to take into account the impact caused by the Covid pandemic.

46. The economic impact of the Stadium varies from year to year in line with the number of events (58 in 2017/18 owing to Tottenham Hotspur's use of the Stadium) and the type of events that are held. However, in headline terms, the economic impacts of the Stadium included:
 1. A total gross expenditure of £827m as a result of the 58 events held at the Stadium during the 2017/18 season. A total of 91% of this expenditure was from spectators but these figures also include spending by event organisers and performers/support staff.
 2. The highest proportion of total gross expenditure is associated with accommodation (£216m) (26%), closely followed by ticket sales (£213m) (26%) and food and drink (£196m) (24%). This expenditure results in the creation of local jobs and higher revenues for local businesses.
 3. The majority (92%) of the gross expenditure occurred outside Wembley Stadium (£762m) in local shops, hotels, bars and restaurants. Around 85% of the gross expenditure was in London, and this includes £190m of expenditure in local businesses in Brent.
 4. Events at Wembley attract visitors from all over the country, and for some events (e.g. international fixtures, major concerts), spectators travel to Wembley from outside of the UK. Surveys indicate a high proportion of hotel stays, and linked trips to other parts of England, by overseas visitors. The average stay of overseas visitors is 4.5 nights.
47. On average, the 7 concerts held at Wembley Stadium in 2017/18 attracted £29m each in gross expenditure, which was the highest level of expenditure per event when compared to the 51 sporting events (primarily football), which attracted £12m per event.
47. During the 2017/18 season, the direct economic impact to the local area associated with hosting the 17 events staged by event organisers other than The FA and Tottenham Hotspur averaged £46 per visitor, comprising accommodation (£22), food and drink (£12), travel (£5), retail (£4) and miscellaneous other shopping (£2) (Unlike the gross expenditure figures above, these figures represent the direct economic impact of events on the local economy outside the Stadium and exclude spectator expenditure inside Wembley Stadium).
48. By contrast, the direct economic impact to the local area associated with hosting 29 Tottenham Hotspur fixtures during the 2017/18 season averaged £26 per head, comprising accommodation (£10), food and drink (£8), travel (£5), retail (£2) and miscellaneous other shopping (£1). The average direct economic impact for the Tottenham Hotspur events and other matches hosted by The FA, was £31 per head.
49. The higher direct economic impact associated with non-sporting events was due to a range of factors, including longer dwell times in and around the Stadium and greater numbers of long distance domestic and international visitors, resulting in longer trip durations and more overnight stays. In particular, average expenditure per head was 120% higher for accommodation (£22 compared to £10) and 50% higher for food and drink (£12 compared to

£8).

50. Concerts were also found to attract higher numbers of first-time visitors, and so were particularly important in bringing new visitors to Wembley (and to London).

Potential effects

51. In assessing the potential impact of the proposed additional 8 major events per year, a baseline was established based on the current number of permitted events, taking into account the proposed removal of the swap provision, and the removal of the distinction between sporting and non-sporting events at the Stadium. In recognising that the proposed event cap of 54 major events per year would exclude European Cup and World Cup events where England or the UK is a host nation, and that the number of association football matches would be restricted to no more than 25 per year, European or World Cup events were excluded from the analysis. Table 3 below sets out the scenarios tested. It should be noted that 'Baseline 1' considers the standard number of permitted events under planning reference 20/4197, and 'Baseline 2' is a scenario where the swap provision is maximised, increasing the number of major sporting events to 25 per year while decreasing the number of non-major sporting events to 18.

Table 3: Potential effects: scenarios tested (source: Environmental Statement)

Event type	Existing permitted events		Proposed events
	Baseline 1	Baseline 2	
Major sporting	22	25	54
Major-non sporting	24	18	
Non-major	Unlimited	Unlimited	Unlimited

Staffing

52. The data in Table 4 below indicates that on average, between 4,150 and 5,500 staff are required to host a major event. Therefore, the number of event day staff required as a result of the uplift of an additional 8 major events at the Stadium per year could support between 33,200 and 44,000 additional event staff positions..

Table 4: Staff required at proposed additional events (source: Environmental Statement)

	Number of staff required at major events		Staff required at proposed additional events	
	Lower bound	Upper bound	Lower bound	Upper bound
Event stewards	1,650	2,000	13,200	16,000
Catering staff	2,500	3,500	20,000	28,000
Total	4,150	5,500	33,200	44,000

53. The proposal would thereby represent an uplift of between 16.4% and 17.0% on the number of event staff positions that could be supported under the existing permitted events (see Table 4)

Table 5: Comparison of staff required at permitted events under baseline and the Proposal (source: Environmental Statement)

	Average staff required at existing permitted events		Average additional staff under proposed variation		
	Baseline 1	Baseline 2	Additional staff	% uplift against Baseline 1	% uplift against Baseline 2
Event	93,075	85,225	14,600	15.7	17.1

stewards					
Catering staff	142,000	141,500	24,000	16.9	17.0
Total	235,075	226,725	38,600	16.4	17.0

Expenditure

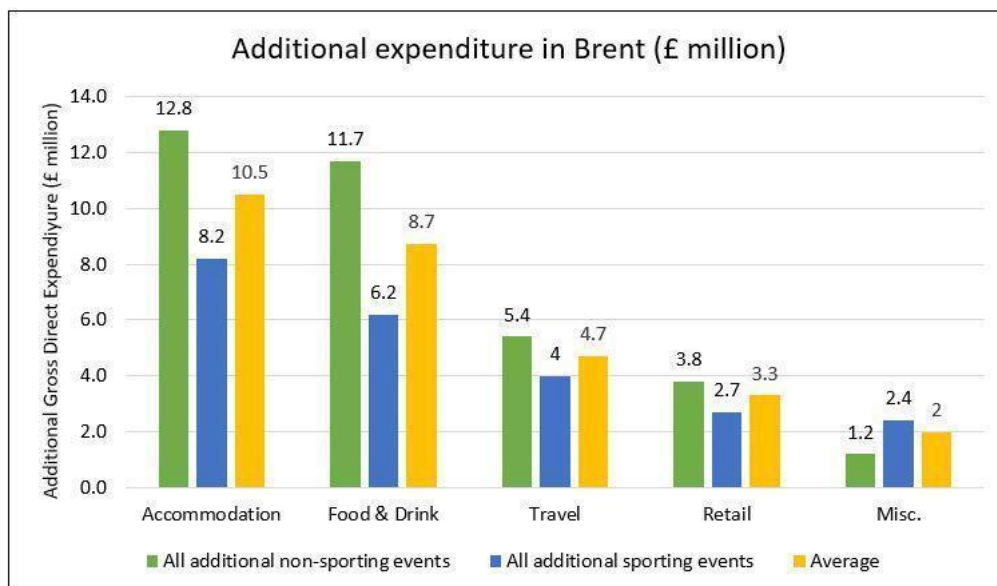
54. The average attendance at major events (both sporting and non-sporting) in 2022 and 2023 was 78,500. Hosting an additional eight major events at the Stadium, as per the proposed variation, would result in an estimated 628,000 additional attendees per year. This would represent an uplift of almost a third on the total attendance across all events at the Stadium in 2023 of 1,974,000. Hosting additional attendees will result in increased expenditure at the Stadium and within the local area.
55. As highlighted above, during the 2017/18 season the direct economic impact to the local area associated with hosting events staged by organisers other than The FA and Tottenham Hotspur, of which there were 17 in total, averaged at £45.73 per visitor on accommodation, food and drink, and other services within Brent. The equivalent figure for major sporting events was £30.89. Inflated to 2023 values, average expenditure at major non-sporting and sporting events at the Stadium is £55.48 and £37.48, respectively.
56. Based on each of the proposed 8 additional major events attracting an attendance in keeping with the average attendance of major non-sporting events at the Stadium in 2022 and 2023, the proposed variation would support additional direct expenditure in the local area in the order of £34.8 million. If these additional events were instead all sports fixtures, the additional direct expenditure would be in the region of £23.5 million, implying that an equal split between sporting and non-sporting events would generate additional direct expenditure of approximately £29.2 million.
57. The potential impact of the proposed additional major events against the number of staff that could be supported under Baselines 1 and 2 is shown in Table 5 below. As indicated, the proposed variation would therefore represent an uplift of between 16.4% and 18.2% against the expenditure that could be supported under the existing permitted events.

Table 6: Additional direct expenditure from the Proposal and uplift over baseline scenarios (source: Environmental Statement)

	<i>Existing permitted events</i>		<i>Additional proposed events</i>		
	<i>Baseline 1</i>	<i>Baseline 2</i>	<i>Net additional expenditure</i>	<i>% uplift against Baseline 1</i>	<i>% uplift against Baseline 2</i>
Average expenditure	£178.1m	£160.8m	£29.2m	16.4	18.2

58. The socio-economic assessment also indicates (see Figure 1) that on reviewing the potential breakdown of additional spending from the proposed variation to the Event Cap and removal of the swap provision, the greatest share of economic benefit from the additional events would be experienced by the accommodation and food and drink sectors, which would together receive between £14.4m and £24.5m in gross additional revenue per annum. However, these figures represent the total impact if all of the proposed events took place in a given year, which is considered unlikely.

Figure 1: Direct economic impact (source: Environmental Statement)



59. Whilst officers consider these economic benefits would have a positive impact on the local economy of both Brent and the wider area, it is also acknowledged that some types of business may lose trade on event days as the congestion and high level of general activity may discourage some economic activity. For example, a dry cleaner or travel agent may be unlikely to see a benefit, and possibly a fall in trade as people decide to visit on a non-event day instead.

Employment and Training

60. Aside from the visitor spending considerations, it is also noted that Wembley Stadium is a key employer in the local area. Table 4 above indicates that, on average, a total of up to 38,600 additional staff will be required to host a major event at the Stadium. The hosting of additional events would therefore enhance employment opportunities for many local people.

London Living Wage

61. The FA pays the London Living Wage (LLW) to all full-time staff. With the previous application it committed to extending this to include event day temporary staff contracted via WNSL suppliers, specifically stewards and cleaning staff, before the end of the 2021/22 season. This has been achieved, with the FA confirming that all staff, whether employed directly or via their event day contractors are paid the LLW as a minimum. The FA has identified a range of initiatives to support employability and is looking to develop its entry level and apprenticeship opportunities.

Employment and Skills Plan

62. With the previous application, the FA committed to agreeing an Employment and Skills Plan with relevant officers at Brent Council. A formal Employment and Skills Plan has not been in place previously, although the Stadium have worked with the Council on a range of initiatives over the years. The Employment and Skills Plan would again set out how WNSL would work with the Council and Brent Works to maximise employment opportunities and enhance employability skills for the residents of Brent with the aim of maximising the opportunities for

Brent residents to enter into apprenticeships and training programmes.

Summary

63. The proposal is expected to provide additional socio-economic benefits above those already generated by the Stadium. In particular, the removal of the swap provision would enable the Stadium to host a greater number of non-sporting (typically music) events, which provide greater economic benefits than sports matches. Concert attendees tend to travel longer distances and stay longer in the area, and hence generate higher levels of expenditure.
64. While the employment and visitor expenditure effects assessed above are beneficial, within the context of the existing economic impact of the Stadium on the local economy they are not significant in EIA terms. The impact on the local labour market (employment) is negligible, while the increased visitor expenditure is a minor beneficial to the local economy in Brent.

Transport

Policy and Context

65. London Plan Policy T1 sets a strategic aim for all development to make the most effective use of land reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are appropriately mitigated, as also sought by London Plan Policy T4, which further advises that the cumulative impacts must also be considered.
66. Local Plan Policy BT1 seeks to promote sustainable pattern of development in the borough, minimising the need to travel and reducing the dependence on private motor vehicles.
67. The Stadium and its concourse do not have a single public transport accessibility level ('PTAL') associated with it. The areas to the south and east have a PTAL of 2, while areas to the west and north have a PTAL of 4, increasing to 5 as it opens out onto Olympic Way. The Stadium is within walking distance of the following public transport hubs:
68. Wembley Park Station (580m north of Stadium) comprising:
- Jubilee underground rail line
 - Metropolitan underground rail line
 - Wembley Stadium Station (310m south-west of Stadium) comprising:
 - Chiltern Railways rail line (linking London Marylebone and Birmingham (via Buckinghamshire and Oxfordshire stations))
 - Wembley Central Station (1.1km south-west of Stadium) comprising:
 - Bakerloo underground rail line
 - London Overground, running between London Euston and Watford
 - London Midland Railways Line, which links London Euston to Tring

- Southern Railways Line, which links Milton Keynes Central to East Croydon
- There are also 50no. bus stops within a 20-minute walk, providing access to 18no. bus services.

Existing Transport Mitigation

69. Brent Council, transport operators and WNSL together provide a number of event day transport mitigation measures, including the following:

70. Additional services are provided on the London Underground Metropolitan line and Jubilee line from Wembley Park Station;

- Chiltern Rail provide an enhanced service frequency at Wembley Stadium Station;
- Brent Council operate the Wembley Stadium Protective Parking Scheme ('WSPPS') which activates 33 event day Controlled Parking Zones ('CPZ');
- Retention measures are implemented at the end of an event aiming to extend the period over which spectators depart the Stadium; and
- Joint funding and working to shut down illegal 'pirate' car parks in the area around the Stadium.
- Private hire management scheme and trusted parking scheme implementation

Key Highway Considerations

- Planning permission for Wembley Stadium was originally granted in 2002 following completion of a s.106 Agreement and subject to a number of conditions aimed at minimising the impact on local transport networks. These included funding of a Controlled Parking Zone, transport infrastructure improvements and a Travel Plan.
71. Two key requirements for infrastructure included improvements to Wembley Park station and to the road corridor between the Stadium and North Circular Road, with a financial contribution of up to £3m being secured towards the latter through the s.106 Agreement.
72. In order to ensure that these major pieces of transport infrastructure would be in place to facilitate the hosting of major events on a regular basis, a condition was applied to limit the number of events with a capacity above 51,000 (the capacity of the lower and middle tiers) to 37 (22 sporting and 15 non-sporting, or up to 25 sporting and 13 non-sporting, unless England were a host nation for a major international football tournament), until such time as the infrastructure was completed.
73. The works to increase the capacity of Wembley Park station were completed in 2005/6. These improvements enable 50,000 users to travel through the station in an hour, thus allowing Stadium visitors on Underground services to disperse the area relatively quickly after an event and thereby encouraging public transport use and helping to maintain a high modal share by public transport.
74. Initial works to construct the Estate Access Corridor (connecting Hannah Close with Atlas

Road) and the Stadium Access Corridor along Great Central Way between Drury Way and Fourth Way were undertaken between 2003-2006, at a cost of about £16m. This included Wembley Stadium's s.106 financial contributions.

75. However, concerns over the high cost of the final western length of the Stadium Access Corridor between Fourth Way and the Stadium (Gate 5) entrance at First Way, which would have involved extensive compulsory land take, as well as security concerns over its alignment, meant that the last section of the scheme was placed in abeyance and thus remains uncompleted. As such, the cap on event numbers remains applicable.
76. A study was subsequently undertaken by consultants on Brent's behalf in 2012 to re-examine the highway network and bridge options for the area to the east of Wembley Stadium. This identified alternative proposals, which would retain South Way on a similar alignment as at present (as opposed to constructing a new widened and straightened route), but with widening to provide cycle lanes which could be converted to a third traffic lane with tidal flow when required on Stadium Event days.
77. The remaining one-way streets around Wembley Industrial Estate (First Way, Second Way, Fourth Way and Fifth Way) were also recommended to be converted to two-way flow, with junction alterations where necessary, in order to provide an access route into the area along Fifth Way at all times for local businesses and residents, that is clear of the main car and coach park ingress and egress route along South Way.
78. These revised proposals were incorporated into Brent's Wembley Area Action Plan, which was adopted at Full Council in January 2015. As such, the final section of the Stadium Access Corridor as originally envisaged will not now be constructed and alternative proposals are being pursued instead.
79. Works to convert Fourth Way and Fifth Way to two-way operation were completed in April 2020. These works complement the opening of the new Pink car/coach park on South Way and allow event traffic to and from Pink car/coach park to be quickly loaded and dispersed directly to and from North Circular Road via South Way and Great Central Way, without having to traverse First Way, Fifth Way and Fourth Way.

In turn, the introduction of two-way traffic flow on those streets allows unfettered access by local residents and businesses to the area to the northeast of the Stadium (i.e. North End Road etc.) at all times, even during the event traffic dispersal period. This contrasts with the difficulties local residents and businesses previously experienced accessing their properties, particularly after events when they would have to traverse heavily congested roads to reach their destination.

80. The final stage of the Wembley Industrial Estate works will involve the conversion of the final length of South Way (between the Pink car park and the Stadium) and First Way to two-way working. These works cannot proceed until land is secured from the Access Self-Storage site as part of its redevelopment though, so this is in abeyance at present. However, it is not essential to the highway operations on Wembley Stadium event days and the works that have already been carried out are sufficient to meet the original aspirations for the Stadium Access Corridor, at least in relation to the Pink car/coach park.
81. One further change to the car/coach parking arrangements did occur with the scheduled opening of the Green/Blue car/coach park adjoining First Way in July 2021. This replaced the

Yellow car/coach park on Engineers Way and ensures that all parking on the eastern side of the Stadium can be accessed directly from South Way. Traffic from this car/coach park is dispersed either via Fifth Way/Fourth Way or via South Way (once the pedestrian flow back to the Pink car/coach park has subsided) after events. This will again be of assistance in retaining a clear route for residents and businesses into the area after Stadium events.

82. As such, the recent alterations to the car and coach parking arrangements and highway network on the eastern side of Wembley Stadium, which allow Stadium traffic and local residential/business traffic to be kept largely separate, meet the aspirations of the original planning permission to provide a high quality highway arrangement for Stadium parking that minimises disruption to the local community. The original reasons for the event day cap have therefore now been largely addressed and there are no longer any highways concerns in principle with the event cap being eased.
83. It should be noted that other traffic management arrangements on the western side of the Stadium on event days will also need to continue, which include a number of road closures to maintain pedestrian safety to and from stations. These typically operate as follows:
 84. **South Way:** closure between First Way and Wembley Hill Road from four hours before the start of the event until 60-90 minutes after the event
 85. **Fulton Road:** closure between Empire Way and Rutherford Way for up to 2 hours before the start of an event and for up to 90 minutes after an event
 - **Engineers Way:** closure between Empire Way and Rutherford Way for up to 90 minutes after an event
 - **Wembley Hill Road:** closure between Empire Way and Harrow Road for up to 90 minutes after an event
 - **London Road:** closure between High Road and Wembley Central Square car park entrance for up to 3 hours during and after an event.
- These road closures are all concerned with protecting the safety of the high volumes of pedestrians arriving at and leaving the Stadium, particularly to and from stations, so would all continue to be required even if the Stadium Access Corridor were completed.
- As such, whilst it is recognised that the hosting of events at the Stadium does lead to congestion in the area before and after events, the highway works that have now been completed minimise the resultant disruption to residents and businesses in the area by keeping the bulk of event day traffic separated from local traffic.
86. Brent's Highway Network Management team have therefore confirmed that, subject to the meeting of their operational costs, the additional events proposed at the Stadium can be effectively managed.
87. It should be noted that in addition to increasing the maximum number of major events at the Stadium to 54, this application also proposes to raise the threshold at which an event is deemed to be a 'major' event from 51,000 to 60,000+ attendees. The cap of 51,000 was originally set on the basis that this reflected the capacity of the lower two tiers of the Stadium, so that a major event could be easily defined as one where the upper tier is in use. The

Stadium contends that the increased flexibility that electronic ticketing and turnstiles offer overcomes the need to relate the capacity threshold to the use of certain areas of the stadium.

88. Nevertheless, no other particular reason has been given for increasing the threshold from 51,000 to 60,000, as ultimately it is simply a number. In reviewing attendance levels over the last three years, no events were held that had between 51,000 persons and 60,000 persons. Notwithstanding, while it needs to be borne in mind that approval of this application could actually increase the maximum number of major events per year from 46 to 54 in addition to a potentially unlimited number of events of between 51-60,000, rather than simply from 46 to 54, this does not affect the number of events that the Stadium can hold, just the capacity of the crowd. Unlimited events with up to 51,000 attendees can already take place within the terms of the existing planning consent.
89. Although traffic associated with Stadium events can continue to be effectively managed in future, Brent's Highways Service do require the following measures to be provided in addition to existing long-standing obligations:
 90. A requirement for Wembley Stadium to cover Brent Council's costs of maintaining the Hostile Vehicle Mitigation ('HVM') equipment that has been installed around the Stadium in recent years. At present, the maintenance costs amount to approximately £60,000 per annum, but the Stadium would need to fully fund this cost, regardless of any price increases in future, as the measures are primarily in place for the purpose of protecting crowds for the Stadium;
 91. To contribute to the cost of a transport review and subsequent improvements with a focus on gaps in HVM, routes to and from Wembley Central, pick up and drop off points and parking pressures in hot spots and / or residential areas (estimated £100k – not including the cost of works)
 - (i) To contribute to the upgrade of two-way radio and public space CCTV systems directly used for event operations delivery (£280k)
 - (ii) To support the proposal, an Environmental Impact Assessment has been submitted, with a Transport Chapter. However, the conclusions of the report are based upon the marginal impact of eight extra events on average annual traffic and public transport flows, which does not give an accurate indication of impact on an event day.
 - (iii) Nevertheless, based upon the survey information that has been supplied in the Travel Plan, the modal share by car averages 6%-7%, with 78%-88% travelling by public transport. The high level of public transport use is welcomed, but it is noted that the survey data relates to events from 2018. Given that there are anecdotal reports that the modal share by car may have increased since the onset of the Covid pandemic, updated surveys need to be undertaken at the earliest opportunity to gain a clearer understanding of the current modal split figures. The previously secured Travel Plan for the Stadium can then be updated as necessary to support the proposed hosting of additional events at the Stadium.

Spectator Travel Plan

91. To help to manage travel to and from the site by modes other than the car, the applicant has submitted a Spectator Travel Plan ('STP'), which has the primary objective of facilitating sustainable travel to and from the Stadium for all events. This is in line with Event Day

Spectator Travel Plan Published in 2018 and December 2020. STP targets are measurable goals by which progress can be assessed. All targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable Realistic and Timed).

92. Within the STP, the average mode share for event spectators, derived from data obtained from the Stadium between 1st May 2017 to 1st May 2018 as per the 2020 Spectator TP, from England International football matches, other football matches (excl. THFC football matches), THFC football matches, concerts, rugby matches, and NFL games undertaken at the Stadium during this time. These mode shares were retained as it is still considered to be reflective of current and likely future mode shares (see Table 6 below).

Table 7: Modal share of the 2020 ES (source: Environmental Statement)

Major Sporting Event Mode Share							Major Non-Sporting Event Mode Share
	England Intl Football	Other Football	THFC Football	Rugby	NFL	Average	Concerts
Car	7.2%	7.2%	7.0%	7.9%	4.7%	6.80%	6.4%
Coach	5.1%	8.8%	2.7%	28.9%	2.5%	9.60%	2.7%
Motorcycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%
Blue Badge	0.2%	0.4%	0.4%	0.5%	0.0%	0.30%	0.2%
Minibus	0.4%	0.5%	0.2%	0.3%	0.0%	0.28%	0.0%
Mainline rail, LU, LO	86.9%	81.2%	80.5%	58.0%	84.2%	78.16%	75.7%
Other	0.2%	1.9%	9.2%	4.3%	8.6%	4.84%	15.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

93. It is anticipated that the proposed variation in event cap will result in the following future case scenarios illustrated in Table 7:

Table 8: Modal share future case scenarios (source: Environmental Statement)

	Major Sporting Events – Spectator Mode Targets			Major non-Sporting Events – Spectator Mode Targets		
	Mode split 2018/24	Target 2025	Target 2030	Mode split 2018/24	Target 2025	Target 2030
Car	6.80%	5.20%	4.90%	6.40%	5.1%	4.9%
Coach	9.60%	10.40%	11.20%	2.70%	3.5%	3.9%
Motorcycle	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Blue Badge	0.30%	0.30%	0.30%	0.20%	0.2%	0.2%
Minibus	0.28%	0.28%	0.28%	0.00%	0.00%	0.00%
Mainline rail, LU, LO	78.16%	79.16%	80.0%	75.5%	77.0%	77.6%
Other	4.84%	4.66%	3.42%	15.0%	14.2%	13.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

94. The travel plan coordinator ('TPC') will oversee the monitoring and review of the STP to ensure that the document reflects the changing requirements of the Stadium and is up to date

with the travel planning options available. Wembley Stadium will ensure suitable funding for the STP to ensure that the future commitment and ongoing monitoring and review can be achieved. The event category mode share targets will be reviewed in 2026 (1 year review) and 2029 (3 year review), with reports being submitted to the council following each review. Any such report will also include:

95. Up-to-date mode share in order to assess evolution and target achievement;
96. Suggested target amendments if applicable;
 - Spot count of cycle parking use on a few event days; and
 - Updated action plan showing measure already implemented and future measures.
- The STP is a live document that is intended to be regularly monitored and reviewed through the appointed TPC and regular meetings with Wembley Stadium event operation staff. It is anticipated that appropriate measures will be taken to secure and enforce the STP in order to ensure regular monitoring and review of the proposed targets and measures.

Noise

- The NPPF seeks to avoid noise giving rise to significant adverse impacts on health and quality of life. The PPG provides further guidance on this, noting that it is necessary to consider whether or not an adverse or significantly adverse impact is likely to occur, and whether or not a good standard of amenity can be achieved.
97. Policy D14 (Noise) of the London Plan seeks to manage noise, recognising the link to health and quality of life. It also seeks to minimise adverse noise impacts of new development without placing unreasonable restrictions on existing noise-generating uses. Where noise-sensitive development and noise sources are not separated, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles.
 98. Policy DMP1 of the Local Plan seeks to ensure that development will not result in unacceptable exposure to noise and general disturbance.
 99. The original planning permission included conditions relating to noise. Condition 5 restricted events utilising amplified sound (except for the public address system) taking place on the outer concourse of the Stadium. Condition 11 required that details of the public address system were submitted for approval prior to the use of the Stadium commencing. Condition 14 required details of the Stadium in-house distributed sound system to also be submitted. Therefore, noise impacts were considered previously and the measures that these conditions required remain in place. As with the previous application, the proposal is slightly different to many noise issues insofar that it is less about the overall impact of the noise in isolation, and more about the frequency that nearby receptors are exposed to it.
 100. A Noise Assessment has been undertaken and submitted alongside the application as part of the Environmental Statement. The Assessment considers the key noise impacts:
 101. Operational effects: noise from music noise breakout from the Stadium during an event; and

102. Road traffic: noise impacts from the potential increase in traffic flows on event days.

- Operational noise from the Stadium due to sporting events is generally lower than for non-sporting (music) events and has a shorter duration. For this reason, the assessment has considered the effect of an increase of 8 non-sporting events (over the existing baseline) as the 'worst case'.
- The noise impact from traffic noise is dependent on the capacity of the event so the comparison has included a non-sporting event with a maximum capacity of 100,000 (as a worse case) although these events are rare.

103. The music noise from the Stadium generated during an event was predicted using environmental noise modelling software. The noise impact from changes in traffic flows was considered in terms of the guidance provided in the Design Manual for Roads and Bridges (DMRB)

104. The submission asserts that factors that should be considered when determining the potential effects and whether noise is a concern include the following: -

105. Existing noise climate and cumulative noise from other developments.

106. The use of the Stadium for non-sporting events for many years.

- Very few noise complaints received by the Council in relation to non-sporting events.
- The intermittent nature and relatively short duration of noise from non-sporting events.
- The normal finishing time of events (no later than 11pm)
- The sound insulation requirements for any residential development constructed after the new Stadium.

Operational noise

- The resultant operational noise levels are not dependent on the capacity of the event as the dominant noise source is music i.e., there is no difference in off-site noise levels at an event with 100,000 capacity to that with a capacity of 77,000.
- Members should note that the planning applications which have been granted since the Stadium has been constructed have considered the impact on future residents to ensure that a suitable internal noise environment is ensured through the application of stringent noise mitigation measures. All new residential developments were subject to the additional acoustic requirements of the permitted 'Stage 1 Planning Permission' Development Area (outline permission ref: 03/3200 29/09/2004), which required that the buildings to be constructed to provide sound insulation against externally generated noise to achieve an internal condition of 38 dB LAeq,15min between 7am and 11pm with windows shut. Therefore, it should be considered that these properties will be adequately protected from noise from all activities associated with the Stadium.

107. Given that there has been a Stadium in this area of Wembley since 1924, and the Stadium

has hosted large scale music events since at least the early 1960's, the character of the noise from the proposed activities in terms of level and duration would be similar to which is experienced currently and has been so for many decades.

108. The applicants conclude that the additional noise created as a result of this application and the events to which it relates would have only a slight impact on residential amenity based on the increase in the number of events. They consider that this impact would only be felt on a limited number of additional events days, and only in a limited radius to the Stadium and therefore the proposed additional events would have only limited noise related implications on nearby residential properties over what is currently experienced.
109. In terms of noise associated with additional road traffic movements, in the period directly before and after an event, the assessment concludes that there would be a negligible noise impact from road traffic noise as a result of the variation to the event cap for events at the Stadium.

Road traffic noise

110. As agreed with officers, the road traffic noise assessment approach is similar to that used in the previous Environmental Statement produced to assess the THFC extension in 2018 and the 2020 Environmental Statement. On balance, the proposals are considered to comply with Policy D14 of the London Plan and Brent's Policy DMP1 by not resulting in unduly adverse noise impacts.
111. The Assessment concludes that the resulting traffic noise changes, should the proposed variation to the Event Cap goes ahead, are negligible to minor in magnitude of impact. The substantial majority of road traffic noise changes are rated as being negligible as they are less than 1 decibel. A single road link is predicted to experience an increase in traffic noise of just over 1 decibel, which is rated as a minor adverse impact, but is below the three decibel or more change that the DMRB advises as the threshold for a significant adverse.

Mitigation and monitoring

112. It is anticipated that there will be a negligible noise impact from road traffic noise as a result of the additional events proposed with the exception of one road link where a minor noise impact is predicted. However, this is a road through an industrial and commercial district where receptors are of low sensitivity to noise. Consequently, no mitigation is required to reduce the magnitude of this impact as the overall effect would be of negligible significance.
113. The addition of an extra 8 major events per year (based on the existing baseline) represents a modest increase of around 17% on the currently permitted number of events. Every non-sporting (music) event is managed to ensure that the music noise levels at noise sensitive locations stay within the permitted levels i.e. are below what might be regarded as a Significant Observed Adverse Effect Level and are mitigated and minimised as per adopted Policy.

In addition, the substantial majority of the year there will be no large-scale events at the Stadium and when there are, there is a strict curfew at 11pm and the events generally only last around 6hrs. National planning guidance considers factors such as how often, how late, and how long noise may occur for, as important factors to consider in assessing the effects of noise.

114. To avoid significant adverse effects due to noise from non-sporting music events it will be necessary that the noise monitoring and management required by the premises licence, which remains in place so that the Music Noise Level limits are not exceeded.

Summary

115. The following factors have been taken into account when considering the potential noise impact from the proposed additional activities: -

116. The existing noise climate of the area.

117. The current baseline noise levels are similar to those for the old Stadium.

- The use of the Stadium for sporting and non-sporting events for many decades.
 - The likely noise impact from traffic noise associated with the worst-case events (cap 100,000) is not significant in noise terms.
 - The existing Event Cap limits non-sporting events to no more than four consecutive days and there have been very few noise complaints received over the last 10 years of the operation of the Stadium for non-sporting music events, and none have been substantiated.
 - The intermittent nature and relatively short durations of noise from major sporting and non-sporting events.
 - The normal finishing times of the events.
 - The sound insulation requirements for any residential development constructed after the new Stadium.
- Environmental Health have reviewed the Noise Assessment and conclude that they are satisfied that the proposal would not cause any adverse noise impact on residential receptors and traffic generated noise is negligible.
 - Therefore, having regard to the above, the proposals are considered to comply with Policy D14 of the London Plan and Policy DMP1 of the Local Plan by not resulting in unduly adverse noise impacts.

Air Quality

118. With the site located in a designated Air Quality Management Area ('AQMA'), London Plan Policy SI1 and Local Plan Policy BSUI2 (Air quality) require the submission of an Air Quality Assessment ('AQA') to quantify pollutant levels across the site, consider its suitability for the proposed end-use and assess potential construction phase impacts as a result of the proposed development. As a minimum, developments should be Air Quality Neutral but being within a Growth Area, the scheme is also required to be Air Quality Positive.

119. Local Air Quality Management Technical Guidance ('LAQM.TG22') recommends that modelled concentrations should be within 25% of monitored concentrations, ideally within

10%. Where there is a large discrepancy between modelled and measured concentrations, it is considered necessary to adjust the model results to more accurately reflect local air quality.

120. It must be noted that what is being assessed is the uplift in numbers from 45 major events to 54 major events in a year, and the increase of non-major events to up to 60,000 persons.

Potential effects – During operation

121. Predicted annual mean concentrations of nitrogen dioxide in 2025 for existing receptors are set out in Table E5.1 of the Environmental Statement for both the “Without Scheme” and “With Scheme” scenarios. It demonstrates that the annual mean nitrogen dioxide concentrations are below the objective at all receptors, with or without the proposal. Negligible impacts are predicted at all receptors. On the same basis but at Table 5.2 of the Environmental Statement, the predicted annual mean concentrations of PM 10 and PM 2.5 in 2025 for existing receptors indicate that concentrations are below the relevant criteria at all receptors, with or without the proposal. Furthermore, as the annual mean PM 10 concentrations are below 32 µg/m³, it is unlikely that the 24-hour mean PM 10 objective will be exceeded at any of the receptors. The impacts of the Proposal on PM 10 and PM 2.5 concentrations at all receptors are negligible.

122. Table E5.3 of the Environmental Statement presents the same PM2.5 concentrations as Table E5.2 but assess the impacts against the GLA target for this pollutant. The annual mean concentrations of PM 2.5 exceed the GLA target with or without the Proposal. Exceedances of the target are common, and achievement is very unlikely to be possible before 2030. As such, it is unsurprising that there are exceedances. It is, however, clear from Table E5.3 that the Proposal results in a very small contribution to annual mean PM 2.5 concentrations (less than 0.1 µg/m³) and is unlikely to significantly delay achievement of the target.

123. The operational air quality effects without mitigation are considered to be ‘Not Significant’.

Air Quality Neutral

124. An Air Quality Neutral (‘AQN’) development is one that meets or improves upon the AQN benchmarks that set out the maximum allowable emissions of NO_x and particulate matter based on the size and use class of the proposed development. These benchmarks are based on research and evidence carried out by building and transport consultants and are designed to prevent the degradation of air quality from the combined emissions of individual developments. The two benchmarks relate to building emissions (‘BEB’) and transport emissions (‘TEB’). Developments need to meet both benchmarks to be considered AQN.

125. The Mayor’s Air Quality Neutral LPG sets out guidance on when an ‘air quality neutral’ assessment is required and how it should be undertaken, including how the benchmarks should be calculated. Importantly, in relation to ‘material and non-material amendments’, paragraph 2.5.1 of the guidance states:

“Changes to the design, energy or transport strategy after planning permission has been granted may affect whether a development is Air Quality Neutral. A reassessment of compliance with this guidance will normally be required for amendments to a planning consent that affect any of the following:

126. energy strategy

- the proposed type or number of power and/or heating appliances
 - transport strategy and/or travel plan
 - number of parking spaces
 - parking management plan
 - number of residential units
 - floorspace assigned to non-residential use classes.”
- Paragraph 2.5.2 states that “The reassessment should be proportionate and limited to the extent of the amendments. For example, a change to the number of car parking spaces would not need a reassessment of building emissions. A change that would unambiguously reduce emissions, such as replacing planned domestic boilers with heat pumps, or removing car parking could be allowed on that basis without reassessment at the discretion of the local planning authority.”

127. There is no change in any of the identified considerations including the transport strategy or travel plan, number of parking spaces or floorspace assigned to non-residential use classes. On this basis alone, there does not appear to be any requirement for an assessment. Moreover, paragraphs 2.5.1 and 2.5.2 refer to ‘reassessment’ (of compliance), which would only be possible if there had been an initial ‘assessment’ (of compliance). No such assessment was required or undertaken previously, either for the original application for the redevelopment of the Stadium or in relation to subsequent variations of the Event Cap condition.

128. Given that the planning application for the Stadium was submitted prior to the introduction of the requirement to meet with mandatory AQN benchmarks, no assessment is necessary, and this is supported by Environmental Health.

129. However, to give members some comfort that increasing the major event cap by 8 additional events will not lead to a worsening of air quality, a review of the TEB was provided for information purposes. The TEB for a stadium of 180,000sqm GIA is 8,496,000 trips per annum following the approach described in the GLA’s Guidance. The latest survey data for Wembley Stadium estimates the number of trips per annum to be less than 300,000. The current event cap (with swap provision) allows for between 43 and 46 events (generating around 6,500 trips per event). The total number of events could increase to 54 as a result of the additional major events being sought, which is expected to result in a total of around 330,000 trips per annum, or 3.9% of the benchmark.

Mitigation and monitoring

130. The assessment has demonstrated that the overall air quality effect of the Proposal will be ‘Not Significant’; the development-generated traffic emissions will not have a significant impact on local air quality. It is, therefore, not considered necessary to identify further mitigation measures for the proposal.

131. Notwithstanding, a Spectator Travel Plan has been prepared, which will maintain and

increase travel options to and from the Stadium, encouraging the use of sustainable travel modes, including walking, cycling and public transport. The Stadium benefits from access to three nearby underground stations and is served by a large number of bus stops. Olympic Way is mainly pedestrianised, and there is access to cycle parking both at the Stadium and within the local area, facilitating access by foot and cycle. The majority of trips taken to and from the site are by non-private car modes, which make up less than 7% of trips.

Summary

132. The proposed increase to the event cap is considered to be consistent with Paragraph 191 of the NPPF, being appropriate for its location in terms of its effects on the local air quality environment. It is also consistent with Paragraph 192, as it will not affect compliance with relevant limit values or national objectives.
133. Moreover, the redevelopment of the Stadium pre-dates the requirement for AQN assessment, although as demonstrated above, the TEB would be significantly below its benchmark.

Anti-social behaviour

134. A number of objections cite anti-social behaviour as being a problem with the existing operation of the Stadium, with objectors concerned that additional events at Wembley would further exacerbate the issues they face. Objections have noted rowdy, unruly, and abusive behaviour. Drunkenness, public urination, and litter have all been raised as existing and ongoing problems that can extend beyond the immediate surrounds of the Stadium.
135. Although it is not possible for WNSL to control the behaviour of people when they are some distance away from Wembley, some measures were introduced with the previous application to better manage the situation nearby than are currently in place.
136. Previous agreements have required the Stadium to cover the costs of street cleaning, and this would still apply. A deed of variation ('DoV') would again secure a financial contribution to be paid by the Stadium to Brent Council per additional major non-sporting event. This would go towards mitigation measures as agreed between WNSL and the Council. This could be used to cover measures to address public safety and anti-social behaviour such as additional public toilets, public safety reviews, street trading and to tackle pirate parking.
137. Additional litter bins have previously been provided as part of s.106 obligations. It should also be noted that moneys were provided by the applicant for the 2017/18 season for improvements to the CCTV and security systems deployed around the Stadium, and for additional signage works. WNSL have also agreed to contribute to the necessary upgrading of the two-way radio and public space CCTV systems directly used for event operations delivery.

Mitigation

138. Since the original permission for the Stadium was granted, measures have been sought and secured to mitigate against potential detrimental impacts. Obligations must satisfy Regulation 122 of the Community Infrastructure Levy Regulations 2010 which makes it unlawful for any planning obligation to be taken into account as a reason to grant a planning

permission if it does not meet the three tests set out in the Regulation. The three tests are:

- 139. necessary to make the development acceptable in planning terms;
- 140. directly related to the development; and
- 141. fairly and reasonably related in scale and kind to the development
- 142. Table 9 below sets out the mitigation measures.

Table 9: Table of obligations and level at which they apply

	10k+	51k+	60k+ (up to 46 events)	60k+ (>46 events)
Control of off-site parking including contribution of £3,000 towards parking enforcement measures for major events	N/A	Y	Y	Y
Private hire management scheme and trusted parking scheme	N/A	Y	Y	Y
Up to £1,000 per event for signage maintenance	N/A	Y	Y	Y
Updated Spectator Travel Plan (including Spectator communication)	Y	Y	Y	Y
Event day street cleansing	N/A	Y	Y	Y
Stewarding strategy	N/A	Y	Y	Y
Toilet contribution	N/A	Y	Y	Y
Skills and training	Y	Y	Y	Y
Wembley Park Station contribution of up to £150k for CCTV and/or signage upgrades	Y	Y	Y	Y
Up to £100,000 towards a transport study, based upon a brief to be agreed with LB Brent, and up to a further £200,000 towards any recommended improvements identified within the study	Y	Y	Y	Y
£750 per event towards LB Brent's operational costs for all events with an expected attendance greater than 51,000 persons	N/A	Y	Y	Y
£15,000 towards LB Brent's operational costs for each subsequent major event after Event 46 (if triggered)	N/A	N/A	N/A	Y
Up to £200,000 towards CCTV maintenance/system upgrades around the Stadium	N/A	N/A	N/A	Y
Annual retrospective review meeting	Y	Y	Y	Y

Equalities

- 143. 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).

Conclusions

144. The objections received indicate that there is a level of impact currently experienced by local residents as a result of events at the Stadium, with concerns predominantly focussed on anti-social behaviour, transport issues, air quality and noise. Some impacts are to be expected, given the size of the Stadium and its siting in a location surrounded by residential properties and businesses, within a dense urban area, although it must be remembered that a Stadium has been in situ for over 100 years.
145. The original cap on events was imposed to manage the impacts until such time as specific transport improvements had been made. Whilst most of these have taken place, not all of them have been realised. Circumstances have changed since the original planning permission in 2002, which suggest that the final piece of transport infrastructure (i.e., the Stadium Access Corridor) will not be provided in its originally envisaged form, but other changes to the road network have now taken place. Therefore, the Council considers that the cap remains relevant.
146. Clearly, to increase the number of higher capacity events to accommodate up to 8 additional major non-sporting events per calendar year would imply an increase in the impact. However, a wide range of mitigation measures have previously been secured and would continue to do so to help mitigate these impacts. There are ongoing efforts to reduce the number of vehicles on an event day, including additional parking enforcement capacity and an updated Spectator Travel Plan to promote sustainable travel patterns. WNSL and public transport operators work closely to promote sustainable transport solutions and maximise the efficiency of the network. This in turn contributes to reducing noise and air quality issues.
147. Infrastructure works including two-way working in the area to the east of the Stadium and the opening of a link between the western end of North End Road and Bridge Road to provide an east-west route past the Stadium that is capable of being kept open at all times before and after Stadium events has improved traffic flow in the area and assist residents' movements on event days.
148. The Trusted Parking Scheme aims to ensure authorised car parks are responsibly run in a way that would limit their impact on neighbouring residents and reduce local congestion, whilst the Private Hire Management Scheme would reduce the number of vehicles in the area around the Stadium after events have finished.
149. Employment and Training benefits for Brent residents would also be secured by the proposed scheme.
150. With regard to antisocial behaviour, a financial contribution would be paid by the Stadium to Brent Council per additional major non-sporting event. This would go towards mitigation measures as agreed between WNSL and the Council which may cover measures to address anti-social behaviour.
151. Whilst it is appreciated that local residents face challenges on event days, the direct

economic benefits for the local Brent economy of Stadium events are also recognised, including spending on accommodation, food, drink and other ancillary items within the Wembley area. The uplift in the event cap would also create additional event day steward and catering positions. Whilst some types of business would suffer on event days, many would benefit from the influx of people to the area.

152. In summary, it is recognised that there is a level of impact associated with major events now, and that this would increase with an increase in the number of high capacity major events. However, the measures proposed would ensure that this is moderated as much as is reasonably achievable. All are considered necessary to mitigate the increased number of major events which this application proposes.
153. A further consideration is that the Stadium can already be used for events up to 51,000 without restriction. Existing mitigation measures would be extended to cover this increase. Measures including the training and employment opportunities would apply more broadly to Stadium events, not just the additional major non-sporting events for which permission is sought under this application and would therefore provide wider benefits to local people and the local economy more generally.
154. The proposal is considered to accord with the development plan, having regard to material planning considerations. While there will inevitably be some additional impacts associated with an increase in the number of higher capacity non-sporting events, a range of mitigation measures are proposed and some benefits are also anticipated. The proposal is, on balance, recommended for approval.



Application No: 24/1329

To: Mr Baker
Lichfields
The Minster Building
21 Mincing Lane
London
EC3R 7AG

I refer to your application dated **15/05/2024** proposing the following:

Variation of conditions 1 (Event Cap) and 2 (Temporary Traffic Management) of Variation of Conditions reference 20/4197 dated 21 June, 2021, for Proposed variation of Condition 1 (event cap) of planning permission reference 18/4307 (varied permission for the construction of the stadium, dated 07/03/2019), to allow up to 9 additional major non-sporting events per event calendar year.

Planning permission 99/2400 was for the demolition of the original Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof).

Application reference 17/0368 granted permission to vary condition 3 (event cap) of consent 99/2400 to allow 22 additional major Tottenham Hotspur Football Club events in between 1 August 2017 and 31 July 2018.

Application reference 18/4307 granted permission to vary conditions 1 (event cap) and 2 (temporary traffic measures) of planning permission reference 17/0368 to allow 8 additional Major Tottenham Hotspur Football Club (THFC) events to May 2019.

The current application includes the submission of an Environmental Statement.

and accompanied by plans or documents listed here:
see Condition 3

at **Wembley National Stadium, Olympic Way, Wembley, HA9 0WS**

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: 03/09/2024

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:

Revised National Planning Policy Framework 2023
 London Plan 2021
 Brent Local Plan 2021
 Wembley Area Action Plan 2015

- 1 That until the following works are completed to the satisfaction of the Local Planning Authority and written confirmation as such is given to the applicant or owner or occupier:

1. Improvements to Wembley Park Station to achieve a capacity of 50,000 persons per hour and
2. Construction of roads known as the Estate Access Corridor and the Stadium Access Corridor

The number of major events held at the stadium in any one calendar year shall be restricted to no more than 54 (to exclude European Cup and World Cup events where England/UK is the host nation). This shall be described as the cap. Within the event cap, the number of major events involving UK based domestic association football teams shall be restricted to more than 25.

Note: for the purposes of this condition major event means an event in the stadium bowl with a capacity in excess of 60,000 people.

A calendar year runs from 1 January to 31 December

- 2 Temporary traffic management measures shall be provided for no more than 54 stadium events per calendar year, unless a scheme for an alternative number is submitted to and approved in writing by the local planning authority.

Reason: To enable the A406 North Circular Road to continue to be used efficiently as part of the national system of routes for through traffic in accordance with section 10(2) of the Highways Act 1980 and to ensure the continued safety of traffic using that road.

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

As approved under 99/2400

CL/4929/PA1 - Application Boundary Plan

As approved under 06/0206

pa10001 rev 01 Location Plan
 pa10002 rev 03 Proposed Demolition Plan, Areas to Regard, Trees to Remove
 pa10003 rev 05 Proposed Site Plan
 pa10005 rev 01 Existing Site Plan
 pa10006 rev 04 Proposed Plan Level B2 +40.50m Lower Basement
 pa10007 rev 05 Proposed Plan Level B1 +45.70m Upper Basement
 pa10009 rev 05 Proposed Plan Level S0 +52.80m Lower Concourse
 pa10010 rev 02 Proposed Plan Level S1 +56.94m Lower Concourse Gallery
 pa10011 rev 02 Proposed Plan Level S2 +61.20m Club Concourse
 pa10012 rev 02 Proposed Plan Level S3 +66.32m Lower Hospitality

pa10013 rev 02 Proposed Plan Level S4 +70.16m Upper Hospitality
pa10014 rev 02 Proposed Plan Level S5 +75.20m Upper Concourse
pa10015 rev 02 Proposed Plan Level S6 +84.92m
pa10016 rev 02 Upper Deck Level Full Bowl
pa10017 rev 02 Roof Plan - Roof Open
pa10018 rev 02 Roof Plan - Roof Closed
pa10023 rev 02 North/South Sections Facing West
pa10024 rev 02 East/West Sections Facing North
pa10025 rev 03 North and South Elevations
pa10026 rev 02 East and West Elevations
pa10027 rev 02 North West Facade Detail Section and Elevation
pa10028 rev 02 South Facade Detail Section and Elevation
pa10029 rev 03 North West Facade Detail Section and Elevation
pa10030 rev 02 Proposed Bowl Configuration Football and Rugby
pa10031 rev 02 Proposed Bowl Configuration Concert
pa10033 rev 02 Proposed Bowl Configuration Athletics
pa10037 rev 02 Wireframe Perspectives of Bowl
pa10038 rev 02 Wireframe Perspectives of Exterior

Supporting documents submitted under this application

GIS\CL\04929\40-0 Site Location Plan

Covering Letter dated 15 May 2024

Planning Statement dated 15 May 2024

Environmental Statement dated December 2024 comprising:

Volume 1 - Technical Assessments April 2024

- Chapter A – Introduction, Background and Description of the Proposal
- Chapter B – Methodology, Scope and Approach to the EIA
- Chapter C – Socio-Economics
- Chapter D – Transport
- Chapter E – Air Quality
- Chapter F – Noise
- Chapter G – Cumulative Impact Assessment & Summary of Mitigation and Monitoring

Volume 2 – Technical Appendices

Non-Technical Summary

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

- 4 No external lighting shall be installed unless details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full, except that which is part of the lighting scheme approved on 8 April 2014 (reference 14/0804) in respect of condition 7 of planning permission 99/2400.

Reason: In the interests of the safety and convenience of stadium users and the amenities of nearby residents and to avoid light pollution.

- 5 The details of apparatus for the neutralisation of all effluvia from the processes of cooking, including details of the point of extraction approved on 30 July 2004 (reference 04/2355) in respect of condition 13 of planning permission 99/2400. shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: To protect the amenities of the occupiers of adjoining properties.

- 6 The details of the in-house distributed sound system approved on 30 July 2004 (reference 04/2355) in respect of condition 14 of planning permission 99/2400 shall be maintained as approved except with the prior written consent of the Local Planning Authority.

Reason: To protect the amenities of the occupiers of adjoining properties.

- 7 No temporary traffic management shall be provided on event days other than in accordance with a scheme approved by the Local Planning Authority in consultation with the Highway

Authority.

Reason: To enable the A406 North Circular Road to continue to be used efficiently as part of the national system of routes for through traffic in accordance with section 10(2) of the Highways Act 1980 and to ensure the continued safety of traffic using that road.

- 8 The details within the parking management strategy document for the use of on-site parking approved on 20 September 2002 (reference 01/0222) in respect of condition 37 of planning permission 99/2400 shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: To ensure a satisfactory access, egress and parking arrangements without hazard to health and safety.

- 9 The details of the loading and delivery facilities for the proposed stadium approved on 30 August 2002 (reference 01/0223) in respect of condition 38 of planning permission 99/2400 shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: In the interests of the safety and convenience of users and visitors to the site.

- 10 The details of the facilities for the setting-down and collection of patrons to the Stadium by coach, car and taxi, including a programme for the appropriate development of additional off site coach parking facilities if necessary approved on 20 September 2002 (reference 01/0225) in respect of condition 39 of planning permission 99/2400 shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: In the interests of the safety and convenience of users and visitors to the site.

- 11 Unless otherwise agreed in writing by the Local Planning Authority:

- (i) 250 car-parking spaces for the use of the disabled shall be provided for each major event in the location approved prior to each event pursuant to Condition 37 of 99/2400, which was discharged on 20 September 2002 (reference: 01/0222).
- (ii) For all non-major events at least 5% of the parking provision for that event shall be for the use of disabled persons.

The spaces provided shall be a minimum width of 3 metres and shall be provided and retained for the exclusive use of disabled people at all times during the operation of events at the Stadium.

Reason: To ensure adequate provision for the needs of disabled people.

- 12 The details of the cycle provision approved on 9 September 2002 (reference 00/2382) in respect of condition 41 of planning permission 99/2400 shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: To ensure that an adequate provision is made for cycle users in accordance with the strategy submitted by the applicant.

- 13 No event resulting in amplified sound, other than a public address system, shall take place or be operated on the outer concourse of the stadium unless agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of residents and other occupiers around the site.

- 14 The details of the management of the toilet provisions approved on 12 March 2007 (reference 06/0206) in respect of condition 46 of planning permission 99/2400 shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local

Planning Authority and the approved details are thereafter implemented in full.

Reason: To ensure an adequate provision for access to toilet facilities in accordance with the strategy submitted by the applicant.

15 Major non-sporting events shall not take place on more than four consecutive days.

Reason: To control the anticipated cumulative effects of consecutive major non-sporting events.

INFORMATIVES

1 For the avoidance of doubt, the use of the Stadium for education purposes (Use Class D1) granted by planning permission 13/1945 is unaffected by this planning permission.

Any person wishing to inspect the above papers should contact Sean Newton, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5166

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

11 September, 2024
05
23/0176

SITE INFORMATION

RECEIVED	18 January, 2023
WARD	Alperton
PLANNING AREA	Brent Connects Wembley
LOCATION	All Units at Dowlings Parade, HNS Autos and Delta Hand Car Wash, Bridgewater Road, Wembley, HA0 1AJ
PROPOSAL	Partial demolition of the HNS Autos building and other associated buildings on site and erection of new building comprising residential units and commercial space at ground floor level, cycle parking spaces, blue badge parking, amenity space and 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_163366</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 "23/0176" (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 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. Off-site Affordable Housing Financial Contribution (£185,470) to be utilised to fund additional affordable housing within the Borough together with an early and late stage review
4. Affordable Workspace Provision contribution (£150,000)
5. Detailed design stage energy assessment:
 - (a) Initial carbon offset payment to be paid prior to material start if zero-carbon target not achieved on site.
 - (b) Post-construction energy assessment. Final carbon offset payment upon completion of development if zero-carbon target not achieved on site.
 - (c) 'Be seen' energy performance monitoring and reporting
6. Controlled Parking Zone – Financial contribution of £16,000 towards implementation of Controlled Parking Zone in the vicinity.
7. A parking permit restriction to remove the right of residents to on-street parking permits in any future Controlled Parking Zone that is implemented in the area.
8. Highway Works under a S38/S278 Agreement to:
 - (i) widen the footway along the eastern side of Bridgehill Close fronting the site to 2m
 - (ii) remove the existing crossovers to Bridgewater Road and reinstate them to footway and verge.
 - (iii) repave the footway fronting Bridgewater Road, together with associated amendments to lining, signing, lighting and drainage and any other accommodation works.
9. Car Club - Provision of three years free membership of a local Car Club for all incoming residents.
10. Financial Contribution of £7,000 towards off-site planting of two street trees and their maintenance within the vicinity of the site
11. Submission of a detailed 'Television and Radio Reception Impact Assessment' and underwriting of all mitigation required in addressing any interference.
12. Indexation of contributions in line with inflation (to be indexed from date of Planning Committee resolution)
13. 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:

Compliance

1. Three-year rule
2. Approved drawings and documents

3. Non-residential floorspace to be E(g)(ii) or (iii) only
4. Number of residential units
5. Water Consumption
6. Ecological Assessment
7. Non-Road Mobile Machinery
8. Building Regulations M4(2) 'accessible and adaptable
9. Electric Vehicle Charging Points
10. Flood Risk Assessment
11. Aerials
12. Implementation of Noise Mitigation measures

Pre-commencement

13. Construction Method Statement
14. Construction Logistics Plan
15. Liaison with London Underground
16. Tree Protection Plan and Arboricultural Assessment

Post-commencement

17. Piling Method Statement
18. Site Investigation
19. Materials
20. Overheating
21. Surfaces
22. Landscaping Details

Pre-occupation or use

23. Lighting
24. Noise Plant Details
25. Delivery and Servicing Plan
26. Vibration

Informatives

1. CIL Liability
2. Liaison with London Underground
3. Party Wall Act
4. Asbestos removal
5. Quality of imported soil


- 6. London Living Wage
- 7. Fire Safety standards
- 8. Notify Highways of work starting

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

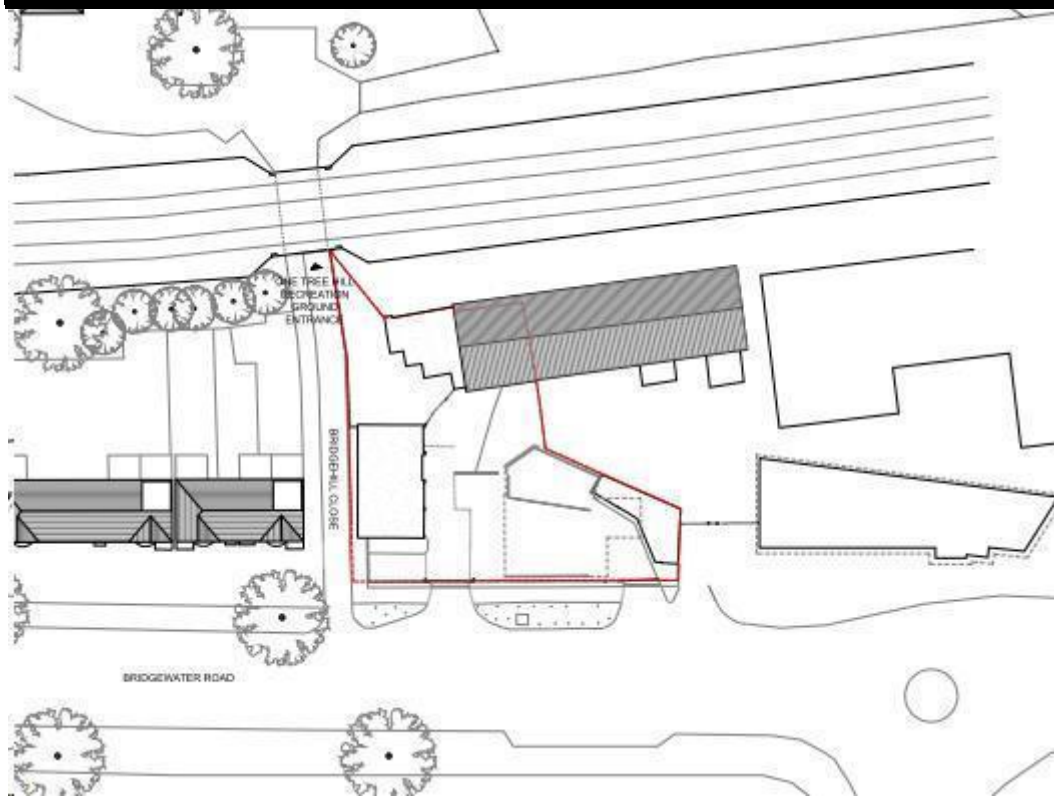


Brent

Planning Committee Map

Site address: All Units at Dowlings Parade, HNS Autos and Delta Hand Car Wash, Bridgewater Road, Wembley, HA0 1AJ

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This map is indicative only.

PROPOSAL IN DETAIL

The proposal is to demolish the existing buildings on site and erect a building of eight storeys in its place. On the ground floor of the building there would be a 720sqm area of light industrial workspace (Use Class E(g) and a single ancillary disabled parking space. Ancillary floorspace such as cycle stores and plant area would be located at the ground floor level, with refuse stores also on the ground floor and accessed via Bridgehill Close.

Above this there would be 32 new homes and communal amenity space on the 1st, 4th and roof level.

There is an extant consent relating to this site which will expire in April 2025 for a similar scale of development. That development was one storey lower (maximum of 7 storeys) and contained 28 homes. Changes have also been made to address fire safety issues.

Key Information

Site Designations

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

Land Use Details

Site area (ha):	0.1ha
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Non-residential details:			
	Use Description	Use Class	Floorspace (m ²) (Gross Internal Area)
Existing	Car Wash and Auto Repairs Garage (former use)	Sui Generis	575 m ²
Proposed	Residential	C3	1,998m ²
	Workspace	Class E(g(ii & iii))	720m ²
Total Proposed			2,718 m²

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	1	1		73

Environmental performance

	Policy target	Proposed
Energy		
Percentage of on-site carbon savings beyond Part L of Building Regulations (2021)	The proposed regulated development with 'Be Lean', 'Be Clean' and 'Be Green' measures incorporated within the residential part of the development is confirmed an improvement in build fabric at over 20.35% at the "Be Lean" stage and an overall improvement (BER/TER) in regulated emissions at over 71.88% above Part L 2021 standard, through the adoption of very high standards of insulation, heat pump driven heating and hot water systems and a roof mounted PV array. The scheme would require an estimated carbon off-set payment of £24,624.00 to meet with London Plan "Zero Carbon" requirements.	
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

EXISTING

The application site is located on the north-eastern side of Bridgewater Road, and to the southeast of the junction with Bridgehill Close. It contains three buildings – the rear proportion of the site contains a warehouse building previously used to facilitate car repairs (known as HNS Autos), the southern section of the site fronting Bridgewater Road contains a car wash and the northern eastern end along Bridgehill Close contains commercial use at ground floor and a residential flat on the upper floor.

The Piccadilly Underground line tracks run directly north of the site and to the south-east are industrial buildings.

The wider surrounding area is mixed in character, comprising traditional residential areas to the west, the Recreation Ground and Alperton School to the north, Alperton Bus Garage to the southeast and commercial and industrial buildings to the south, with large-scale redevelopment occurring in Alperton Growth Area further to the southeast. The site is not within a Conservations Area nor are any of the buildings occupying the site listed buildings.

The site lies within a designated Locally Significant Industrial Site (LSIS) and Tall Building Zone and is designated for "intensification and some co-location" potentially allowing both industrial capacity and new homes. The site falls at the end of an intensification corridor. The proposal is situated to the north of Alperton Growth Area within the Local Plan, which covers the area along the northern side of Bridgewater Road between the footpath over the railway line to One Tree Hill Recreation Ground and the Bus Depot on the junction with Ealing Road. Within the Local Plan, the application site also forms part of a wider site allocation.

AMENDMENTS SINCE SUBMISSION

The proposal has been revised since submission to introduce further fire safety mitigations in accordance with HSE advice.

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, against policy and other material considerations.

Principle of Development: The proposal is for a residential-led mixed use development that responds well to the policy context which seeks to encourage co-location of residential and industrial uses on appropriate sites. The site is situated within a Locally Significant Industrial Site (LSIS) and as such the 720sqm of proposed workspace (Use Class E(g) floorspace provided would meet London Plan and local policies

requirements. The proposal would also contribute towards the borough's housing targets within this Growth Area.

Consultation: Throughout the course of the application, one objection was received. The objector raised concerns with regard to the possible overdevelopment of the site, the buildings overall height and the buildings resultant impact upon the surrounding area. These matters are addressed within the report.

Affordable Housing: The scheme as proposed would not deliver any on-site affordable housing and it has been demonstrated through the consideration of a financial viability appraisal by consultants acting on behalf of the Council that the scheme could not viably deliver any affordable housing on site. An off-site contribution would be secured to the value of £185,470. This has been demonstrated to be the maximum viable contribution. The scheme is therefore compliant with policy. In addition, an upwards only late-stage review mechanism would be secured within a Section 106 Agreement to capture any off site contributions towards affordable housing in the event that viability improves together with an early stage review should works not meaningfully start within two years of permission being granted. The proposal is therefore considered to comply with policies H4, H5 and H6 of London Plan 2021 and policy BH5 of Brent's Local Plan 2019-2041.

Housing Mix: In line with Policy BH6 of the London Plan the proposal should seek to achieve 1 in 4 of the homes as family sized home (three bedrooms or more). The scheme does not quite achieve this requirement, providing 7 three bedroom family units equating to 21%. While this is noted to be a shortfall of 1 home, the development provides a positive contribution towards housing in the Borough and given the viability constraints, it is recommended that this minor shortfall can be accepted on balance and in this instance. The proposal includes 3 M4(3) wheelchair accessible / easily adaptable homes, which falls marginally short of the 10 % target (with a minimum of 3.2 homes required to achieve this target). All other homes will be constructed to M4(2) accessibility levels. This minor shortfall is considered to be acceptable on balance. These matters are discussed further in the housing mix section of the report.

Industrial floorspace: The proposal would include 720 sqm of light industrial floorspace which would be the same as the extant consent. While this would exceed the existing floorspace levels, it would fall marginally (36 sqm) short of the 0.65 ratio. This provision is considered to be acceptable on balance given the constrained nature of the site. A contribution of £150,000 would be secured towards the off-site provision of Affordable workspace.

Design and Appearance: Proposed development would comprise of a new eight storey building with upper floor amenity space areas. The proposed development would comprise of commercial floorspace at ground floor, with 32 residential units above. The ground floor would include large panel glazing for the proposed commercial space on the ground floor. The proposed development would be predominantly finished in brick, with flat roofs. The proposed development would be of a similar overall design and vernacular to other similar examples recently approved in Brent and would largely mimic the previously consented scheme on this site (which will expire in April 2025) but had a maximum height that is one storey lower. An appeal was also submitted against an earlier application, with the appeal dismissed by the Planning Inspectorate as it was concluded that the level of industrial floorspace was not sufficient and would have failed to deliver an adequate level of employment land. There were also concerns raised with regard to the height and the step up from the two-storey properties. However, since this dismissed appeal, the above consented scheme remains a material consideration and Brent has adopted its new Local Plan. This is discussed in more detail within the design section of this report.

Overall, the design is considered to be of a high quality and the overall height and massing are considered appropriate when factoring the high-density developments in the wider area and the traditional residential properties northwest of the application site, along with the benefits associated with an increase in residential unit numbers when considering the housing crisis and the need to deliver new homes. This is discussed further in the design section of this report.

Relationship with Neighbouring Properties: As discussed later within this report, the proposal would allow for adequate separation distance with regards to the existing residential properties north-west of the application site. Furthermore, the proposal would allow an appropriate separation distance from all other adjoining sites. Impacts on daylight and sunlight to neighbouring properties, and overshadowing to neighbouring external amenity spaces, have been assessed and are considered to be acceptable given the site's location within the Alperton Growth Area and provides a transition between the possible future taller buildings on Ealing Road junction and the lower scale suburban housing on Bridgewater Road. The impact on

daylight, sunlight, outlook, sense of enclosure and privacy are all discussed further in the body of this report.

Sustainability and Energy: The Energy Strategy demonstrates that carbon emissions for the residential use would be an improvement in build fabric at over 20.35% at the “Be Lean” stage and an overall improvement (BER/TER) in regulated emissions at over 71.88% above Part L 2021 standard, through the adoption of very high standards of insulation, heat pump driven heating and hot water systems and a roof mounted PV array.

Environmental Health Considerations: The proposal has been assessed in terms of air quality, noise and vibration, and contaminated land, and Environmental Health officers have requested conditions to ensure these issues are dealt with satisfactorily. A construction method statement would also be required by condition.

Flood Risk and Drainage: The site is located in a Flood Zone 1 area and therefore has a low-level risk of flooding. The proposal development would greatly reduce the surface water run off leaving the site and as such would reduce flood risk on site and elsewhere. This is discussed further in the body of this report.

Trees, Landscaping and Biodiversity: All trees on or adjoining the site are considered to be of low arboricultural value and the ecological value of the site and its surroundings is low. Tree protection measures have been proposed, together with ecological enhancements provided as part of the landscaping scheme. There is a wildlife corridor situated at the rear along the railway lines, however, the proposal through the replacement of the predominantly hardstanding site will improve and further enhance green spaces and biodiversity within the site, supporting the wildlife corridor.

Transport Considerations: The level of car parking (one disabled parking space) is considered sufficient given the high level of public transport accessibility. A financial contribution of £16,000 would be provided towards the implementation of a Controlled Parking Zone and the scheme would be “car free”. Servicing and refuse arrangements are acceptable. A final Delivery and Service Plan has been requested via condition. Satisfactory levels of cycle parking are proposed to London Plan standards.

RELEVANT SITE HISTORY

Application 19/3819 for a seven-storey building, accommodating 32 residential units was refused in 2020. Further to this an appeal was made and was dismissed by the Planning Inspectorate.

Application Ref: 20/1151 was submitted and approved for a seven-storey building facilitating 28 new residential dwellings and 720sqm of industrial workspace. The modifications made to this scheme overcame the previous refused application and appeal decision outcome linked to application 19/3819.

CONSULTATIONS

58 properties were consulted on 23rd January 2023, a site notice was erected on 27th January 2023 and a press notice was run on 2nd February 2023.

One objection was received during the course of the application which raised concerns with regard possible overdevelopment, the buildings overall height and the buildings impact on the surrounding area.

The assessment of the planning application below addresses the concerns raised in regard to height and design, in addition to the principle.

Internal/External Consultation

Environmental Health

The team noted that the site is within an air quality management area and therefore owing to the size of development, the applicant provided an air quality assessment and air quality neutral assessment undertaken by The Pes Ltd. The assessment methodology was accepted, along with the conclusion and therefore, no mitigation measures were required and the development was considered to meet the air quality neutral criteria.

While there is no objection or conditions required in relation to air quality, conditions have been requested for construction noise and dust and as a result of the submitted site investigation Geosmart Phase 1 Assessment a condition for investigation and remediation works has been required.

Further information has also been requested in relation to noise, given the sites proximity to the railway lines, and lighting for the new development. The have been secured through planning condition.

Thames Water

As the proposed development is located within 15m of a strategic sewer, Thames Water have requested a piling method statement, detailing the depth and type of piling to be undertaken as it could have the potential to significantly impact the local underground sewerage utility infrastructure. Additionally, with regard to surface water Thames Water have requested that the applicant demonstrate what measures would be taken to minimise groundwater discharges into the public sewer. Therefore, a groundwater risk management permit from Thames Water is required and the applicant should contact the team to arrange this. A condition and an informative relating to the above will be attached to the consent.

London Underground

Given the sites location close to railway infrastructure, while the team have no objection to the planning application, they have identified a number of potential constraints and recommended a condition.

While it is noted that the London Underground consultation response sought a condition which restricted the LU facing elevation to not contain openable windows, or balconies, the elevation to which this condition would have related would be situated approximately 13m from the railway at its closest point (excluding the 1st floor rear terrace which would be below the railway line and set away be approximately 11m). As such, it is considered that this would be a normal relationship with an active railway in an urban context, and would cause no potential harm to the railway and as such it is considered that that part of the proposed condition would not be appropriate and is therefore in this instance not considered to be required.

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 include:

London Plan 2021

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

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

D12 – Fire Safety

D13 – Agent of Change

D14 – Noise

H1 - Increasing housing supply

H2 - Small Sites

H4 - Delivering affordable housing.

H5 - Threshold approach to applications

E4 - Land for industry, logistics and services to support London's economic function.

E6 – Locally Significant Industrial Sites

E7 - Industrial intensification, co-location and substitution

G5 – Urban Greening

G6 - Biodiversity and access to nature

SI1 – Improving air quality.

SI.2 – Minimising Greenhouse gas emissions

SI4 -Managing heat risk.
SI.5 - Water Infrastructure
SI.13 - Sustainable drainage
T2 - Healthy Streets
T4 - Assessing and mitigating transport impacts
T5 – Cycling
T6 - Car parking
T7 - Deliveries, servicing and construction

Brent Local Plan 2019-2041

Policy DMP1 Development Management General Policy
Policy BP7 Southwest
Policy BSWGA1 Alperton Growth Area
BSWSA1 Alperton Industrial Sites
Policy BD1 Leading the Way in Good Urban Design
Policy BD2 Tall Buildings in Brent
Policy BH1 Increasing Housing Supply in Brent
Policy BH2 Priority Areas for Additional Housing Provision within Brent
Policy BH4 Small Sites and Small Housing Developments in Brent
Policy BH5 Affordable Housing
Policy BH6 Housing Size Mix
Policy BH13 Residential Amenity Space
Policy BE1 Economic Growth and Employment Opportunities for All
Policy BE2 Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS)
Policy BHC3 Supporting Brent's Culture and Creative Industries
Policy BGI1 Green and Blue Infrastructure in Brent
Policy BGI2 Trees and Woodlands
Policy BSUI1 Creating a Resilient and Efficient Brent
Policy BSUI2 Air Quality
Policy BSUI3 Managing Flood Risk
Policy BSUI4 On-Site Water Management and surface water Attenuation
Policy BT1 Sustainable Travel Choice
Policy BT2 Parking and Car Free Development
Policy BT3 Freight and Servicing, Provision and Protection of Freight Facilities
Policy BT4 Forming an Access on to a Road.

The following are also relevant material considerations include:

The National Planning Policy Framework 2023
Planning Practice Guidance

GLA 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
Energy Planning Guidance

Brent Guidance

LB Brent S106 Planning Obligations Supplementary Planning Document (2022)
LB Brent Design Guide for New Development (SPD1)
LB Sustainable Environment and Development SPD (2023)
LB Brent Affordable Workspace (2022)
LB Brent Residential Amenity Space and Place Quality Supplementary Planning Document (2023)

DETAILED CONSIDERATIONS

Background

1. Application 19/3819 for a seven-storey building, accommodating 32 residential units was refused in 2020. The application failed provide a satisfactory level of industrial floorspace within a designated Locally Significant Industrial Site. The proposed height and proximity of the development to the suburban housing on Bridgewater Road was not considered an appropriate transition and relationship due to the overall scale of the building. The application was also refused on the basis that the northwestern flank elevation would result in unacceptable levels of overlooking to the occupants of No. 2 Bridgewater Road. The proximity of the habitable room windows along the southeastern elevation of the site failed to have an appropriate relationship with regards to the nature of the adjoining industrial location or development site, either for industrial or mix-use purposes as part of a development at this site.
2. Further to this an appeal was made and was dismissed by the Planning Inspectorate. It was concluded that the level of industrial floorspace was not sufficient and would fail to deliver an adequate level of employment land. The Inspector outlined that the proposal would either lead to an unacceptable loss of privacy for the occupants of No 2, or unsatisfactory living conditions for the occupants of Flat 2 due to poor outlook and concluded that it would conflict with Policy DMP1 of the BLPDMP which requires development to provide high levels of internal and external amenity. The inspector in this instance also concluded that the height of the proposed development would appear visually intrusive and would fail to provide an appropriate transition between the existing housing and the taller developments planned in the Growth Area. This matter is discussed further in this report.
3. Application Ref: 20/1151 was submitted and approved for a seven-storey building comprising of 28 new residential dwellings and 720sqm of industrial workspace. The modifications made to this scheme overcame the previous refused application and appeal decision outcome linked to application 19/3819. The changes to this scheme achieved a better relationship with the neighbouring property and provided a better transition in scale when considering the traditional two storey properties further northwest of the site. Furthermore, the provision of workspace was considered satisfactory and a s106 was entered into as part of the decision process. However, this development was not implemented, and subsequently this application has now expired, this site and its future is discussed in more detail below.

Proposal

4. The proposal is seeking to redevelop the site. The application has been accompanied by a statement setting out the proposed works. The proposal is seeking an eight-storey building, which would be one additional storey to the previously approved scheme of planning application 20/1151. The proposal would result in the provision of 32 new homes with the following unit mix:
 - 12 x 1 bedroom 2 person
 - 13 x 2 bedroom 3 person
 - 5 x 3 bedroom 4 person
 - 2 x 3 bedroom 4 person
5. The proposed development has been redesigned to allow for additional fire protection measures to meet updated Building Regulation requirements. The proposed development would also result in an additional four units within an additional storey over the previously consented scheme.

Industrial Floorspace

6. The application site is covered by a Locally Significant Industrial Site (LSIS) designation. Policy E4 of the London Plan identifies the importance of the retention, enhancement and provision of additional industrial capacity. London Plan Policy E4 Land for industry, logistics and services to support London's economic function suggests sufficient supply of land be maintained providing light and general industry.
7. The application site is covered by a Locally Significant Industrial Site (LSIS) designation. Policy E7 sets

out an approach to combining increased industrial capacity with the delivery of other planning objectives, by encouraging industrial intensification and co-location with other uses including residential, on suitable sites in locations well-connected by public transport. The policy seeks a plan-led approach to identifying areas within LSIS designations that are suitable for intensification and co-location.

8. The Local Plan has designated this site as an LSIS site (Alperton North) for intensification and co-location and as part of a growth area (BSWSA1: Alperton Industrial Sites), which seeks to incorporate a mixed-use redevelopment, of a potentially tall building involving co-location of housing and industrial uses.
9. The proposed development would be located within the northernmost part of allocated site BSWSA1, north of the Alperton Bus Garage site. These sites are generally low density Locally Significant Industrial Sites which have not maximised their development potential. The site allocation allows these sites to contribute to Brent's housing numbers within the designated Growth Area, as well as increasing the provision of industrial floorspace in line with London Plan requirements.
10. This is further reinforced within Policy BE2 of the Local Plan which looks to establish the framework to meet both housing need and industrial capacity, and land is identified where both can be provided (known as co-location). Policy BE2 highlights that the Council is committed to exceeding the additional 0.6 hectares equivalent of industrial floorspace need within the plan period. Within SIL and LSIS, as shown on the Borough Policies Map, development will be supported where it intensifies industrial uses, including those for waste, utilities and transport infrastructure and accords with the following principles.
11. On sites for intensification through co-location, proposal will be supported, subject to a comprehensive masterplan approach produced with or agreed by the council demonstrating the following will be achieved:
 - a) Conformity with London Plan policy E7.
 - b) a net increase in industrial floorspace resulting in a minimum 0.65 plot ratio or the existing floorspace total, whichever is greater, across the masterplan area.
 - c) a mix of research and development, light industrial, general industrial and storage and distribution floorspace will be delivered reflective of borough needs, including start-up and move on space.
 - d) proactive engagement with existing businesses to seek to retain them on site where possible, and support for any businesses that cannot be incorporated to relocate off site.
 - e) 10% of employment floorspace to be affordable workspace.
 - f) the development is of a high-quality design and will result in sustainable development, well served by community facilities and open space; and
 - g) any potential conflicts between uses can be mitigated and a high standard of amenity achieved
12. With regard to the industrial provision achieved, the proposed 720sqm was previously acceptable provision of workspace on site via application 20/1151. The site has an area of 1,165 sqm and a 0.65 ratio would therefore result in an industrial capacity of 756 sqm. This is higher than the existing amount of industrial floorspace on site (575 sqm). A total of 720 sqm of industrial floorspace is proposed, which is an increase over the existing floorspace but falls marginally (36 sqm) short of the 0.65 ratio. Nevertheless, it reflects the amount approved within the extant consent and only represents a minor shortfall and is considered to be acceptable having regard to constrained nature of the site which has splayed, irregular boundaries which affect the ability to deliver co-location with greater amounts of industrial space. The proposed use would fall within classes E(g)(ii) or E(g)(iii) and this would be secured through planning condition. It would be targeted at 'starter' and 'move on' units for small and medium enterprises, and studios for artists and cultural and creative industries. The space can be subdivided into a range of studio/unit spaces to cater for artists or creative industries. The units would have large, glazed frontages, ensuring the units appear active and providing passive surveillance, making the design secure and safe. In line with Policy BE2 of Brent's Local Plan and Policy E3 of The London Plan, as the site is situated within an LSIS at least 10% of the workspace should be provided as affordable. The applicant has agreed to an off-site affordable workspace contribution of £150,000 which will be secured through the legal agreement. The off-site contribution has been considered acceptable as should the policy be applied to the application 10% of the on-site unit would be 70sqm which wouldn't be of a sufficient type or

size to be considered to be a suitable offer for a provider in this instance due to the small quantum of floorspace. As required by policy the council have agreed to accept a payment in lieu to form part of a wider contribution for the Local Authority to produce a larger unit in future in another appropriate area.

13. Policy BSWGA1 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 720sqm of affordable workspace (Use Class E(g) would contribute towards the aims of the creative enterprise zone.

Residential use

14. The London Plan Policy H1 sets out a new target of 2,325 new homes per year and this is reflected in policy BH1 in Brent's Local Plan 2019-2041. Policy BH1 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. Moreover, London Plan Policy D3 Optimising site capacity through design-led approach requires all developments to make the best use of land by optimising the capacity of sites.
15. Policy BH2 sets out priority areas for additional housing provision within Brent. In addition to Growth Area and Site Allocation, policy BH2 identifies town centres, edge of town centres, areas with higher levels of public transport accessibility levels and intensification corridors as priority location where the provision of additional homes would be supported. As the site is under 0.5 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.
16. Policy BP7 further promotes residential-led mixed-use development within the Alperton Growth Area and co-locating residential uses on areas of industrial and employment land within the Alperton Growth Area, taking advantage of areas well-served by public transport. The site allocation BSWSA1 allocates the site as part of a wider site allocation for a mixed-use scheme co-locating residential units with existing industrial and commercial uses. As identified above policy BE2 supports an intensification through co-location at Alperton (in this instance the Alperton North LSIS) and as such the introduction of the residential use on site can be supported. The proposal would provide new housing within the Alperton Growth Area, with its good access to public transport. As such the introduction of high-density residential development on site can be supported alongside the proposed workspace provision on the ground floor.
17. The proposal would provide 32 new homes in an accessible location within the Alperton Growth Area. The introduction of housing in this location continues to be supported and remains in line with Policies BH2, BH4 BSWSA1 and BE2 of Brent's Local Plan.
18. The proposal would make a significant contribution to the Borough's housing targets and is considered to be acceptable in principle subject to other material planning considerations.

Affordable Housing and Housing Mix

19. London Plan Policies H4, H5 and H6 set out the mayor's commitment to delivering 'genuinely affordable' housing. 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.
20. 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.
21. Fast tracked applications are not required to provide a viability assessment at application stage. To ensure an applicant fully intends to build out the permission, the requirement for an Early-Stage Viability Review will be triggered if an agreed level of progress on implementation is not made within two years of

the permission being granted (or a period agreed by the borough).

22. Where an application does not meet the above requirements set out in Part C of Policy H5, it must follow the Viability Tested Route. This requires detailed supporting viability evidence to be submitted in a standardised and accessible format as part of the application.
23. Viability tested schemes will be subject to:
 - a) an Early-Stage Viability Review if an agreed level of progress on implementation is not made within two years of the permission being granted (or a period agreed by the borough)
 - b) a Late-Stage Viability Review which is triggered when 75 per cent of the units in a scheme are sold or let (or a period agreed by the borough)
 - c) Mid Term Reviews prior to implementation of phases for larger schemes.
24. The proposed development has been assessed for its ability to deliver affordable housing on-site in line with local and regional planning policies. However, a detailed financial viability assessment has determined that the scheme cannot viably support on-site affordable housing provision without compromising the overall deliverability of the project.
25. As noted above, a Financial Viability Appraisal was prepared and submitted to support the planning application. The report demonstrates that the scheme is technically unviable and unable to support an affordable housing contribution, however, a without prejudice offer of has been made to the Council in the acknowledgement of the above policy perspective which has been independently verified and confirmed to be an appropriate and acceptable offer for an off-site contribution. The financial viability appraisal resulted in the applicants and the Council's independent advisors agreeing a site value of £1,262,500, and a residual land value (with a payment in lieu included) of the same. As such, the Council and the applicants agree that there is a break-even position when the £185,470 is provided. Therefore, the independent assessment concluded that the payment in lieu contribution of £185,470 would breakeven against the benchmark land value and would therefore represent the maximum viable contribution towards affordable housing. An early and late stage upward only review mechanism would be secured through the s106 legal agreement to ensure that any future improvements in viability are captured, and the benchmark values for such a mechanism have been agreed in principle.
26. It should be noted that during the course of the application, the possibility of providing on-site affordable housing was tested, however the surplus would not have been substantial enough to equate to the delivery of even a single on-site affordable housing unit. Therefore, in this instance, a payment in lieu is considered to be policy compliant, and acceptable.
27. Given the financial constraints demonstrated by the viability assessment, requiring on-site affordable housing would render the development unviable. The developer has agreed to provide an off-site contribution (as above) which allows for the development to proceed while ensuring that the Local Authority can allocate these funds to affordable housing projects elsewhere in the borough. This approach aligns with policy objectives by facilitating the delivery of affordable housing in a manner that is both financially viable and beneficial to the Borough. The off-site contribution would be secured under a legal agreement. This compromise ensures that the development can proceed, and on balance is considered to be acceptable in this instance, for the reasons set out above.

Housing Unit Mix

28. The proposal would provide the following mix of homes:

	1bed	2bed	3bed	Total
Units	12	13	7	28
% of total	37.5%	40.6%	21.87%	100%

29. 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
30. There is a slight shortfall of the number of family units proposed, the previous scheme did see Policy BH6 met, however, as part of this submission and owing to the unviable position of the scheme the maximum number of family units have been provided and this has been demonstrated within the financial viability appraisal and as such, when considered against the contribution offered, the minor shortfall of 1 home is considered to be acceptable in this instance.

Design, Character and Impact on the Street Scene

31. 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

32. 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.
33. 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.
34. SPD1 outlines that development should respond to the local context and respect the existing character of the landscape, streetscape, architectural and historic environment. New development height, massing and façade design should positively respond to the existing context and scale, facilitating good urban design.
35. Building heights should positively respond to existing character. Development massing should limit its visual impact by effectively breaking up facades, creating a varied roofscape and relating positively to existing surroundings. It further outlines that buildings should generally fit in with the existing character of roof types within the streetscene and minimise the visual impact from street level.
36. The areas directly southeast of the application site currently occupy industrial type buildings which are part of the wider site allocation and designated for higher density type of developments, however the application site is on the periphery of this wider allocation. Traditional two storey residential properties are situated directly south and northwest of the application site, but the properties to the west on Bridgewater Road are designated within the Local Plan as an intensification corridor.

Height

37. Policy BD2 notes that a tall building is one that is more than 30 metres in height above ground level. Tall buildings are directed to the locations shown on the policies map in Tall Building Zones. In Tall Buildings Zones heights should be consistent with the general building heights above ground level shown on the policies map, stepping down towards the Zone's edge.
38. In intensification corridors and town centres outside conservation areas and areas of distinctive residential character developments of a general building height of 15 metres above ground level could be acceptable, with opportunities to go higher at strategic points in town centres.
39. In all cases the tall buildings must be shown to be positive additions to the skyline that would enhance the overall character of the area. 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.
40. The site is situated within a Tall Building Zone and an intensification corridor. The western portion of the proposed development would have a stepped approach which would start at two stories, rise to four stories and then increase to an eight-storey element which would be positioned towards and cover the

central and southeastern part of the site, away from the existing two storey residential development.

41. It is considered that the proposed height is in this instance considered to be appropriate for this relationship when the traditional suburban nature of the properties located directly west of the application is taken into consideration. On balance, it is considered that the proposed stepped approach with a maximum height of eight stories would be a suitable transition in relation to the low-rise properties to the west and the taller developments established towards the core of the Alperton Growth Area.
42. It is noted that a previous consent on this site allowed for a seven-storey building, while the current application increases this overall height by one additional storey which is considered to be acceptable in this tall building zone and intensification corridor. The proposed development under consideration here would be largely similar to the previously refused scheme on this site in terms of scale and bulk, and in that instance an Inspector concluded that the proposed height would cause harm to the character and appearance of the area.
43. As the site and its wider area is situated within an Intensification corridor, the area is subject to potential change, through the increases in height. As such, the two-storey buildings along Bridgewater Road would support additional height increases in these areas of up to 5 storeys, and therefore given the policy context the increase in height from a potential 5 storeys to a maximum 8 as is subject of this proposal would be considered acceptable without creating significant visual harm.
44. While the height and massing of the proposed development would impact the character and appearance of the area, it is considered that the impact of the additional storey is outweighed by the significant benefit of delivering additional housing, at a time when there is a housing crisis due to the shortage of homes within Brent, London and the Country as a whole. It is also noted that at the time of the Inspectors decision, policy BD2 (Tall Buildings) of the Brent Local Plan was not yet adopted, nor was the 2021 London Plan. The housing targets within the 2021 London Plan are significantly higher than the previously adopted document, increasing from 42,000 homes per annum to 52,000 homes per annum, with a focus on smaller sites. The 2021 Plan also broadly increases housing targets for outer London boroughs, with Brent's housing target raising from 1,500 homes per year to over 2,300.
45. Overall, the proposed height of the new building would sufficiently accord with the surrounding context and would have an acceptable relationship with the established built form to the west of the application site and future high-rise developments further southeast, while providing much needed residential accommodation.
46. Alperton Underground Station is also a Locally Listed Heritage asset, which is sited 583m from the application site. It is not considered that given the urban environment and the cluster of taller buildings located a closer distance to the station 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.
47. Overall, it is considered that the proposed height of the development – including its staggered height moving away from nearby existing two storey residential buildings – would suitably compliment the surrounding pattern of development and overall massing, and would allow for the introduction of taller, denser residential development within parts of this allocated site located within a Growth Area, allowing for the most efficient use of the site.

Layout

48. The proposed front building line would be set back from the highway by a 9m distance from Ealing Road and would include a public pathway and soft landscaping acting as a buffer between the adopted footpath and the proposed built form. It is noted that the proposed front building line would extend beyond the front building line of No. 2 Bridgewater Road by 2.9m. This is considered an acceptable projection forward given the separation distance with this neighbouring property. Furthermore, the proposed front building line would complement that of the proposed commercial building located to the front segment of the adjoining property.
49. It is noted that the ground floor element of the proposed development would be positioned next to the southeastern splayed boundary. The proposed first floor, second floor and third floor portions of the development would be sited within close proximity of the stepped flank boundary red line however sufficient separation distances would be achieved with the development at the adjoining site. The

proposed blue badge space would contain a gate for personal safety reasons for any potential user.

50. The proposal would incorporate a new pathway along Bridgehill Close which would direct future residents towards the entrance along this elevation. This would result in a suitable environment for residents with elements of active frontage provided via window on this side elevation serving the ground floor commercial space. This arrangement further enhances Bridgehill Close for potential footfall for One Tree Hill Recreation Ground users. Additional lighting details have been conditioned which would further improve this area for future users when compared to the existing situation.
51. The development would provide areas surrounding the site that would be utilised both by the residents and users of the commercial workspace. As such, the level of pedestrian footfall that would generate would suggest that the areas of public realm would be utilised for most of the day and evening. The proposed residential entrance would provide good levels of activity along Bridgehill Close which would benefit the area.

Architecture and Materially

52. SPD1 states that the use of durable and attractive materials is essential in order to create development that is appealing, robust and sustainable and fits in with local character. Within Brent, the predominant building material used is brick, with smaller amounts of roughcast, pebbledash and render. Brick has over time proved to be a successful material, with strong aesthetic credentials to assist in creating high quality neighbourhoods. Brick and other natural materials and elements of small dimensions create visual interest through patterns and depth.
53. The Design and Access Statement submitted with the application reveals that the primary material will be brick and compatible mortar, articulated with a horizontal banding of precast concrete. A light warm grey coloured brick for the main body of the building is proposed with dark grey brick recessed panels. Precast concrete ribbons would wrap around the building every two storeys and form the ground floor colonnade.
54. Concrete would also form the proposed ground and first floor colonnade, acting as a trellis for climbing plants, to add a vertical dimension to the landscaping and encourage biodiversity along the busy Bridgewater Road. The proposed windows would be framed in powder-coated thermally broken aluminium frame. The balconies slabs would be finished in precast concrete with structural glazed clear panels capped with a matching powder-coated aluminium handrail. The principle of the proposed materials is considered to be of a sufficiently high quality and would positively complement the area. A condition has been recommended requesting precise details of the materials to ensure the highest possible quality of brick, and other finishing materials such as windows and doors.
55. The ground floor would incorporate large panel glazing to the front and side elevation facing Bridgehill Close promoting good quality active frontages from street level. The main entrance to the residential units would be situated along Bridgehill Close bring this roadway in to use pedestrians. A 2m pathway would be created adjacent to the building for pedestrian footfall which in turn would provide access to the rear portion of the site. This concept is generally acceptable however appropriate lighting would be required to ensure this access would result in a safe environment for any potential users. Such details would be secured as a condition on any forthcoming consent.
56. Refuse storage, plant room and cycle parking would be located to the rear portion of the building which is sensible, and this provides the opportunity for commercial active frontage facing Bridgewater Road. The location of the commercial cycle store has been revised next to the commercial bin store to improve natural surveillance of the entrance. The bin stores to the residential and commercial uses would contain separate accesses. As outlined above, the proposed blue badge space would be gated for security purposes.

Quality of Accommodation

57. New residential homes should meet with or exceed the minimum internal space standards contained within 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).
58. Policy D6 of London Plan sets out that housing developments should be of high-quality design and provide adequately sized rooms with comfortable and functional 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.

59. 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.
- 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).
 - 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.
60. The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.
61. The table below sets out the minimum internal floor space requirement for each unit type.

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

62. The new homes would meet the above standards and are considered to be of a sufficient quality. The proposed development would result in a high proportion of dual aspect units in accordance with the Housing Quality LPG. There would also be some triple aspect units which is welcomed and the amount of daylight, sunlight and ventilation within the proposed development is considered to result in a good quality of accommodation for future residents.
63. 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.
64. 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 six units per core per floor, which accords with GLA 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 no single aspect units proposed. The two residential entrances would be accessed from Bridgewater Close. The homes are located at first floor level and above.

65. 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.
66. Of the 32 units proposed, all units would be dual or triple aspect outlook which is welcomed.
67. 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.
68. 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.
69. While it is noted that the adjoining sites (2a Bridgewater Road) previously approved application (19/4541) has now expired due to the development not being implemented within 3 years of the consent was granted, the overall design and massing would have been broadly supported today given the sites location in the wider growth area and tall building zone. While this application seeks to add an additional storey to the previously consented massing and the development at the adjoining site has now expired, it is considered that the as the site allocation as set out within the Local Plan would support additional residential accommodation in taller buildings, a similar form of development would be likely to come forward at the adjoining site in the future. Given the change that the locality is experiencing with regard to growth, it is not expected that the site will remain in a low rise, non-residential use in perpetuity and as such the assessment carried out below broadly reflects the design principles of how the site which previously achieved consent was approached.
70. It would be expected that the northwestern portion of the site would be sited approximately 13m from the shared boundary and the elevation of the other additional blocks on site would occupy the southern portion of the site which was previously identified to be approximately 8m from the splayed boundary. The site also had allocated another block which did not present any residential uses, which was the area closest to the development site which was consented at the time of submission. The splayed windows to the bedrooms that would direct outlook at an angle over the application site rather than directly into 2a Bridgewater Road reflect the situation of the consent at the time of submission. The balconies of these flats would also have a flank wall screen to prevent direct overlooking into 2a Bridgewater Road, and this would be retained to be secured as a planning condition for any future consent.
71. The residential windows linked to the flats situated at the front portions of the site would also be set in appropriately from the shared boundary treatment and as highlighted above, the expired consent had approval for a building that did not facilitate any residential units. As such given the re-orientation of the windows to southeastern flank elevation and the overall distance achieved with neighbouring site at the point of submission the proposal is considered to be acceptable. Should this site not come forward, the massing and scale of the development proposed for the reasons given above would be suitable and would optimise the site capacity, so while there may be an impact upon the low-rise industrial units in situ at present the contribution of housing of a high quality within this proposal would outweigh the harm to this industrial building.

External Amenity Space

72. 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.
73. 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.

74. 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.
75. 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.
76. 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.
77. In line with the above, the development cumulatively should achieve 640sqm, as the units are above the first floor level, each of the 32 units would be required to demonstrate 20sqm each. The area of the site given to balconies is 403.7sqm, which results in a shortfall of 264.8m of amenity space per unit. The development includes a 260.4sqm of amenity on the 8th floor roof, 89sqm on the 4th floor roof and 82.6sqm on the first floor roof(the 4th and 1st floor roofs also includes play areas). The communal space resulting in 432sqm area sufficiently mitigates the shortfall of amenity space on the site for balconies alone which is acceptable. There are some smaller balconies, which have areas of 3.3sqm, and some larger balconies which measure 28sqm. However, while there is a shortfall in some of the balcony areas, they measure 1.5m deep and are appropriately sited with good orientation towards the open space to the rear where possible. The communal spaces would be accessible for all residents of all floors and would be accessible from the main core. The communal space at first and fourth floors provided have been positioned accordingly allowing some natural surveillance from the balconies, in addition to providing an appropriate balance of informal social activity and play opportunities. It is considered that the areas would provide a sufficient level of space to meet the requirements for the residents of the development. The primary paths and circulation are well arranged from the residential cores, providing a journey through the spaces which provide benches and furniture, surrounded by buffer planting and defensible planting where necessary. The spaces are considered to be suitable with a variety of areas for outdoor amenity and play.
78. The main children’s play areas are on the first floor and fourth floors. It is anticipated that the first floor would contain stepping stone, balancing logs and sand pit. These areas would measure 5sqm. The fourth floor would also include an astro turf area which is more flexible space for young people to use which measures 89sqm. Furthermore, the proposed flexible communal space on the roof would measure approximately 260sqm. The GLA population yield calculator indicates the development should provide 180sqm play space. The level of amenity space and play space outlined above is satisfactory. Furthermore, the site is within close proximity to the play space situated at One Tree Hill Recreation Ground, accessed through an adjacent tunnel beneath the Piccadilly Line.
79. Overall, the residential accommodation proposed is considered to be of high quality and to comply with the relevant policies. Furthermore, the provision of amenity space is considered to be very good in terms of the amount and type of space proposed, and fully compliant with the relevant policies. Further details of hard and soft landscaping proposals for the communal amenity space would be required by condition.

Accessible Homes

80. 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 3 of the homes designed to M4(3) standards and the remainder to M4(2) standards. This would result in 9.4 % of the homes being wheelchair accessible. While this falls marginally below the 10 % requirement, this minor shortfall is considered to be acceptable on balance and a compliance condition will be attached to ensure that 3 of the new homes to be designed to M4(3) standards.

81. The proposal includes 3 wheelchair accessible dwellings:

Accessible Unit No.	Dwelling Type
Flat 6	1 bed 2 person
Flat 7	1 bed 2 person

Flat 12	1 bed 2 person
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82. A condition securing these units will be attached to any consent.

Internal daylight and sunlight

Daylight

83. 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).
84. 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 daylit 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.
85. The results confirm that around 91% of all habitable rooms tested meet or surpass the BRE minimum illuminance recommendations (i.e. 8 of the total 91 rooms fall short of their Daylight Factor targets). This is considered to be a very high level of compliance in the context of an urban development site.

Sunlight

86. 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.
87. 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.
88. 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.
89. In the case of the proposed development, 18 of the 32 units have a living room which receives a total of at least 1.5 hours of sunlight on 21 March. The assessment noted that the proposed development represents good site layout design, which maximises the sunlight availability, as far as practicably possible given the constraints of the site, the BRE exposure to sunlight recommendations for groups of dwellings have been met.

Overshadowing to external amenity spaces

90. 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.
91. The results show that the first floor amenity space falls slightly short of the BRE recommendations. However, there are additional amenity spaces that the residents will have access to that exceed the BRE sunlight recommendations.

Conclusion

92. 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. 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.

Impacts on Microclimate

93. London Plan Policies D3, D8 and D9 emphasise the importance of the local microclimate created by new development involving tall buildings, in particular the need to ensure comfortable wind conditions. As part of this application a Wind Microclimate Assessment has not been provided, and one did not accompany the extant consent. It is therefore not considered necessary and further information has not been required

as the proposal is of the same scale and massing as the extant consent.

Managing heat risk

94. 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:
95. 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.
96. 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. The measures proposed include concrete floors to offer thermal mass absorption during the summer months, in addition to mechanical ventilation and passive ventilation. The lighting within the building would also be high efficiency with LED lamps.
97. It is also noted that all of the units proposed within the development would be dual or triple aspect and each unit has openable windows, which would allow for ventilation, the building is also a brick building with deep reveals to offer shade within these habitable rooms and allow a regulation of the internal heating levels.
98. 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 and the building is considered to appropriately manage the heat risk.

Impact on Neighbouring Occupiers

99. The below assessments are based upon the context of the site at the point of submission, whereby the adjoining site had an extant planning consent for a number of buildings in residential uses. While the site has since expired, given the site allocation and growth area, it is expected a comprehensive redevelopment of the site would still be expected to come forward in the future. In the absence of further details of this growth, the daylight and sunlight and impact assessments as previously carried out have been retained as below, should the site be resubmitted for consent in the future it provides a reasonable expectation of where the habitable rooms and areas of amenity space could be sited.

Impact on neighbouring residential amenity

100. 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

101. 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.

102. In terms of the relationship with No. 2 Bridgewater Road, the proposed flank elevation of the proposed development would achieve a separation distance of approximately 8m from the side elevation of this neighbouring property. It is noted that the flank elevation of No.2 contains two upper floor side windows that do not serve habitable rooms. Therefore the 8m separation distance achieved along this portion of the development is considered an acceptable relationship on this occasion. The elements extending beyond the rear building line of No.2 would be set in from the boundary by approximately 9m, this relationship is identical to that previously approved and as the consent is extant this is a material consideration and is on balance considered to be acceptable.

103. A distance of over 30m is maintained to the properties on the southern side of Bridgewater Road. The proposal is therefore considered to not result in unacceptable levels of overlooking to existing residential properties and complies with policy DMP1.

Overbearing Appearance

104. SPD1 sets out that new developments should normally sit within a line drawn at 30 degree from the nearest rear habitable room window of adjoining development (measured at 2m high from internal floor level) and sit within a line drawn at 45 degree from the neighbouring private rear garden area (measured at 2m above garden level), The 1:2 rule should be applied in respect of extending to the rear of adjacent dwellings (the rear building line should not project further to the rear than half the distance between the proposed flank wall and the centre point of the nearest existing rear habitable room window. This is to ensure that a development does not appear overbearing or adversely impact on outlook.

105. In this case, there are no residential properties directly to the rear. The rear garden of No. 2 Bridgewater Road is separated from the application site by Bridgehill Close, but nevertheless, given the degree of change, would not comply with the 45 degree or 1:2 guidance. Nevertheless, the application site is within a growth area and tall building zone, and a greater degree of impact results due to the need to intensify the use of this site to allow the provision of new homes and industrial space in line with policy. Nevertheless, the impact of the proposal upon daylight and sunlight to neighbouring sites does need to consider and this is discussed below.

Daylight and Sunlight

106. Policy D6 (part D) of London Plan highlights the need for development to provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

107. 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.

108. 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)

109. 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.

110. 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.

111. 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.

112. 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.
113. The assessment has considered all the closest neighbouring residential properties with windows overlooking the proposed development, in addition to an assessment of the adjacent site which had previously achieved consent for a 19 storey building under LPA: 19/4541. While consent for this has now expired, the proposal set out the way in which this site could come forward, and as such, should this site come forward in the future the existing assessment has been included within the summary below.
114. Additionally, while the consent at the adjacent site has expired, the site is a single storey warehouse building without residential uses on site, and as such it is not considered that there would be any impact upon habitable room windows at this site, in the absence of them. While at the time of the extant consent, the adjacent site had a consented scheme, the impact was considered to be acceptable, and as the scheme can now not be implemented the impact is considered to be even lesser as it is a low lying, industrial site as existing.
115. Notwithstanding the above, the neighbouring properties assessed are 1 to 6, 9 to 11, 13, 15, 17, 19, 21, 23 and 25 Bridgewater Road in addition to the previously consented site discussed above 2a Bridgewater Road.

Vertical Sky Component

116. All windows except for one at No. 2 Bridgewater Road would pass the VSC (Vertical Sky Component) test, except for certain windows at the adjacent site at 2a Bridgewater Road, where planning permission has expired. Mitigating factors include the presence of additional windows in the affected rooms that meet VSC recommendations. Bedrooms impacted by the lower VSC values are less critical in daylight terms, as per the BRE guide. Importantly, living areas, which require more daylight, are sufficiently serviced. The proposed development's VSC values align with London's urban expectations, ensuring it would not hinder a high-quality residential development at the expired site.
117. The rooms served by windows 183, 196, 201, 209, 214, 217, 220, 222, 225 and 228 benefited from an additional window of the same size that meets the VSC recommendations.
118. Windows 184, 186, 197, 199 and 212 would also have served bedrooms. The BRE guide states that daylight is required in living rooms, kitchens and bedrooms. In the context of daylight distribution, the guide states that bedrooms are less important. The guide does not distinguish between the relative importance of daylight in respect of VSC. However, given that the bedrooms would generally have greater use in the evening, a greater weight should be placed on the importance of ensuring that living rooms achieving maximum daylight during daytime hours.
119. The living/kitchen/dining served by windows 187 and 188 has no additional windows. Window 187 would however, retain a VSC value of 25.3%. As noted above, it can generally be accepted that for large schemes in London a VSC of around 20% or more is considered reasonably good, and VSC's in the mid-teens can be considered acceptable around 15%, owing to the dense urban environment of London.
120. Moreover, it is worth highlighting that the BRE guidance gives numerical guidelines and it states that these should be interpreted flexibly, since natural daylight is only one of the many factors in site layout design.
121. With regard to the two-storey buildings along Bridgewater Road, all windows assessed would pass the VSC assessment. With the only instance of 11.4% loss serving a non-habitable room on the flank elevation of No. 2 Bridgewater Road.

Daylight Distribution

122. The daylight distribution test has been carried out where room layouts are known. All rooms with a requirement for daylight pass the daylight distribution test, with the exception of the rooms served by windows 184, 186, 187, 188, 197, 199, 200 and 201, 210, 222, 213 and 214. There are some mitigating

circumstances for these rooms, such as the rooms served by windows 184, 186, 197, 199, 210 and 212 are bedrooms, which as above are not as well used during daylight hours and therefore lighting can be considered to have less importance in these rooms.

123. The before and after assessments for the rooms served by windows 187 (LKD), 188 (LKD), 200 (LKD), 201(Secondary LKD), 213 (LKD) and 214 (Secondary LKD) are 0.74 and above, which is only a minor shortfall from the BRE recommendation of 0.8.

Sunlight to Windows

124. All windows that face 90 degrees of due south have been tested for direct sunlight. All of the windows with a requirement for sunlight pass both the total annual sunlight hours test and the winter sunlight hours test. The proposed development therefore satisfied the BRE direct sunlight to windows requirements.

Overshadowing to Gardens and Open Spaces

125. The results confirm that all gardens or amenity areas pass the BRE overshadowing to the gardens and open spaces with the exception of garden 1 at No. 2 Bridgwater Road. The sunlight availability to garden 1 will be reduced to less than 0.8 times its former value after the proposed development, this is owing to the existing sunlight availability being already low and therefore even a small reduction in absolute terms results in a lower than normal before/after ratio.

126. In addition to the above, the BRE test is applied on 21st March since this gives the average level of overshadowing throughout the year. Overshadowing will be less during the summer months when gardens tend to be used more. Conversely, there will be more overshadowing during the winter months when gardens tend to be used less. The calculations show that on the 21st March an area of 18.39sqm would receive 2 or more hours of sunlight. This area will be larger over the summer months (April to September). Therefore, it is considered that the garden at No. 2 will experience a noticeable increase in overshadowing, it will retain a reasonable level of sunlight amenity.

Summary

127. The results demonstrate that the proposed development would have a relatively low impact on the light receivable by its neighbouring properties. Non-compliance with the BRE recommendations is limited on the daylight and sunlight tests in respect of isolated windows at the expired consented scheme of 2a Bridgwater Road and the rear garden at 2 Bridgwater Road. Taking into account the overall high compliance with BRE recommendations and the mitigating factors set out above, on balance the proposed development is considered to be acceptable in terms of daylight and sunlight.

Transport and Highways

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. Policy BT2 highlights that additional parking provision should not have negative impacts on existing parking, highways, other forms of movement or the environment. The removal of surplus parking spaces will be encouraged. Development will be supported where it does not:

a) add to on-street parking demand where on-street parking spaces cannot meet existing demand such as on heavily parked streets, or otherwise harm existing on street parking conditions;

b) require detrimental amendment to existing or proposed CPZs. In areas with CPZs access to on-street parking permits for future development occupiers other than for disabled blue badge holders will be removed or limited;

c) create a shortfall of public car parking, operational business parking or residents’ parking;

Location	Number of beds	Maximum parking provision
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Metropolitan and Major Town Centres All areas of PTAL 5-6	All	Car free
Outer London PTAL 4	All	Up to 0.5-0.75 spaces per dwelling (lower standard are higher density/more accessible locations)

130. As this is a high-density development in an area with good public transport access, up to 0.5 car parking spaces per flat are allowed, plus a maximum of one space per 100m² for the proposed workspace (assuming use as offices).
131. Up to 16 residential and seven commercial car parking spaces would therefore be allowed and the proposed provision of just one off-street disabled parking space would accord with maximum standards, whilst also satisfying the requirement to provide a disabled parking space for 3% of units. The inclusion of an electric vehicle charging point for the parking space is welcomed.
132. However, Policy BT2 also requires that any overspill parking that is generated can be safely accommodated on-street in the area. Data for flats in the area taken from the 2021 Census suggests average car ownership of 0.6 cars/flat, which would equate to about 19 cars.
133. With only one off-street space proposed, an overspill of about 23 cars can be expected. This level of on-street parking demand exceeds the on-street parking capacity along the site frontage or in the wider area (which is already heavily parked), so would be a concern unless suitable mitigation is applied.
134. To this end, the site is located within a Growth Area and with other nearby developments having recently been approved with limited levels of off-street car parking, there is likely to be increasing demand for a Controlled Parking Zone in the area to address parking problems. (
135. If implemented, a CPZ would help to mitigate parking concerns with the proposal, as it would allow a 'car-free' agreement to be enforced by Brent Council. The Legal Agreement attached to the previous consent withdrew the right of any residents of the development to park in any future CPZ that is introduced in the area and this 'car-free' clause is again secured. A financial contribution of £16,000 is also sought from the development towards the costs of implementing a CPZ in the area (in proportion to the amount secured for the approved scheme and for other developments in the area).
136. The previous S106 Agreement also included a commitment to fund membership of nearby Car Clubs for incoming residents for two years and this is again secured to support this 'car-free' scheme.

Disabled parking

137. Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
 - 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage
138. Disabled parking bays should be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.
139. A single car parking space has been provided on the site, accessible via Bridgehill Close which is in line with the London Plan's maximum standards.

EVCP

140. Policy T6 of London Plan highlights that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging

facilities, with passive provision for all remaining spaces. Policy BT1 of Brent’s Local Plan seeks to increase coverage of Electric Vehicle charging points across the borough. A condition will be attached to any subsequent consent to ensure this is complied with.

Cycle Parking

- 141. 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.
- 142. 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.
- 143. 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.
- 144. The London Plan requires the provision of 1.5 secure bicycle parking spaces for every 1-bed flat and two spaces for each 2-/3-bed flat, plus at least two short-stay spaces for visitors, giving a total requirement for 58 long-stay residential spaces and two visitor space. Five long-stay spaces and two short-stay spaces are also required for the commercial floorspace.
- 145. An internal residential cycle store is indicated on the ground floor of the building with capacity for 68 bicycles, plus a commercial store for five bicycles, thus satisfying the long-stay requirements in a secure and sheltered location. Four further bicycle spaces are also proposed along the site frontage to satisfy the short-term visitor parking requirement in an easily accessible location.

Servicing and Refuse

- 146. 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.
- 147. Brent’s “Waste and Recycling Storage and Collection Guidance for Residential Properties” sets out the following requirements:

	Residual waste	Dry recycling	Food recycling
External	60l per bedroom	60l per bedroom	23l per household
Internal	30l per household	30l per household	5l per household

- 148. 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.
- 149. Separate bin stores for the commercial and residential units are proposed towards the rear of the building fronting Bridgehill Close and the capacity shown for the residential store (six Eurobins and five wheeled bins) is sufficient to meet residential storage standards. Sliding doors are proposed to ensure Bridgehill Close does not become obstructed when the bin store is in use. The applicant has then suggested that bins will be relocated to the site frontage by a building caretaker on collection days, so

that refuse vehicles can collect the bins from Bridgewater Road rather than reversing along the narrow Bridgehill Close.

150. The proposed ground floor workspace generally needs servicing by 8m rigid vehicles (only if the entire space were used as a single storage unit might the requirement increase to a 10m rigid vehicle). An off-street servicing area with 5.3m headroom to balconies above is proposed to the rear of the site to meet this requirement, with access from Bridgehill Close. Suitable kerb splays have been indicated to allow 8m vehicles to reverse into the loading area and drive out again in a forward gear (as demonstrated with tracking), thus ensuring they do not need to reverse into or out of Bridgewater Road.
151. To help to manage deliveries, a Delivery & Servicing Plan has been submitted with the application. This estimates that the building will generate eleven van deliveries per day (ten for the workspace and one for the flats). Prior to completion of the development, a DSP co-ordinator will be appointed to manage the plan. Their duties will include ensuring the loading bay is used, encouraging all deliveries to be in FORS-accredited vehicles, minimising peak hour deliveries, implementing a delivery booking system and storing deliveries securely for residents that are not at home. Delivery activity will then be monitored, with the first survey undertaken within three months of occupation and then repeated biennially.
152. The submitted DSP and its implementation are recommended to be secured through a condition.
153. The proposed building is to be set back from the Bridgehill Close kerblines to allow a 2m wide footway to be provided along the eastern side of Bridgehill Close. This will serve the main residential entrance to the building and should be offered for adoption through a joint S38/278 Agreement under the Highways Act 1980. This agreement should also cover removal of the existing crossovers to the site and reinstatement to footway/verge, including repaving of the existing lengths of footway along the site frontage.

Impact on traffic

154. An updated Transport Statement has been submitted with the application to consider likely future trips to and from the site. Only vehicular trips have been calculated though and these are estimated to total nine movements in each peak hour (8-9am and 5-6pm). This level of vehicular traffic is not considered significant enough to cause any concern with regard to the operation of the local highway network, particularly as the existing car repair and car wash facilities on the site would be likely to generate considerably greater volumes of traffic.
155. Although other modes of transport have not been considered, the scale of the development is not considered sufficient to result in a significant impact on public transport, walking or cycling capacity in the area.
156. The submitted Transport Statement has also considered the road accident history in the vicinity of the site. This identified eight personal injury accidents over the 44-month period from January 2019-August 2022 at or in close proximity to the Bridgewater Road/Manor Farm Road mini-roundabout junction, which is relatively high. Of these, two involved cyclists and three involved motorcyclists.
157. However, with the development proposal being likely to reduce vehicular movements into and out of the site, whilst also removing two accesses from the site directly onto Bridgewater Road, the proposal is generally likely to offer minor improvements to road safety in the area, rather than any disbenefits.
158. Finally, a Framework Travel Plan was submitted with the approved scheme, but has not been included in this latest submission. However, with the development falling below the TfL threshold for a Travel Plan and being essentially 'car-free' anyway, it is not considered necessary to support the proposal.

Sustainability

159. Policy BSUI1 highlights the requirement for major developments to submit a Sustainability Statement demonstrating how sustainable design and construction methods have been used to enable the development to mitigate and adapt to climate change over its intended lifetime
160. 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.
161. 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.
162. Policy SI2 sets out that a minimum on-site reduction of at least 35 per cent beyond Building
163. 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.
164. The applicant has provided an Energy and Sustainability Statement to address major development sustainability requirements.
165. The proposed regulated development with 'Be Lean', 'Be Clean' and 'Be Green' measures incorporated within the residential part of the development is confirmed an improvement in build fabric at over 20.35% at the "Be Lean" stage and an overall improvement (BER/TER) in regulated emissions at over 71.88% above Part L 2021 standard, through the adoption of very high standards of insulation, heat pump driven heating and hot water systems and a roof mounted PV array. The scheme is estimated to require a carbon off-set payment of 4,624.00 to meet with London Plan "Zero Carbon" requirements.

BREEAM

166. Policy BSUI1 sets out the requirement for all major non-residential development to achieve a BREEAM standard of "Excellent". However, the proposal includes less than 1,000 sqm of non-residential development and in accordance with the Sustainable Environment and Development SPD, it is not considered appropriate to secure this rating.

Environmental Health

167. Policy DMP1 (g) highlights that development will be acceptable provided it does not unacceptably increase, and where possible reduce, exposure to flood risk, noise, dust, contamination, smells, waste, light, other forms of pollution and general disturbance or detrimentally impacting on air or water quality.

Noise

168. The proposed use of residential will be close to noise sources such as the railway, school etc. The applicant has submitted a Ned Johnson acoustic consultants noise assessment for the development ref 211920 dated 10/10/19. Provided the mitigation measures as per this report are implemented in terms of glazing, ventilation and protection for outdoor amenity (glass screens on balconies). In terms of vibration (due to the nearby railway line) a condition will be attached to the consent.
169. The Environmental Officer requested that the condition for any potential plant to be in accordance with BS4142:2014 requirements.

Air Quality

170. Policy BSUI2 sets out that major developments within Growth Areas and Air Quality Focus Areas will 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.
171. The proposed site is within an air quality management area and therefore due to the size of the development the applicant is required to carry out an air quality impact assessment that should consider the potential emissions to the area associated with the development as well as the potential impact on

receptors to the development. The applicant has provided an air quality assessment and air quality neutral assessment undertaken by EB7Ltd.

172. Based on the results of the assessment, it is considered that redevelopment of the site would not cause a significant impact on local air quality. During the construction phase, the site has the potential to generate dust nuisance beyond the application boundary. However, through the implementation of a Dust Management Plan, the impacts will be effectively minimised and are unlikely to be significant.
173. Traffic generated by the proposed development is not expected to significantly affect local air quality as traffic movements generated are expected to be less than those associated with the existing use, as confirmed by the transport statement submitted under separate cover.
174. However, detailed dispersion modelling of traffic on the local network confirms that the project will not be subject any issues associated with poor air quality. The site has been assessed as air quality neutral with respect to transport-related emissions.
175. The proposed heating and hot water systems will be based around electrical only heat pump driven systems and therefore would have no emissions.
176. The building-related emissions has also been assessed as air quality neutral by default. This assessment methodology is accepted along with the conclusions and therefore no mitigation measures are required for the development to achieve air quality neutral criteria. It should be noted that this submission has not demonstrated that the development will achieve Air Quality Positive in line with currently policy. However, the scheme has been designed to utility Air Source Heat Pumps and includes minimal levels of car parking and it is therefore considered that reasonable measures have been taken to minimise air quality impacts associated with the development that would normally be included to ensure that a scheme is air quality positive. The scheme is considered to be acceptable in relation to air quality despite the absence of the Air Quality Positive Assessment.

Construction Noise and Dust

177. The development is within an Air Quality Management Area and located very close to other residential and commercial premises. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. The following information is therefore recommended to minimise the impact on local air quality and protect the amenity of neighbours during construction.
178. 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.

Contaminated Land

179. 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.

Tree Considerations

180. 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.
181. 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.

182. 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.
183. A tree report was submitted with the application. The submission identifies that one category C Ash Tree (T1) is to be removed, which the Arboricultural Impact Assessment considers suitable due to its low arboricultural and amenity value. Category C trees are set out as trees of low quality with a remaining life expectancy of 10 years, the tree is also sited at the periphery of the building line which would therefore impede the development and would require constant pruning of the canopy and as such, would be unlikely to be feasible to be retained. The Tree Officer raised no objection to the scheme or the loss of T1 Ash. The trees within the vicinity of the application site are of low quality and will not be affected by the proposals. As part of the extant consent, the tree identified as T1 was also included for removal owing to its low quality, this was accepted by the tree officer and set out in the planning officer report. This is therefore a material consideration, and is considered to be acceptable on balance.
184. One tree located on the western site boundary, was identified as having an impact on the proposed development. A proposed tree plan, complete with removal recommendations has been proposed for the development. The draft tree protection plan can be seen in Appendix 2 of this report. Overall the proposed development would not result in and any harm to the trees on or surrounding the application site. The proposal would result in tree planting to the front of the proposed new build with additional soft landscaping. Details of the proposed landscape strategy have been recommended as a condition.
185. Additionally, an Arboricultural Impact Assessment and Tree Protection Plan would be secured through planning conditions.

Ecology and Biodiversity

186. Development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.
187. Brindle & Green Ltd carried out the Preliminary Ecological Appraisal incorporating a Phase 1 Habitat Survey and Protected Species Assessment at 1-2 Dowling Parade. The report summarises the potential ecological constraints. The survey was carried out on the 11th January 2023.
188. The red line boundary is approximately 0.1ha in extent and comprises of residential and commercial buildings with an area of hardstanding. A strip of unmanaged scrub and young trees associated with the railway line is situated adjacent to the northern boundary of the site. The site was evaluated to support local value on a regional scale.
189. The habitats described within this report have the potential to support protected and notable species. The report concluded that a mitigation/ enhancement measures should be secured as part of any forthcoming planning consent, including:
- conduct works outside of breeding bird season which runs March-September inclusive, unless a pre works
 - check of the northern boundary vegetation should be conducted by an ecologist prior to works
 - Incorporating bat and bird boxes
 - Direct lighting away from the northern boundary.
 - Enhanced landscaping including native species
 - Mitigation measures for hedgehogs, reptiles and badgers
190. Policy BGI1 (d) 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.
191. Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990, for major applications made on or after 12th February 2024. Non-major developments are also required to achieve the net gain in biodiversity for applications made on or after

2nd April 2024.

192. This sets out the need (subject to some exceptions) that every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met (“the biodiversity gain condition”). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits.
193. The application was submitted in advance of the statutory 10% BNG requirement, however, London Plan policy requires a net gain (with the amount not specified). The site as existing is in use as a car repairs site, and as such is predominantly hardstanding with buildings and canopies restricting any ecology on site. The proposal demonstrates an uplift through the provision of two street trees and additional landscaping at the upper floor levels which provide biodiversity enhancements. As such, while it has not been demonstrated that there will be a net gain in biodiversity, it is considered that the enhancements will achieve an improvement on site to the existing. The landscaping condition will require details to be provided which demonstrate that the net gain will be achieved.
194. There is a wildlife corridor situated at the rear along the railway lines, however, the proposal through the replacement of the predominantly hardstanding site will improve and further enhance green spaces and biodiversity within the site, supporting the wildlife corridor
195. Policy G5 highlights the need for an urban greening factor score of 0.4 to be achieved on predominantly residential developments, and a target score of 0.3 for predominantly commercial development (excluding B2 and B8 uses). The UGF score has been achieved, meeting the 0.4 score which is welcomed.

Flood Risk and Drainage Considerations

196. London Plan policies SI12 and SI13 require the consideration of the effects of development on flood risk and sustainable drainage respectively while Policies BSUI3, and BSUI4 confirms the Councils approach. The site is situated in Flood Zone 1, which means it has a low probability of flooding. However, to ensure that the development does not negatively affect the area and its flooding the scheme has provided further details of the sustainable drainage within the site.

Sustainable Drainage

197. London Plan Policy SI13 and Local Plan Policy BSUI4 requires development to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so. They also require proposals to achieve greenfield run-off rates and adequately manage surface water run-off. London Plan policy SI13 further sets out a drainage hierarchy to ensure that run-off water is managed as close to its source as possible and gives preference to green over grey features
198. 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.

199. Proposals that would fail to make adequate provision for the control and reduction of surface water run-off will be refused.
200. Thames Water were consulted during the course of the application and raised no objections to the development. A Piling Method Statement was requested via a planning condition. A flood risk report was submitted with the application and clarifies that the site is located within Flood Zone 1. The findings of this report demonstrates that the proposed development will not increase surface water flows or increase flood risk at the site or elsewhere. This proposed development will greatly reduce the surface water run off leaving the site, and therefore reduce flood risk at the site and elsewhere.
201. All hard standing areas will be formed of porous surfacing. The surface water run off from the sloped hard standing areas will be caught by slot drains. The overflows from the roof areas and sloped hard standing areas will then be conveyed in to an attenuation tank which will restrict the flow leaving the site. Following the development at this site, the peak flow rate of surface water will be reduced from 26.5 l/s for a 1 in 1 year storm event to 1.951 l/s, and from 84.0 l/s for a 1 in 100 year storm event, also to 1.951 l/s which is the existing site's greenfield rate in accordance with the London Plan.

Water consumption

202. Policy BSUI4 highlights the need to meet the target for mains water consumption of 105 litres or less per person per day. A condition will be added.

Fire Safety

203. 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).
204. 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.
205. The proposal would be considered as a "relevant" building for the purposes of consulting the Health and Safety Executive (HSE). As such, the HSE have been consulted as part of this application.
206. Concerns were initially raised with regard to the stair core and its connection to ancillary floorspace, including the bicycle storage area where there may be a number of batteries stored which may pose a fire risk. Further changes were requested throughout the consultation process, which separated the fire escape core from areas which posed an increased fire risk. These have since been reviewed by the HSE who have confirmed that they are content with the fire safety design as set out within the description of development following the amendments made.

Impacts on reception of TV and radio services

207. Policy D4 of the London Plan requires buildings and their construction to not interfere with telecommunications. A survey of the predicted impacts of the development on the TV and radio reception of neighbouring properties is also required, due to the height and scale of the development, including FM radio and digital terrestrial and satellite television, together with any mitigation measures recommended. This will be secured within the Section 106 Agreement.

Equalities

208. 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

209. Having regard to all of the above and the extant consent at this site, it is considered that on balance the proposal would contribute to increasing London's supply of housing, having regard to Policies GG2, D3,

H1, H4 and H6 of The London Plan, Policies BH1 and BH2 of the Local Plan, and with guidance contained within the National Planning Policy Framework. It is acknowledged there is a shortfall in the number of 3-bedroom family homes and a lack of on-site affordable housing, however, through the submission of the robust financial viability appraisal the contribution provided has been demonstrated as the maximum viable contribution.

210. Also, owing to its due to its siting the development would not unduly impact on the amenities of the future occupiers of nearby properties in terms of loss of light, outlook, privacy, overlooking, and overshadowing and its internal and external design, is considered to provide a high-quality level of accommodation for future occupiers, having regard to Policies D4, D5, D6, D7 of the London Plan, Policies DMP1, BD1 and BH13 of the Local Plan, and with guidance contained within the National Planning Policy Framework and Brent Design Guide SPD1.



Application No: 23/0176

To: Mr Gunne-Jones
Planning & Development Associates Ltd
Suite 155
155 Minories
City of London
EC3N 1AD

I refer to your application dated **18/01/2023** proposing the following:

Partial demolition of the HNS Autos building and other associated buildings on site and erection of new building comprising residential units and commercial space at ground floor level, cycle parking spaces, blue badge parking, amenity space and landscaping.

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

at **All Units at Dowlings Parade, HNS Autos and Delta Hand Car Wash, Bridgewater Road, Wembley, HA0 1AJ**

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: 03/09/2024

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):

252_P.001: Proposed Site Plan
252_P.002 B: Proposed Ground Floor Plan
252_P.003 A: Proposed First Floor Plan
252_P.004 A: Proposed Second Floor Plan
252_P.005 A: Proposed Third Floor Plan
252_P.006 A: Proposed Fourth Floor Plan
252_P.007 A: Proposed Fifth & Sixth Floor Plans
252_P.008 A: Proposed Roof Floor Plan
252_P.009: Proposed Section A-A
252_P.010: Proposed Southwest Elevation
252_P.011: Proposed Northwest Elevation
252_P.012: Proposed Southeast Elevation
252_P.013: Proposed Northeast Elevation
252_P.014: Rendered Front Elevation
252_P.015: Rendered Rear Elevation

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

- 3 The non-residential floorspace hereby approved shall not be used other than for purposes within (Use Class E(g)(ii) or E(g)(iii) and shall not be used for any other purpose, notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (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 (or any order revoking and re-enacting that Order with or without modification) unless planning permission has been granted for the alternative use by the Local Planning Authority.

Reason: To ensure the retention of industrial floorspace on the site.

- 4 The scheme hereby approved shall contain 32 residential units as detailed in the drawings hereby approved, unless other agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

- 5 The 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 proposed development hereby approved shall be built in accordance with mitigation measures set out within the Ecological Assessment prepared by Brindle and Green.

Reason: In the proper interests of planning and ensure no harm to wildlife and plants within the nearby Wildlife Corridor.

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

Reason: To protect local amenity and air quality in accordance with Brent Policy DMP1 and London Plan policies 5.3 and 7.14.

- 8 The development hereby approved shall not be occupied unless units 6, 7 and 12 have be designed to comply with M4(3) 'wheelchair accessible homes' standards, and the remainder of the homes have be designed to comply with Building Regulations M4(2) 'accessible and adaptable homes' standards, unless alternative details have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of accessible homes, in accordance with policy D7 of London Plan 2021.

- 9 The approved disabled car parking space together with electric vehicle charging point, 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.

- 10 The proposed development hereby approved shall be built in accordance with the recommendations set out within the Flood Risk Assessment and SUDS Report prepared by Nimbus.

Reason: To ensure appropriate water management arrangements are incorporated as part of the development.

- 11 A communal television aerial and satellite dish system shall be provided, 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.

- 12 The proposed development hereby approved shall be built in accordance with the recommendations set out within the Noise Assessment prepared by Ned Johnson acoustic consultants.

Reason: To ensure an acceptable standard of accommodation for future occupiers.

- 13 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.

- 14 Prior to commencement of development, a Construction Logistics Plan, identifying anticipated construction traffic movements and setting out measures to manage and minimise the construction traffic impacts arising from the development, taking into account other construction projects in the vicinity, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be carried out in full accordance with the approved Construction Logistics Plan.

Reason: To ensure construction traffic impacts are effectively managed throughout the construction process.

Reason for pre-commencement condition: Construction traffic impacts can arise at any time from the commencement of works, and adequate controls need to be in place from this time.

- 15 Prior to commencement of development, details of the following shall be submitted to and approved in writing by the Local Planning Authority (in consultation with London Underground):

A detailed design and method statements for each state of the development for all of the demolition, foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- written approval from London Underground will be required prior to commencement of any works
- provide drainage strategy
- provide details on the use of tall plant/scaffolding
- accommodate the location of the existing London Underground structures
- demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
- demonstrate that there will at no time be any potential security risk to our railway, property or structures

- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021 and Land for Industry and Transport Supplementary Planning Guidance 2012.

- 16 Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of retained trees in accordance with BS5837: 2012 including a Tree Protection Plan (TPP, at para. 5.5 BS 5837) and an Arboricultural Method Statement (AMS, at para. 6.1 BS 5837) shall be submitted to and approved in writing by the local planning authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/utilities/drainage
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA that may impact on the retained trees
- d) A full specification for the installation of boundary treatment works
- e) A full specification for the construction of any roads, parking areas and driveways to be constructed using a no-dig specification including the extent. Details shall include relevant sections through them.
- f) Detailed levels and cross sections to show that the raised levels or surfacing, where the installation of no-dig surfacing within the RPA is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- h) A specification for scaffolding and ground protection within tree protection zones.
- i) Tree protection during construction indicated on a TPP and construction activities in this area clearly identified as prohibited in this area.
- j) 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.
- k) Boundary treatments within the RPA
- l) Methodology and detailed assessment of root pruning
- m) Arboricultural supervision and inspection by a suitably qualified tree specialist.
- n) Reporting of inspection and supervision.
- o) Methods to improve the rooting environment for retained trees and landscaping

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with DMP1 and BGI 2.

Reason for pre-commencement condition: Impacts arising from the construction process occur as soon as development commences and adequate controls need to be in place from this time.

- 17 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.

- 18 (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.

- 19 Prior to commencement of development (excluding any demolition, site clearance and the laying of foundations), the following shall be submitted to and approved in writing by the Local Planning Authority:

(a) Details of materials for all external surfaces of the building including sample boards

(b) Details of the proposed security gates on the ground floor

(c) Details of screening to be installed on all proposed balconies

(d) Details of screening linked to the proposed roof terrace areas

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.

- 20 Prior to commencement of development (excluding any demolition, site clearance and the laying of foundations), overheating analysis and appropriate mitigations measures shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be incorporated as part of the lifetime on the development unless agreed in writing with Local Planning Authority.

Reason: To ensure the development is designed and constructed to improve environmental performance and adapt to the effects of climate change over time.

- 21 Within 6 months of commencement of works further details of soft and hard landscaping shall be submitted to and approved in writing by the local planning authority:

(a) hard surfacing, any external furniture and play equipment, and boundary treatments throughout the site, including samples which shall be made available for viewing on site or in another location as agreed.

(b) details of soft landscaping (including species, location and densities) together with design of

tree pits for trees planted within the site.

(c) details of any external CCTV.

(d) details of proposed external lighting design to ensure that all external areas are adequately lit in hours of darkness, including a light spillage plan taken into consideration the wildlife corridor.

(e) arrangements for maintenance of trees and other planted species.

(f) details demonstrating that the development will achieve a net gain in biodiversity.

The hard and soft landscape works shall be carried out in full accordance with the as approved details prior to the use of the building 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.

- 22 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.

- 23 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.

- 24 Prior to first occupation of the proposed workspace, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority and the approved plan shall thereafter be implemented from first occupation of the development. The Delivery and Servicing Plan shall have regard to TfL guidance regarding Delivery and Servicing Plans.

Reason: To ensure the on-going sustainability of the development, in accordance with London Plan Policy D4. In the interest of the free and safe flow of traffic on the highway network.

- 25 The residential development must be designed to ensure the following vibration levels stated in BS6472:2008 Evaluation of human exposure to vibration in buildings (1Hz to 80 Hz) are not exceeded

- Residential building (16 hr day) vibration dose values of 0.2 to 0.4 (low probability of adverse comment m/l 1.75)
- Residential building (8hr day) vibration dose values of 0.1 to 0.2 (lowprobability of adverse comment m/l 1.75)

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

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess vibration from transportation sources.

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 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant and scaffolding.
- 3 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 4 Given the age of the building to be demolished it is possible that asbestos may be present. The applicant should be reminded of their 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.
- 5 The quality of imported soil must be verified by means of in-situ soil sampling and analysis. We do not accept soil quality certificates from the soil supplier as proof of soil quality.
- 6 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.
- 7 The Council recommends that the maximum standards for fire safety are achieved within the development.

Any person wishing to inspect the above papers should contact 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

11 September, 2024
06
23/3647

SITE INFORMATION

RECEIVED	21 November, 2023
WARD	Roundwood
PLANNING AREA	Brent Connects Willesden
LOCATION	Willesden Sports Centre, Donnington Road, London, NW10 3QX
PROPOSAL	Proposed change of disused sports area to provide 2 padel courts with associated fencing and new path
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_166986</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 "23/3647" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

That the committee resolve to GRANT planning permission subject to conditions.

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. Time Limit
2. Approved Plans
3. Materials
4. Arboricultural Method Statement, Impact Assessment and Tree Protection
5. Opening Hours

Informative

1. Building near a boundary
2. Fire Safety

That the Head of Planning and Development Services 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.

SITE MAP

	Planning Committee Map
Brent	Site address: Willesden Sports Centre, Donnington Road, London, NW10 3QX
	© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

PROPOSAL IN DETAIL

The application proposed the use of the disused sports area to provide 2 padel courts with associated fencing and new path.

EXISTING

The application site relates to an area of land to the north western corner of the Willesden Sports Centre as well as an area to the south to form a proposed pathway to join up with an existing pathway within the site. The site is located on the south side of Donnington Road. The site slopes from north to south. To the north beyond Donnington Road and to the east and south east are two-storey residential properties. To the west and south west is the wider Willesden Sport Centre grounds.

The site is located on designated open space. The site is not in a conservation area, yet the sports ground is locally listed. The site is affected by Flood Zone 3 at high risk of surface water flooding and is located within a Critical Drainage Area. The site is located in an Air Quality Management Area.

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: 36 properties were consulted on this proposal and a site notice was erected on Donnington Road adjacent to where the courts would be erected. Objections have been received from 10 individual people. Comments of support have been received from two individual people. The contents of these representations are summarised in detail below in the 'Consultation' section below.

Principle: The proposed courts would be in a designated open space in an area formed of hardstanding that was previously used for tennis courts. The proposal would not result in a change of use as the use would still remain for the purpose of outdoor sports, and while there would be development within the open space (creation of paths and the works to facilitate the provision of the padel courts), there would be no loss of protected open space. The proposal would enhance the provision of facilities within the sports centre.

Character and Appearance: The courts and access path would add built development to the site, however, are in keeping with sports infrastructure generally found within sport centres. Their appearance is not considered harmful in the context of the site.

Neighbouring Amenity: The proposed development is located adjacent to No.9 Donnington Road. The positioning of the courts would not significantly impact light or outlook to the neighbouring occupier. The predicted noise levels are below existing ambient noise and are not materially worse than the existing arrangement. The courts would not contain any artificial lighting.

Landscaping and Trees: The proposal would not result in the loss of any trees and the courts are in an area of pre-existing hardstanding. The proposed footpath would result in the loss of grass and would be in close proximity to trees. A condition will be secured to ensure trees are protected during construction including details on methodology and materials.

Drainage and Flood Risk: The submitted Flood Risk Assessment demonstrates the low risk of flooding and negligible impact on flood risk elsewhere. The courts will be constructed on existing hardstanding and the path will utilise a cell web layer to allow for permeability.

Transportation: Future users will utilise the existing sports centre for access and the centre has sufficient off street parking to meet demand.

Fire safety: A Fire Statement was submitted with the application which details provisions to ensure the safety of users.

RELEVANT SITE HISTORY

Reference	Proposal	Decision	Date
22/0583	Proposed creation of 3x Padel Courts with all weather cover over 2x courts, new path and associated landscaping to replace existing tennis courts at Sports Centre	Withdrawn	28/04/2022
06/2040	Retention of 8 floodlight columns to the external 400 metre running track.	Granted	11/09/2006
03/3110	Demolition of existing athletics stadium and existing sports and leisure facility to south of retained outdoor track; erection of new integrated leisure building including 2 pools, sports hall, indoor running tube with integrated spectator stand, new landscaping of part of surrounding park including reconfiguration of car-parking, potential realignment of existing pedestrian routes through park, new children's play area, new fencing and new meadow upon derelict lido site	Granted	19/01/2004

CONSULTATIONS

36 neighbouring and nearby properties were consulted for a 21-day period commencing 04/12/2023.

A site notice was also displayed.

10 responses were received in this period.

Two comments were in support noting the benefits of the sport and having a new facility in the community.

Reasons for objecting	Officer's Comment
Concerns regarding appearance of the courts Buildings are unsightly and industrial.	The appearance of the development will be discussed in section "Character and Appearance".
Courts should be positioned in a different location The location is too near to adjacent houses The Courts are not close enough to sports centre and facilities including parking and toilets	The position and application will be assessed as submitted. The location of the court utilises an area of hardstanding previously used for tennis courts.
Concerns regarding impact on the surrounding greenery Concerns regarding loss of trees and shrubs Area should be maintained as a green buffer	The location of the Padel Courts utilises an area of hardstanding. The loss of greenery and impact to trees will be discussed in section "Landscaping and Trees".
Impact to bats Loss of wildlife	The proposal does not involve lighting or the loss of trees. As such, a bat survey has not been requested as part of this application.
Concerns regarding noise and disturbance Activity will take place until 11pm	The opening hours proposed are: Monday to Friday: 6:30am to 9.30pm Saturday & Sunday (including Bank holidays): 8.00am to 5.00pm

Constant noise pollution Padel is a loud sport Canopy would reduce/contain noise Loss of peace and quiet Opening hours are too long A low/no noise policy should cover the whole sport centres	subject to available daylight. The Impact to Neighbouring Amenities will be discussed in section "Impact to Neighbouring Amenities".
Other activities are available at the sports centre	This is not a relevant to the planning application.
Impact to quality of life Concerns regarding impact to mental health	This comment is noted, the Impact to Neighbouring Amenities will be discussed in section "Impact to Neighbouring Amenities" including loss of light, outlook. The courts are also an improvement to the sports centre and are considered to help with health benefits overall.
Concerns regarding fire risk	The applicant has submitted a Planning Fire Safety Strategy (PFSS). Please see section "Fire Safety".
Concerns regarding flood risk	Please see section "Drainage and Flood Risk".
Three mature trees were felled last year	This is not assessed as part of this application. There are to TPAs within the site.
Additional cars and traffic Position will encourage players to park by gates and increase parked cars	The users would access the courts via the existing Sports Centre. The level of use of the new courts is therefore unlikely to differ significantly from the former uses.
Inconsiderate proposal Little regard for neighbours	The proposal is not considered to cause detrimental harm to neighbouring properties. Please see section "Impact to Neighbouring Amenities".
Concerns regard lack of consultation	36 neighbouring properties were consulted and a site notice was erected in line with statutory requirements.
Concern for pets	While the impact to pets is not specifically assessed, the application has been subject to a Noise Impact Assessment.

Internal Consultation

Environmental Health: Comments were received regarding Noise matters and Air Quality. The assessment did advise that the noise levels were negligible, however colleagues advised additional information on the noise impact on residents. Following the submission of further information and clarification, no further objections were raised in terms of noise. Colleagues advised that an Air Quality Assessment should be submitted. Owing to the scale of the application and the development not introducing new heating systems or transport emissions, the development can be assumed to be air quality neutral.

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

Relevant policies include:

London Plan 2021

D1 London's form, character and capacity for growth
D4 Delivering Good Design
D12 Fire Safety
D14 Noise
S5 Sports and Recreation Facilities
G4 Open Space
G5 Urban greening
G6 Biodiversity and access to nature
G7 Trees and woodlands
SI 12 Flood Risk Management
SI 13 Sustainable drainage
T5 Cycling
T6 Car Parking

Brent Local Plan 2019-2041

DMP1 Development Management General Policy
BD1 Leading the Way in Good Urban Design
BHC1 Brent's Heritage Assets
BGI1 Green and Blue Infrastructure
BGI2 Trees and Woodlands
BSUI3 Managing Flood Risk
BSUI4 On Site Water Management and Surface Water Attenuation
BT1 Sustainable Travel Choice
BT2 Parking & Car Free Development

Other material considerations

The following are also relevant material considerations:

- National Planning Policy Framework
- National Planning Practice Guidance
- Supplementary Planning Guidance / Documents:
 - SPD1 Brent Design Guide 2018

DETAILED CONSIDERATIONS

Principle of development

1. The site is within Willesden Sports Centre. This is a designated open space and protected under London Plan policy G4. London Plan policy G4 sets out that development proposals should not result in the loss of protected open space. In addition, London Plan Policy S5 amongst other aims seeks to increase or enhance the provision of facilities in accessible locations and maximise the multiple use of facilities, encouraging the co-location of services between sports providers.
2. The proposed padel courts would be located in the north eastern corner of the site. This area is formed of hardstanding and historically was used for tennis courts, however this use has now ceased. The proposal will not result in a change of use as the courts would continue to be used for outdoor sports, and the proposal involves the works associated with the creation of the padel courts. The proposed courts will enhance the offering at the established sports centre with maximising the site providing an additional facility. The provision will not result in the loss of open space, but would include development within the open space, including the provision of the path and the works associated with the creation of the courts.

3. The development is therefore acceptable in principle.

Character and Appearance

4. Local Plan Policy BD1 seeks the highest quality of architectural and urban design, including innovative contemporary design that respects and complements historic character. Brent's Policy DMP1 and the Brent Design Guide SPD1, provide further guidance on principles of good design.
5. The development will be formed of two padel courts and an access path. The area of the padel courts with a channel between would measure 22m by 20m, occupying an area of 440 sqm. The courts will be in artificial turf colour green installed in accordance with the standard of the International Padel Federation. The courts will have 3m high glass panels at the rear of each court plus a further 4m in length at side and a further 1m high steel mesh fencing over.
6. There is no specific guidance relating to sport facilities, however the courts will be constructed of robust materials. The glass panels and mesh fencing will reduce the massing of the courts and allow for permeability across the sports centre. While the courts would occupy a significant area of ground, given that this area is comprised of hardstanding, this is not considered to detrimentally alter the appearance of the land.
7. With regards to the path, the development proposes a no-dig gravel path. Along with protecting nearby trees and aiding natural drainage of the site, the gravel will not visually detract from the landscaped playing fields.

Heritage Considerations

8. The application site is adjacent to King Edward VII Recreation Ground, which together along with the Sports Centre form the locally listed land, Willesden Sports Ground. This is an undesignated heritage asset. The site was opened as a public open space in 1909 by permission of the King to commemorate his accession.
9. The site had an outdoor gymnasium, cricket and football facilities, running track, refreshment pavilion and a popular open-air swimming pool. The site continues to provide a wide range of sporting facilities. The addition of padel courts and path are considered to be in keeping with the original use and historic character. They do not cause harm on the sports ground and are considered an appropriate development for the land in this respect.

Impact to Neighbouring Amenities

10. Local Plan Policy DMP1 seeks to ensure new development, amongst other things, does not unacceptably increase exposure to noise, light and general disturbance. This is supported by SPD1 which contains guidance that seeks to protect neighbour amenity.
11. 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.
12. The site is predominantly bordered the Sport Centre itself. To the east, the area is border by No.9 Donnington Road. The nearest other sensitive neighbours beyond this are No.7 Donnington Road and across the road to Nos. 38-44 Donnington Road.
13. In terms of light and outlook, Padel Court 2 at the closest point is 4.6m away from the side garden boundary of No.9 Donnington Road. The fencing at the ends of the court will be 3m glass panels and an additional 1m mesh fencing. Given the distance to the neighbouring boundary, the fencing will sit below a line of 45 degrees. In addition, the proposed materials of glass and mesh will allow light to permeate. Therefore, while some parts of the courts may be visible, the proposed courts are not considered to significantly impact the light and outlook to neighbouring windows and gardens.
14. With regards to noise, the applicant has submitted a Noise Impact Assessment. The courts will only be operational during daylight hours, therefore the assessment is based on the daytime ambient noise level.

Calculations show that the source sound pressure level for two padel tennis courts while at full capacity is 63 dB. This means that the noise level at the nearest receptor will therefore be 52 dB, which is 3.6 dB below the existing ambient noise level of 55.6 dB. This assessment advises that the increase in noise levels (Leq) will be negligible during play as well as during changeover of the courts. While the report notes that windows would need to be closed to achieve the internal noise levels of BS 8233, the existing measured ambient noise level as the nearest residential premises are already above the noise level produced solely by the courts. Therefore, the predicted noise levels are not considered materially worse than the existing arrangement.

15. The courts will not have artificial lighting therefore the hours of operation will be limited to daylight hours. The courts will be open from Monday to Friday 6:30 am to 9:30 pm, Saturday & Sunday (including Bank holidays) 8am to 5pm subject to available daylight. This is a reduced offer to the opening hours of the sports centre. These hours are not considered unsociable and are not considered to undue harm to neighbouring properties.

Landscaping and Trees

16. Brent Local Plan BGI1 set out all development should achieve a net gain in biodiversity and avoid any detrimental impact on the geodiversity of an area. Local Plan policy BGI2 sets out development with either existing trees on site or adjoining it that could affect trees will require a tree survey detailing all trees that are on, or adjoining the development site. Where minor development results in the loss of trees, provision of appropriate replacements on site will be sought.
17. The site is within a designated open space and there are a number of trees on site and on adjacent sites. The courts will not result in any loss of landscaping, however the proposed path will result in the loss of 215 sqm of grass. This is a result of the length of the path from the court area to the main sports centre building of 145m in length. While this would result in a loss of soft landscaping and biodiversity, the value associated with this is likely to be relatively low and it is considered that this would be outweighed by the provision of the sports facilities.
18. The applicant has submitted a Tree Survey. The survey details all trees over 75mm at 1.5m above ground level that are relevant to the siting to the proposed development. The survey identifies 28 individual trees and two groups of trees. There are not currently any protected trees at the site, however there are some notably category A and B trees. There are no trees to be removed as part of the proposals, however there is potential that some trees will be affected by the proposals.
19. T1 is a Category A London Plane and is by far the most significant tree on this part of the site. The proposed new footpath access to the site comes into close proximity of the tree potentially impacting on a significant part of the Root Protection Area (RPA) of this tree. A no dig construction method for the footpath is proposed and further details will be secured via condition.
20. The proposed courts encroach on the Root Protection Areas of T16 (B) Ailanthus (Tree of Heaven), T17 (B) Lawson Cypress, T18 (B) Lawson Cypress and T20 (C) Acer pseudoplatanus trees; some of these are on the sports centre site, others are on the neighbouring site at 9 Donnington Road. However, it is recognised that this area re-using the existing courts and hardstanding. An Arboricultural Method Statement will be provided via condition to deal with this no-dig construction method and other works in proximity to trees. This would also include a Tree Protection Plan to ensure that the construction takes place in an appropriate way to avoid harm to the trees.

Drainage and Flood Risk

21. The wider Sports Centre site has several areas prone to surface water flooding Floodzone 3a. There is also a small part to the north of the courts prone to surface water flooding. The site is also within a Critical Drainage Area.
22. London Plan SI 12 and SI 13 sets out that development proposals ensure that flood risk is minimised and mitigated and that residual risk is addressed and 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.
23. Brent Local Plan BSUI3 requires a Flood Risk Assessment to 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;

24. 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.
25. The applicant has submitted a Flood Risk Assessment. The report summarises that the proposed development is considered to be a low risk of flooding. In terms of the courts, no change is proposed to the land levels or surfacing, as such the proposed development will have a negligible impact on flood risk elsewhere. The proposed path will be constructed using a no-dig method, incorporating a cellweb layer to avoid ground compaction and allow water to still flow through to the root. As such, the impact to drainage and flood risk is considered acceptable.

Transport Considerations

26. The Sports Centre has a 144-space car park at the west end accessed via a 5.5m drive from Donnington Road. The proposed padel courts will be within the site and will be replacing previously established tennis courts. The level of use of the new courts is therefore unlikely to differ significantly from the former uses.
27. The new path will be on private land and will lead from the sports centre to the padel courts, providing a more direct route. The centre has sufficient off-street parking to meet demand. There are no objections on transportation grounds to this proposal.

Fire Safety

28. Policy D12 of the London Plan requires all new development to take account of fire safety in design. The submission of the fire safety information pursuant to Policy D12A is intended to ensure fire safety is considered early in the development process and accordingly deals with fire safety matters that could relate to land use planning. However, it is not intended to replace the detailed information required through Building Regulations.
29. The London Plan Guidance on Fire Safety 2022 sets out that to comply with London Plan policy D12A development proposals should demonstrate, including in a PFSS (Planning Fire Safety Strategy) and on plans that they meet the following criteria, proportionate to their size and complexity:
- Identify suitably positioned unobstructed outside space for fire appliances to be positioned on
 - Identify suitably positioned unobstructed outside space appropriate for use as an evacuation assembly point
 - 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
 - Are constructed in an appropriate way to minimise the risk of fire spread
 - Provide suitable and convenient means of escape, and associated evacuation strategy for all building users
 - Develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
 - Provide suitable access and equipment for fire fighting which is appropriate for the size and use of the development
30. The applicant has submitted a Planning Fire Safety Strategy (PFSS) in line with London Plan policy D12A. The PFSS has evidenced the provisions made for the safety of users as well as the provision of suitable access and equipment for firefighting in light of London Plan fire safety policy requirements and the justification for these measures.

Public Sector Equality Duty

31. 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

32. The proposal would bring a disused part of the sports centre back into use and would complement and enhance the existing use of the sports centre for sport and recreation. The proposal is considered to be of an appropriate standard of design to complement the open space setting, and would not cause harm to the heritage significance of the locally listed park. Adequate consideration has been given in the design of the proposal and other key planning considerations including neighbouring amenity.
33. The proposal is considered to accord with the development plan as a whole, and, having regard to all material planning considerations, should be approved subject to conditions.



Application No: 23/3647

To: Mr Robards
Ridgeway Building Design Ltd
40 Top Road
Tolleshunt Knights
Maldon
CM9 8EU

I refer to your application dated **21/11/2023** proposing the following:

Proposed change of disused sports area to provide 2 padel courts with associated fencing and new path

and accompanied by plans or documents listed here:

See condition 2.

at **Willesden Sports Centre, Donnington Road, London, NW10 3QX**

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: 03/09/2024

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):

Noise Impact Assessment Revision 1 dated 30/01/2024 prepared by Clear Acoustic Design Ltd
PLANNING FIRE SAFETY dated 21 October 2023
Tree Survey & Arboricultural Impact Assessment dated 17/11/2023 prepared by ROAVR
Flood Risk Assessment AEG3352_NW10_Brent_01 dated 07/11/2023 prepared aegaea

Design and Access Statement
2487 - 01 Rev C Location Plan
2487 - 02 Rev D Block Plan
2487 - 03 Rev A Proposed Plan of Padel Courts
2487 - 04 Rev A Proposed Elevations of Padel Courts

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

- 3 The courts shall not be used except between the hours of:-

6:30am to 9:30 pm Mondays to Fridays
8 am to 5pm Saturdays, Sundays and Bank Holidays

without the written consent of the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

- 4 All new external work shall be carried out in materials that match, in colour, texture and design detail those of set out in the submitted documents.

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

- 5 Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of retained trees in accordance with BS5837: 2012 including a Tree Protection Plan (TPP, at para. 5.5 BS 5837) and an Arboricultural Method Statement (AMS, at para. 6.1 BS 5837) shall be submitted to and approved in writing by the local planning authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of proposed path and courts including materials

- b) Details and methods of construction within the RPA that may impact on the retained trees
- c) Levels and cross sections to show that the raised levels or surfacing, where the installation of no-dig surfacing within the RPA is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with 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 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.

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

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