

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

8 September, 2021
03
20/1278

SITE INFORMATION

RECEIVED	28 April, 2020
WARD	Kenton
PLANNING AREA	
LOCATION	Harrow District Masonic Centre, Northwick Circle, Harrow, HA3 0EL
PROPOSAL	Erection of single storey extensions to western and northern elevations of existing masonic centre building (including new plant/ventilation system and drainage system), reconfiguration of existing access arrangements and creation of new additional vehicular access point (opposite Upton Gardens), incorporating alterations to existing parking provision, new refuse storage and cycle parking facilities, removal of several existing trees and planting of replacement trees and provision of both soft and hard 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 <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_<systemke">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_<systemke</p> <p><u>When viewing this as an Hard Copy _</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "20/1278" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to:

A.

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

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

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

Conditions


1. Three year rule
2. Approved plans
3. NRMM
5. Tree Protection
6. Materials
7. Landscaping
8. Air Quality Neutral Assessment
9. Extractor Details
10. Construction Management
11. Land Investigation (contamination)
12. Remediation (contamination)
13. Travel Plan
14. Cycle Parking
15. Car Park Management Plan

Informatives

1. CIL liability
2. Party Wall
3. Asbestos
4. Highway works
5. Fire Safety
9. Living Wage
10. Noisy works

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

SITE MAP

	Planning Committee Map
	Site address: Harrow District Masonic Centre, Northwick Circle, Harrow, HA3 0EL
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This map is indicative only.

PROPOSAL IN DETAIL

The application proposed the erection of single storey extensions to western and northern elevations of existing masonic centre building (including new plant/ventilation system and drainage system), reconfiguration of existing access arrangements and creation of new additional vehicular access point (opposite Upton Gardens), incorporating alterations to existing parking provision, new refuse storage and cycle parking facilities, removal of several existing trees and planting of replacement trees and provision of both soft and hard landscaping

- The proposed extension on the southern corner would contain storage and toilets and would infill the corner with a depth of 5.2m and project beyond the side elevation by 2.6m
- The extension on the eastern corner would project a total of 7.4m beyond the side at its widest point and 11.9m beyond the rear. This would contain cycle and bin stores
- The main rear extension would have a staggered depth of 14m dropping to 9m in the middle section. It would have hipped roofs over the two deeper projections and a flat roof over the middle section

EXISTING

The subject site is a part single, part two storey building in the middle of Northwick Circle, surrounded by landscaped gardens and parking. It lies within Northwick Circle Conservation Area. Northwick Circle is locally listed. It is in use as the Harrow District Masonic Centre.

AMENDMENTS SINCE SUBMISSION

The following amendments were made to the plans during the application:

- Amendments were received to reduce the depth of the rear extension to give a subservient appearance
- Changes to proposed vehicle access to remove additional cycle path

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:

1. Principle of Development – The proposal would serve an existing use and is considered to be acceptable in principle
2. Design, appearance and impact on Conservation Area – The proposed changes to the proposal would not result in any undue impact on the design and appearance of the site and would not result in harm to the Conservation Area
3. Residential amenity – The proposed changes would not result in any undue impact on the residential amenities of neighbouring occupiers in terms of daylight, sunlight or overlooking and would be acceptable.
4. Transport – The car parking provision for the existing building significantly exceed maximum standards and no increase or decrease of car parking spaces is proposed. The provision of a new vehicular access will allow one of the existing accesses to be used solely for pedestrian and cycle access while a Travel Plan and Car Park Management Plan are recommended to be secured through condition to further increase the proportion of non-car access to the site. Cycle parking will be provided to London Plan standards. These sustainable travel measures are considered sufficient

to mitigate the potential transport related impacts of the extension.

RELEVANT SITE HISTORY

19/1682: Full Planning Permission sought for construction of a single storey extension with a combined flat and pitched roof form to the east elevation of the community function centre, including relocation of the external fire escape stairs, entrance door to the north elevation, extract duct at roof level, access ramp and steps, creation of outdoor play area and associated soft and hard landscaping – Withdrawn, 10/09/2019.

A number of historic applications have also been submitted for alterations/extensions to the existing building.

CONSULTATIONS

Consultation date: 30/04/2020

Site Notice Displayed on 07/05/2020

Press Notice Dated 13/05/2020

Public Consultation

46 Neighbours Consulted

12 comments were received from residents (3 supporting the proposal in principle subject to detailed matters such as design and highway safety being resolved and 8 objecting to the proposal). The comments are summarised as follows:

Objection	Response
Can the design consider impacts of lighting on nearby properties. Existing floodlights are sign into neighbouring windows	These comments are noted. However, no changes are proposed to the lighting as part of this application
Concerns over highway safety and traffic including the new road layout and expansion of the parking area	Addressed in paragraphs 33-38
Impacts of development on flooding	Addressed in paragraphs 47-51
Potential impacts of noise pollution including a number of commercial vehicles parked during the night which increases noise and traffic.	Addressed in paragraphs 24-32
The appearance should respect the existing building	Addressed in paragraphs 13-23
Concerns over potential commercial uses	Addressed in paragraphs 4-12
Scale of the proposal is not appropriate within the conservation area.	Addressed in paragraphs 13-23
Impact of new entrance on greenery/wildlife	Addressed in paragraphs 39-46

Internal Consultees

Environmental Health – No objections subject to conditions

Environmental Health Noise Team – No objections subject to conditions

External consultees

Historic England – confirmed that they wish to make no comments.

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 Core Strategy 2010

Brent Development Management Policies 2016.

Key policies include:

London Plan (2021)

D4 - Delivering good design

HC1 – Heritage conservation and growth

G7 – Trees and Woodlands

S1 – Developing London's social infrastructure

S11 – Improving air quality

T5 – Cycling

T6 - Car parking

Core Strategy (2010)

CP 23 Protection of existing and provision of new Community and Cultural Facilities

Development Management Policy (2016)

DMP1: General Policy

DMP12: Parking

DMP7: Brent's Heritage Assets

Supplementary Planning Guide

SPD1 – Brent Design Guide (2018)

The Council is at an advanced stage in reviewing its Local Plan. The draft Brent Local Plan was subject to

examination in public during September and October 2020. Planning Inspectors appointed on behalf of the Secretary of State have considered the draft Plan and have requested that the Council undertake consultation on a number of Main Modifications which is taking place between 8 July and 19 August 2021. Therefore, having regard to the tests set out in paragraph 48 of the NPPF, it is considered that greater weight can now be applied to policies contained within the draft Brent Local Plan.

The draft Local Plan carries significant weight in the assessment of planning applications given the progress through the statutory plan-making processes.

Key policies include:

General Policies:

DMP1 – Development Management General Policy

Design Policies:

BD1 – Leading the way in good design

Social Infrastructure:

BSI1 – Social Infrastructure and Community Facilities

Heritage and Culture:

BHC1 – Brent’s Heritage Assets

Green Infrastructure and Natural Environment:

BGI2 – Trees and Woodland

Sustainable Infrastructure:

BSUI1 – Creating a Resilient and Efficient Brent

BSUI2 – Air Quality

BSUI4 – On-site Water Management and Surface Water Attenuation

Transport:

BT1 – Sustainable Travel Choice

BT2 – Parking and Car Free Development

The following are also relevant material considerations:

The National Planning Policy Framework (revised 2021)

SPD1 “Brent’s Design Guide” 2018

DETAILED CONSIDERATIONS

Background

1. The Masonic Centre was originally constructed in circa 1912 as the Northwick Park Tennis and Social Club. The club had been established in five-acres of grounds and operated as a sports and social centre until 1953 when the Harrow District Masonic Council purchased the building. The building forms the heart and a focus of the Northwick Circle Conservation Area (a designated a heritage asset), and is one of the few public buildings within the area. It is visible on all sides. The Character Appraisal describes the building thus:
2. *The Masonic hall, which was once the sports and tennis club, enjoys a very green and open setting, sitting in the centre of the generous central open space. The building although having developed in a rather ad hoc way, compliments the scale and character of the houses that surround it. The Building was erected before the housing development, which now surrounds the generous lawned setting of the clubhouse. The building was designed in a domestic vernacular, employing many of the architectural motifs subsequently used on the areas residential buildings.*
3. It is a significant building within the conservation area as it occupies a very public location. Many of the roads terminate at the Circle so there are long views to it. The Circle is included on the The London Gardens Trust Inventory and therefore is considered locally listed in the Local Plan.

Principle of Development

4. Policy S1 of The London Plan (2021) seeks to protect and encourage development of social infrastructure and community facilities. This is supported by Core Policy CP23 and draft policy BS11 which also encourage the further provision of community facilities.
5. The existing structure is in use as a Masonic Lodge. It comprises three main temples, three dining rooms, smaller temples and a lodge of instruction rooms.
6. The application is seeking permission for extensions and alterations to the building to facilitate more cohesive facilities for its members. The extension would provide an enlarged open plan space that can accommodate up to 320 diners. The space has been designed to be flexible to accommodate both large and small groups which can be separated by acoustic screens. A larger kitchen space is also proposed as part of the extension works.
7. The application highlights that this includes in particular the hosting of functions attended by members of other Masonic Lodges, as the centre currently lacks the space and facilities to cater for such functions.
8. The applicant has also highlighted that several masonic lodges exist within the Middlesex area. Due to external factors one centre in Staines has closed and another in Southgate is expected to close. As such, the existing lodges within Harrow and Twickenham are expected to accommodate members, lodges and meeting displaced from other Middlesex Centres.
9. The proposed extensions would be for the purposes of accommodating these increased numbers and the expected increase in associated meetings.
10. The application notes that when the centre is not in use for masonic business it is made available to use to the wider community for use by local charities, societies and residents' groups and non-masonic uses, such as a bridge club, arts society meetings and parent and toddler groups. Such uses remain ancillary to the primary use of the site as a masonic centre. This is supported by draft

policy BSI1 which seeks to ensure that community uses maximise wider community benefits.

11. Objectors have raised concerns that the extension may facilitate the use for commercial hire. However, this is not included within the development proposal and any change of use would be subject to separate planning permission. .
12. The proposed extension has been demonstrated to serve a existing use and is acceptable in principle.

Design, Appearance and impact on Conservation Area

13. As highlighted above, the masonic centre is a significant building within the conservation area as it occupies a very public location. Many of the roads terminate at the Circle so there are long views to it.
14. Paragraph 189 of the NPPF 2021 recognises that heritage assets are an irreplaceable resource and seeks to conserve them in a manner appropriate to their significance. It is appropriate to consider the desirability of new development making a positive contribution to the local character and distinctiveness [197c].
15. Paragraph 199 considers the impact of a proposed development on the significance of a designated heritage asset. Great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
16. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use [202].
17. Paragraph 206 states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.
18. Policy HC1 of The London Plan states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. This is supported by Policy DMP7 of the local plan and Policy BHC1 of the draft Local Plan which seek to sustain or enhance the significance of the heritage asset, its curtilage and setting, ensuring that extensions are not overly dominating.
19. The existing building has historically been significantly extended and altered, mainly from the 1930s, 1950s and 1960s. These extensions and alterations have changed the character and appearance of the building, affecting its originally consistent mock Tudor Arts and Crafts character and increasing its footprint. The extensions include a number of brick additions that enclose the entry, bar and temples on the eastern elevation, the loggia/colonnade and canopy being infilled with brick work and a single storey extension added along the western elevation, and a two storey extension with a mansard roof and dormer together with a flat roof single storey element added along the southern elevation.

20. The application seeks to alter the existing building with three new extensions. The main extension located on the Western side of the building will result in the demolition of the existing flat roof extension and its replacement with two single storey dual pitched roof element and a single storey flat roofed extension between the dual pitched roof features on either end. As part of the proposal a 1980s extension would also be demolished. This extension is not in keeping with the main building and is considered to be of a poor design, detracting from its character. As such there is no objection to the loss of this extension.
21. This main extension will accommodate the enlarged dining space and coat room. It includes an extension to the Western elevation which preserves the main front entrance of the Centre and ensures views to the building remain unaltered down Dovedale Road. While the Western elevation includes part of the original structure this has been heavily altered and extended in the past. Therefore the natural place for expansion would be to this side of the building.
22. The other two smaller extensions are located on the Northern and Southern elevations. The extension on the Northern side would accommodate the enlarged kitchen, staff facilities and bike store and the extension on the Southern side would accommodate toilet facilities for users of the centre. These are single storey with flat roofs and designed with simple brick infills. They are modest extensions and connect to the Western extension, designed in the same style.
23. The proposed extensions have been designed to be subordinate to the main building and allow for desirable features on the main building to remain visible. The overall massing and scale has been designed to compliment the existing building. It is single storey. The scale is therefore considered to be in keeping with character of the building.
24. The extensions are considered to help rationalise, concatenate and unify the existing building, which itself has had many additions over the years, by creating a singularly coherent rear extension. The proposed roofed elements provide a better symmetrical elevation than existing arrangement. The modern design on an Arts and Crafts theme responds well to existing architecture. The concrete colonnade feature a nod to the previous incarnation.
25. The extension itself would be more modern than the main building. However, this contrast is considered to be acceptable as design cues have been taken from the existing building and historic setting.
26. Traditional and robust materials are proposed to be used in the development. The approach to materiality has been set out in the Design and Access Statement and picks out numerous details from the existing building. Many of the materials to be used either harmonise or match the existing building. This is considered to help deliver a high quality building and is supported by officers. Some concerns have been raised regarding the potential for the façade to be vulnerable to weathering. As such, a construction methodology has been sought by the Council's Design Officer. It is considered that this can be incorporated into the condition requesting details of materials.
27. Overall, it is therefore considered that the proposal would improve the general character of the building and will preserve the appearance of the Northwick Circle Conservation Area. Furthermore, the proposal would not harm the significance of the locally listed park and would be acceptable subject to conditions.

Residential Amenity

28. Policy DMP1 seeks to ensure that development does not result in harm to the residential amenities of neighbouring occupiers.
29. The extensions themselves would be located sufficiently far away from any nearby residential properties to avoid any impacts on residential amenity in terms of loss of light or outlook and would be acceptable in this regard.
30. Limited information has been provided on the number of people attending existing events within the centre. The application notes that the number of masonic activities varies depending on the time of year, day of the week and annual masonic events. As a guide, it is estimated by centre management (at the time of the submission of the planning application) that 8 to 15 masonic events occur daily, with masonic activities able to take place 7 days a week.
31. As noted above, dining facilities are provided on site to attendee of each masonic group. The applicant has advised that not every attendee makes use of the dining facilities. The centre has three existing dining rooms varying in size with the largest dining room having a room capacity of 130 persons, and the smaller dining rooms having a capacity of 30 persons (dining room 1) and 40 persons (dining room 2). This could accommodate a total capacity of 200 diners. An indicative capacity of each room within the centre has been provided which notes that the existing building has capacity for 734 persons. This provides a theoretical capacity of the building, although the applicant has highlighted that typical masonic activity does not reach these levels of occupancy, but the figures provides the capacity of the building were each room to be fully occupied at the same time. It should be noted that there are no existing planning conditions restricting the number of attendees.
32. The proposed extensions as noted above would facilitate enlarged dining facilities. With the enlarged dining facilities, the total capacity of the building would increase from 734 persons to 872 persons (a net increase of 138 persons). The room capacity of the enlarged dining room would increase to 300 persons, with one smaller dining room remaining with a capacity of 34 persons.
33. Based on the above information, it is considered that there would be a material increase in people would could potentially attend larger events, by around 130 persons. The application has advised that such larger events are envisaged to take place around 12 times a year. Given the proportionate extent of the change and the mitigation measures that are proposed, including a travel plan, it is not considered necessary to restrict the number of larger events that can take place each year.
34. The centre currently has three dining rooms. The purpose of the extension is to accommodate an increased number of visitors. Neighbours have raised concerns that this may result in an increase impact in terms of noise and disturbance.
35. However, it is noted that the proposal would facilitate an existing use rather than create a new one. As such, it is not considered that the proposal would result in a materially greater impact on neighbouring amenity in terms of noise impacts.
36. The Environmental Health team have viewed the application and note that the new kitchen would have potential to result in odours or fumes due to extract flues. However it is noted that the nearest residential properties to the building are located approximately 70m away and as such negative impacts are unlikely. Notwithstanding this, a condition has been attached requiring details of the extractor equipment to be submitted to and approved in writing by the Council to ensure no adverse impacts on neighbouring amenity.

Highways and Transport

37. The site is located within the centre of Northwick Circle. The inner kerb of the carriageway has double yellow lines, whilst the outer kerb has no parking restrictions. The centre has two accesses: one on the north and one on the east, which is egress only. The information submitted indicates that there are an existing 235 car parking spaces with 133 spaces formally marked out (including 12 disabled bays) and an area of hardstanding with unmarked bays which has an estimated capacity of 105.

Car parking

38. While limited information has been provided on the number of people who attend events at the centre at present, the number of parking spaces that are currently available on-site is significantly above the maximum car parking allowance for this type of use (1 space per 10 peak time visitors). However, this is an existing situation. No changes to parking availability are proposed (i.e. no increase or loss).
39. The level of car parking is significantly in excess of maximum car parking standards and a reduction in the level of the car parking would be supported in principle. However, as this is an existing situation, it is not considered to be reasonable or necessary to seek a reduction. Nevertheless, given the increase in theoretical capacity of the centre and the potential for the associated impacts on the highway to increase, it is considered necessary to secure a Car Park Management Plan through condition which identifies the car parking spaces and includes details of proposed management measures to set out how access and egress from the highway will be managed on any major event days, and how vehicles will circulate within the site.

Cycle parking

40. The minimum cycle parking requirement for a D1 use with a floor area of 1,600m² in accordance with the London Plan is 18 short-stay spaces, with the 40 staff requiring 5 long-stay spaces. Ten short stay spaces are proposed outside the main entrance whilst eighteen long stay spaces have been indicated. However, it is not clear what form of cycle parking is being proposed and the cycle store as shown does not appear to be sufficiently sized for an appropriate form of cycle parking. Six cycle spaces provided through the use of three Sheffield stands could be accommodated in this location and this would conform to the LCDS requirements in quality. The numbers of short stay cycle parking should also be extended by eight spaces (four Sheffield stands) to ensure that standards would be met. A condition is recommended to secure these.
41. Policy DMP12 states that development will be supported where it does not add to on-street parking demand or result in negative impacts on the highways or other forms of movement.

Access

42. As part of the proposal, the existing access on the northern side of the site would be narrowed to be used for pedestrian and cycle access only. The use of the existing access for pedestrian/cycles is considered acceptable as this is located close to desire lines towards Kenton Station and provides a segregated access (i.e. not used by vehicles).
43. A new vehicular access would be created on the northwest side of the site on Upton Gardens. To

support this arrangement the applicant has provided a Road Safety Audit which demonstrates that the arrangement would be acceptable subject to vegetation management. Additionally, tracking diagrams have been provided to demonstrate that larger vehicles can access the site. The provision of the access results in a minor loss of soft landscaping. However, as discussed within the landscaping section of the report, this will not affect any significant vegetation and is considered to be acceptable. The proposed new vehicle access is considered to be satisfactory subject to securing measures to manage the vegetation in order to enhance sight lines.

Movement

44. The applicants have submitted a Transport Assessment and subsequent Technical Notes and a Transport Briefing Note. This includes surveys of vehicular movements into and out of the site during the weekday evening peak hour (17.00-18.00) and the Saturday lunchtime peak hour (13.00-14.00). These showed 17 arrivals/3 departures during the weekday pm peak hour and 15 arrivals/26 departures in the Saturday lunchtime peak hour. However, the number of movements by other modes of transport have not been provided. The Transport Assessment has assumed that traffic flows will remain unaltered.
45. Nevertheless, the proposed change will increase the maximum theoretical capacity of the building as discussed above and a sensitivity test has been conducted which examines the impact on the local highway if a major event resulted in the entire car park capacity to leave the site in the weekday evening peak hour or arrive in the Saturday lunchtime peak hour. This test does suggest that the existing congested junctions of Kenton Road/Nash Way/Carlton Avenue and Kenton Road/Woodcock Hill/Kenton Lane would suffer some negative impact, given that they are already acting at or close to capacity.
46. Whilst the above scenario is not considered likely and could in any case already occur with the hall and car park at their current capacities, it does highlight the need for a good Travel Plan and Car Park Management Plan, particularly when major functions are held at the centre.
47. A Transport Briefing Note indicated that: "The centre could provide a meeting facility and seated dining service for up to 320 people for the large Provincial events, of which typically there are about 8 such events per calendar year". Furthermore it also includes the results of a survey which gives the times and numbers of people that used the centre during the week beginning 25/02/19 and this indicated that the peak time was on the Thursday evening between 6pm – 8pm in which there were a total of 218 guests in various rooms within the centre. It had not been identified if this was a typical week or if this included one of the eight major events in the year. Instead, within the Technical Note submission dated 14/05/21 they provided estimates of a theoretical maximum capacity of both the existing and from the proposals which indicates that the existing building which can does have a number of rooms can accommodate up to 734 persons whilst the proposals on the same basis could accommodate up to 872 persons. It should be noted that no indication of the centre ever accommodating this number have been submitted or even information on the intention is to provide a capacity of 872 guests and it is considered unlikely that this will be the case with the expected number being stated as 320. Notwithstanding this, the proposals would increase the suitability of the premises being able to hold larger events.
48. The Transport Assessment included Trip generation figures for the site which included a sensitivity

test scenario in which the evening peak hour resulted in 235 vehicles departing the site.

49. The baseline indicated that the junction for: Kenton Road (East), Kenton Road (West) and Nash Way had baseline degrees of Saturation of 91.4, 93.4 & 97.2 respectively whilst the sensitivity test indicated that these would change to 98.1, 101.5 and 97.2. It is noted that it would be unlikely that all 235 cars which could be accommodated on site would leave between 5pm and 6pm with the levels of arrivals and departures provided in the briefing note being currently spread out and it is likely that this would continue. However, the briefing note also indicates that there are more arrivals in the evening peak period than departures and so the sensitivity test should've been carried out with all 235 cars being arrivals although it is unlikely that this would've made much of a difference. The Technical Note dated 15/05/21 includes trip generation data for a theoretical maximum capacity and although it is unclear why the existing theoretical capacity results in worse junction performance than the proposed theoretical capacity, this would be an unlikely scenario.

50. It is noted that the proposals would have an impact on the performance of junctions in the vicinity, however, this is likely to be overestimated through sensitivity testing whilst improvements to pedestrian and cycle accessibility to the site should limit the numbers of people travelling to and from the site by car. This emphasises the importance of the premises to be supported by a robust Travel Plan. It should be noted that the centre does not have a travel plan at present.

51. The Travel Plan submitted with the application indicates that there will be a reduction over 5 years of 8% of car trips to the site, and it does not clarify whether the reduction is a percentage point reduction or a % reduction in the baseline percentage figures (for example, from a baseline of 50% car use, a 10% point reduction would reduce the car use to 40%, whilst a 10% reduction would reduce it to 45%).

52. More importantly, the draft Travel Plan does not include existing mode share figures and the failure to carry out detailed surveys of the existing use of the centre (no. of visitors throughout a typical week) and visitor profile in terms of modal share and catchment area is a major shortcoming of the submission, both for the Transport Assessment and the Travel Plan. A revised Travel Plan is therefore required to be submitted prior to occupation of the proposed extensions. It should also be noted that the travel plan measures concentrate on providing information on public transport and cycle routes and it is considered more measures need to be included to encourage and incentivise sustainable travel. A robust Travel Plan is also considered to be essential in order to satisfactorily mitigate the risk of over-spill parking on the surrounding streets, notwithstanding the level of on-site car parking which is well above the maximum standards set out in policy. It is recommended that a Travel Plan is secured through condition.

Servicing

53. Given the size and location of the car parking areas, servicing can be satisfactorily be undertaken from these areas.

Trees and Landscaping

54. London Plan Policy G7 seeks to protect urban trees and woodlands. Policy DMP1 seeks to ensure that development does not result in the loss of trees of significant amenity value.
55. The site is located within a Conservation Area. As such, all trees within the site are considered protected. It is noted that the new vehicular access would travel between some of these trees.
56. The applicant has provided a Tree Survey and Arboricultural Impact Assessment. This demonstrates that the new access road would be located far enough away from the trees to avoid negative impacts. The assessment details Tree Protection measures to ensure protection to other trees on the site. Subject to a condition to ensure this is adhered to, this would be acceptable.
57. The largest, rear extension would be located on the south west side of the main building replacing an existing extension in this location. This would result in the loss of some soft landscaping at this part of the site.
58. However, this element of the proposal would be located between the building itself, and the large car park which exists at present. On balance, the loss of soft landscaping in this area would not result in harm to the character and appearance of the area.
59. The new vehicular access would likewise result in the loss of some soft landscaping at the site and objectors have raised concerns over the impact on greenery and wildlife. However, it is noted that the site is not designated as an area of ecological importance and there would be no loss of trees as part of the proposal.
60. As part of the proposal, an existing access will be narrowed to prevent access by vehicles. Soft landscaping would be provided where the existing road is narrowed which would provide further visual and ecological benefits. In the wider context of the site the impact on local ecology is considered to be minimal and the benefits of the access are considered to outweigh the limited harm caused by the loss of the landscaping.
61. Subject to a condition to ensure that details of soft landscaping are approved in writing by the Council, this would be acceptable.

Flooding and drainage

62. Residents have raised concerns that the proposal may result in an increase in flooding to the site and its surrounding.

63. The site itself is not located in a designated Flood Zone but as the site is over 1 hectare in size, a flood risk assessment is required. It is acknowledged that parts of the surrounding road are identified as at risk of surface water flooding.
64. The proposed extension would be located in the centre of the site which itself is surrounded by soft landscaping. Similarly, the new access road would be surrounded by soft landscaping including enhanced planting as discussed above.
65. A Drainage Strategy has been provided by the applicant which demonstrates that the proposal would use existing drainage systems on the site which are considered sufficient to manage potential impact. This will include an attenuation tank within the site to restrict surface water flows to 5.0l/s
66. Overall, the impact of the proposal on surface water flooding is considered to be minimal and would be acceptable.

67. Environmental Health Concerns

68. The site is located within an Air Quality Management Area. As the application is a major, there is a requirement for development to be Air Quality Neutral. A condition has been attached to require an Air Quality Neutral Assessment to be submitted and approved by the Council. It is considered acceptable to apply a condition in this instance as there is no increase in parking on site and the extensions are minor in scale.
69. Similarly the development has potential for impacts in terms of dust and noise. Therefore conditions have been attached requiring a Construction Method Statement and to limit the emissions of machinery.
70. Part of the site has been identified as contaminated land. Conditions have been attached to require a land investigation and remediation and verification where required.

Equalities

71. 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

72. The proposal is considered to result in a visual improvement to the existing building and would enhance the special character of the conservation area. It would not result in negative impacts on neighbouring amenity and subject to conditions would not result in negative impacts on the local highways network. It is therefore recommended for approval.

CIL DETAILS

This application is liable to pay **£28,724.21** * under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible* floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 1778.97 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
(Brent) Non-residen institutions	1778.97	1316	462.97	£0.00	£0.00	£0.00	£0.00
(Mayoral) Non-residen institutions	1778.97	1316	462.97	£0.00	£60.00	£0.00	£28,724.21

BCIS figure for year in which the charging schedule took effect (Ic)	224	323
BCIS figure for year in which the planning permission was granted (Ip)	334	
TOTAL CHARGEABLE AMOUNT	£0.00	£28,724.21

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

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

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

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 20/1278

To: Mr Beamish
Beamish Planning Consultancy
Rosemary Cottage
Back Lane
Searby
DN38 6BH

I refer to your application dated **28/04/2020** proposing the following:

Erection of single storey extensions to western and northern elevations of existing masonic centre building (including new plant/ventilation system and drainage system), reconfiguration of existing access arrangements and creation of new additional vehicular access point (opposite Upton Gardens), incorporating alterations to existing parking provision, new refuse storage and cycle parking facilities, removal of several existing trees and planting of replacement trees and provision of both soft and hard landscaping

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

at **Harrow District Masonic Centre, Northwick Circle, Harrow, HA3 0EL**

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: 31/08/2021

Signature:

Gerry Ansell
Head of Planning and Development Services

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

1

- 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):

003B, MS.01 Rev A, MS.02 Rev A, PL-1000, PL-1001, PL-1002, PL-1003, PL-1004, PL-1010, PL-1011, PL-1020, PL-2000 Rev 11, PL-2001 Rev 04, PL-2002 Rev 02, PL-2010 Rev 02, PL-3000 Rev 01, PL-3001 Rev 01, PL-3002, PL-4000 Rev 02, PL-4001 Rev 06, SK-02 Rev P02, SK005 Rev P03, SK006 Rev P04, 210629 324619-002 F, J32-4619-004, J32-4619-010, J32-4619-011, J32-4619-012

Supporting Documents: North elevation materials, South elevation materials, West elevation materials, Draft Travel Plan, Planning Statement, Heritage Statement, Operational Statement, Sustainability and Energy Statement, Drainage Strategy Report, Tree Survey and Arboricultural Impact Assessment, Noise Report, Design and Access Statement, Transport Assessment, Stage 1 Road Safety Audit

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

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

Reason: To protect local amenity and air quality in accordance with Brent Policy EP3 and London Plan policies 5.3 and 7.14

- 4 The tree protection proposals as contained within the Tree Survey and Arboricultural Impact Assessment prepared by Landscape Collective Ltd. shall be adhered to in full throughout for the full period of construction of the development hereby approved.

Reason: To ensure that retained trees are protected from the negative impacts of construction throughout the duration of works

- 5 Details of materials for all external work, including samples made available on site and a construction and details of the construction methodology, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development (excluding any demolition, site clearance and the laying of foundations). 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.

- 6 Details of the soft and hard landscaping shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development (excluding any demolition, site clearance and the laying of foundations). Such details shall include:
- (i) A planting plan for any new soft landscaping, including the provision of shrubs and/or trees;
 - (ii) details of any hardstanding within the site; and
 - (iii) a landscaping maintenance plan, which shall include details of the maintenance of vegetation to ensure satisfactory sight lines for the vehicular accesses.

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 in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved timescales .

Reason: To ensure a satisfactory appearance and in the interests of local amenity and in the interest of highway safety

- 7 An Air Quality Neutral Assessment, undertaken in accordance with guidance published by the Greater London Authority (GLA), shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works (excluding any demolition, clearance or the laying of foundations). The assessment shall include mitigation proposals should it be found that the development is not air quality neutral and all measures recommended in the assessment shall be fully implemented.

Reason: To protect local air quality

- 8 Details of any extract ventilation system and odour control equipment for the commercial kitchen, including all details of external ducting, must be submitted to the Local Planning Authority for approval prior to the installation of the equipment and the equipment shall thereafter be installed in accordance with the approved details.

Reason: To protect the amenity of nearby residents

- 9 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 and the measures within the approved statement shall be implemented throughout any demolition and construction works.

The applicant must employ measures to mitigate the impacts of dust and fine particles generated by the operation. This must include:

- (a) damping down materials during demolition and construction, particularly in dry weather conditions,

- (b) minimising the drop height of materials by using chutes to discharge material and damping down the skips/ spoil tips as material is discharged,
- (c) sheeting of lorry loads during haulage and employing particulate traps on HGVs wherever possible,
- (d) ensuring that any crushing and screening machinery is located well within the site boundary to minimise the impact of dust generation,
- (e) utilising screening on site to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area,
- (f) installing and operating a wheel washing facility to ensure dust/debris are not carried onto the road by vehicles exiting the site.
- (g) the use of demolition equipment that minimises the creation of dust.

Reason: To minimise impacts of development on local air quality

- 10 Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011 + A2:2017 and the Environment Agency's current Land Contamination Risk Management Guidance. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction works (excluding demolition).

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

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

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

- 12 (i) Prior to first use of the extension hereby approved, a Travel Plan for the Centre shall be submitted to and approved in writing by the local planning authority.

The Travel Plan shall :

- identify a named Travel Plan Co-ordinator within the site management team;
- baseline survey and modal share information for those travelling to or from the existing centre;
- set out target modal shares by different modes of transport for the first, third and fifth years following completion of the extension;
- set out measures to encourage uptake of sustainable travel modes and reduce modal share by car; and
- set out arrangements for Travel Plan Reviews to be undertaken, within one year of the completion of the extension and on each and every secondary anniversary thereafter for the first five years following completion of the development or as otherwise agreed with the local planning authority.

The Travel Plan (as approved above and / or amended by (ii) below) shall be implemented in

full.

(ii) Travel Plan Reviews shall be submitted to and approved in writing to the local planning authority prior to the first, third and fifth anniversary of the completion of the development as provided for in (i) above, and shall include the following matters:

- information on the measures used and implemented to promote the Travel Plan and achieve its targets;
- a survey of the use of parking by those travelling to and from the development;
- a survey that corresponds with TRICS survey methodology (and / or replacement thereof) that identifies modes of transport used by users of the development to get to and from the same; and
- where target modal shares have not been achieved, a plan of action that will indicate how the targets will be met (any such plan of action, following its approval by the local planning authority, will form part of the Travel Plan thereafter)

Reason: To ensure the development encourages sustainable travel modes and has an acceptable impact on the local highway network.

- 13 Prior to completion of the extension hereby approved, details of cycle parking facilities which accord with LCDS standards shall be submitted to and approved in writing by the Local Planning Authority which shall include:
- a) the provision of secure, weatherproof long stay cycle parking facilities to accommodate a minimum of 6 cycles; and
 - b) the provision of long stay cycle parking facilities to accommodate a minimum of 18 cycles.

The approved details shall be implemented in full prior to the completion of the development hereby approved and thereafter maintained and retained for use ancillary to the premises.

Reason: In the interest of sustainable transport and traffic flow and safety.

- 14 Prior to completion of development, a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority which demonstrates how access to and egress from the site together with the availability of car parking spaces and circulation within the site will be managed on major events (where 150 or more people are in attendance within the premises at any one time, or other capacity threshold as approved through the Car Park Management Plan). The approved details shall thereafter be implemented in full for all major events.

Reason: In the interest of highway flow and safety.

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 provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 3 Given the age of the buildings to be demolished it is possible that asbestos may be present. The applicant is 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.
- 4 The applicant is advised to notify the Council's Highways and Infrastructure Service of the

intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.

- 5 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 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 Construction/refurbishment and demolition works and ancillary operations which are audible at the site boundary shall be carried only between the hours of:

Monday to Fridays 08:00 to 18:00
Saturday 08:00 to 13:00
At no time on Sundays or Bank Holidays

Any person wishing to inspect the above papers should contact Liam McFadden, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 3299