

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

12 February, 2025
04
24/2139

SITE INFORMATION

RECEIVED	1 August, 2024
WARD	Preston
PLANNING AREA	Brent Connects Wembley
LOCATION	Land opposite G E C Pavilion, Pellatt Road, Wembley, HA9 8FB
PROPOSAL	Construction of a five-storey residential building with landscaping, private and communal amenity areas, car parking, refuse and cycle stores and associated works
PLAN NO'S	See condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_169759</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 "24/2139" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

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

1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
2. Notification of material start 28 days prior to commencement
3. Financial contribution of £91,388 towards affordable housing provision within the Borough together with early and late stage review mechanisms to capture any uplift in affordable housing
4. Sustainability and energy:
 - a. Detailed design stage energy assessment. Initial carbon offset payment if zero-carbon target not achieved on site.
 - b. Post-construction energy assessment. Final carbon offset payment if zero-carbon target not achieved on site.
 - c. 'Be seen' energy monitoring requirements
5. Biodiversity Net Gain to include:
 - a. Biodiversity Gain Plan
 - b. Habitat & Maintenance Management Plan
 - c. Statement of Conformity
 - d. Survey & Monitoring Report for Net Gain
 - e. Off site compensations to capture the shortfall in 10% BNG on site.
6. Highway Works:
 - a. A contribution of £30,000 for traffic calming measures
7. Indexation of contributions in line with inflation from the date of committee resolution

Any other planning obligation(s) considered necessary by the Head of Planning. That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.

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

Conditions:

Compliance

1. Three year rule
2. Approved documents
3. Unit Numbers
4. Building regulations M4(2) and M4(3)
5. Water compliance
6. Non-Road Mobile Machinery
7. Overheating report
8. Car parking, cycle and refuse facilities
9. External Amenity Spaces
10. Arboricultural Impact Assessment and Tree Report
11. Vehicular Crossover provision
12. Obscure Glazed Windows

Pre-commencement

13. Construction method statement

14. Construction Logistics Plan

During construction

- 15. District Heat Network
- 16. SUDs and Drainage Strategy
- 17. Materials Study
- 18. Hard and soft Landscaping scheme
- 19. Bay Studies

Pre-occupation

- 20. Ecology
- 21. Lighting
- 22. Internal noise levels
- 23. Plant Noise

Informatives


As set out within the decision notice

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

	Planning Committee Map
	Site address: Land opposite G E C Pavilion, Pellatt Road, Wembley, HA9 8FB © Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is
indicative
only.

PROPOSAL IN DETAIL

The proposal seeks the construction of a 5 storey residential building with landscaping, accommodating 13 units, private and communal amenity areas, car parking, refuse and cycle stores and associated building works.

EXISTING

The application site comprises a lawned, deep road verge situated on an area of land to the west of the roundabout junction of Pellatt Road with Walton Gardens and Chamberlayne Avenue in Wembley. The site is surrounded by a mix of residential and industrial uses.

The site has a bank of four mature trees along its north eastern boundary and two other trees also located within the site.

The site is not within a conservation area, and not in proximity to any designated or non-designated heritage assets. The site is within Flood Zone 1 (lowest probability of flooding) and at very low/low risk of surface water flooding. The site is not located in an Air Quality Management Area (AQMA).

SUMMARY OF KEY ISSUES

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: A total of 12 objections have been received principally raising concerns regarding lack of consultation, scale and design of the proposed building, impact on neighbouring amenity in terms of loss of light, privacy and views transport and access impacts and loss of green space. These issues are discussed in the body of this report.

Land use: The proposal involves the redevelopment of an existing area of green space to deliver new housing, providing 13 new homes. The area of green space is not defined as protected open space within Brent's Local Plan. The enhancement of the site and provision of housing would contribute towards Brent's housing targets, and is acceptable in principle.

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

Quality of the resulting residential accommodation: The proposal includes 13 new homes, all meeting or exceeding minimum internal floorspace standards, with good levels of light and outlook. Private and communal external amenity spaces are included and meet Brent's policy targets set out within policy BH13.

Affordable housing and Mix of Homes: The scheme proposes 13 homes, of which three would be family-sized units, which would meet the policy requirement set out in BH6. The applicant's viability report has been robustly reviewed on behalf of the Council by BNP Paribas. This concludes is in surplus by £91,388. This would be secured as a financial contribution towards provision of affordable housing elsewhere in Brent. This would be secured through a Section 106 agreement. Early and late stage review mechanisms would also be secured to capture any uplift in affordable housing in the event that a surplus is identified.

Neighbouring amenity: The overall impact of the development is considered to be acceptable, with a very limited impact upon neighbouring properties expected. This is discussed further in the body of this report.

Highways and transportation: The scheme proposes 3 car parking spaces (including 1 disabled parking space) within is within maximum parking standards. Transportation officers have reviewed the proposal and consider that the proposal is not likely to result in significant overspill parking on the surrounding streets. Road improvements to the sum of £30,000 would be secured for traffic calming measures. Cycle parking and bin storage would also be provided to comply with standards.

Trees, landscaping and public realm: Six trees are proposed for removal to accommodate the proposals (4 category B trees and 2 category C tree). 29 new trees have been provided with a practical layout within the application site, resulting in an increase in canopy cover at the time of planting from 181sqm to 294sqm. The proposal would have an Urban Greening Factor (UGF) score of 0.7 which exceeds the London Plan and Brent target of 0.4.

Environmental impact, sustainability and energy: Whilst there is a reduction in on-site biodiversity rather than a net gain, appropriate compensation would be secured within Section 106 Agreement. While there are still some shortfalls in provision, monitoring and conformity have been required through condition and a Section 106 agreement. Updated energy statements and a financial contribution to Brent's carbon offsetting fund would be secured through the Section 106 agreement.

Key Information

Site Designations

Relevant site designations:	
No relevant designations	
Site area (ha):	0.1025ha

Residential details:			
	No. of Homes and Mix	Use Class	Floorspace (m²) (Gross Internal Area)
Proposed	3 x 3 bed 5 person 3 x 2 bed 3 person 1 x 2 bed 4 person 6 x 1 bed 2 person 13 homes	C3	1189.25m ²

Parking

	Car Parking Spaces (General)	Car Parking Spaces (Disabled)	% EVCP	Bicycle Spaces	
				Short stay	Long stay
Existing	N/A	N/A	N/A	N/A	N/A
Proposed	3	1		2	26

Environmental performance

	Policy target	Proposed
Energy		
Percentage of on-site carbon savings beyond Part L of Building Regulations (2021)	35%	80%
Off-site reduction (%) and/or carbon offset contribution	Shortfall to net-zero	49% A cash-in-lieu contribution of £7,367 has been offered.

Sustainability		
Urban Greening Factor (UGF)	0.4	0.72
Biodiversity Net Gain (BNG)	Positive	Negative – A Habitat Maintenance and Management Plan (HMMP) which would be secured as part of the Section 106 Agreement. To meet 10% mandatory net gain in biodiversity 0.16 individual tree units would need to be purchased as off-site units in line with the hierarchy requirements discussed below.

RELEVANT SITE HISTORY

No relevant planning history.

CONSULTATIONS

54 properties were consulted as part of the proposal on the 8th August 2024.

A site notice was erected on the 11th August and advertisement in the local press on 12th September 2024.

12 objections were received. A summary of the concerns raised are discussed below.

Objection	Response
Neighbours not notified	The Local Planning Authority carried out public consultation in line with statutory requirements. A press notice, site notice and individual consultation letters were issued to advertise the proposal to residents.
The proposal would be overdevelopment	This is discussed within the Principle of Development section below.
Loss of green, open space	This is considered in the Principle of Development section below.
The development would have a negative impact on the surrounding area	This is discussed within the design, character and impact on the streetscene section below.
The scale of the development is inappropriate owing to height	This is discussed within the design, character and impact on the streetscene section below.
Poor design and out of character materiality	The proposed design is discussed within design, character and impact on the streetscene section below.
The development would have a negative impact upon surrounding Solar PV panels	The proposed development sufficiently accords with BRE guidance, and it is considered that the proposed development would not unduly harm neighbouring amenity, including access to daylight.. This is discussed within the Daylight and Sunlight section below.
Loss of outlook	This is discussed within the neighbouring amenity section below.
Loss of trees	This is discussed in the trees section below.
Views would be obstructed	Individual views are not protected within planning policy, only key strategic views (e.g. the

	Wembley Stadium arch from designated viewpoints). There is no 'right to a view; in planning terms. However, it is considered that surrounding properties would retain sufficient levels of outlook as discussed further in the body of this report
Insufficient levels of affordable housing	Affordable housing is discussed within the affordable housing section below.
The value of nearby properties will be affected.	This is not a material planning consideration.
Additional traffic and public and vehicle safety concerns	The transport and highways implications for the site are discussed in the transport and highways section below.
The development proposed insufficient parking facilities	The proposed parking arrangements are discussed in Transport and Highways section below.
Concerns over cycle parking and the secure storage arrangements	This is discussed within transport and highways, under the cycle parking subheading below.
Poor ongoing maintenance of the site	A condition securing ongoing management and maintenance of the hard and soft landscaping within the site would be attached. Wider maintenance issues within the estate lie outside the remit of the planning system.
The development would give rise to anti-social behaviour, illegal street trading, fly tipping and drug dealing due to a lack of CCTV	The proposal would create passive surveillance which would discourage the behaviours cited. There is no evidence to suggest that the proposal would increase crime.

External Consultation

Thames Water – No objection subject to the scheme following the sequential test in relation to the disposal of surface water in line with policy SI13 of London plan 2021. No objections raised in relation to wastewater network or sewage treatment work infrastructure capacity. with regard to surface water, wastewater network and sewage treatment works.

Internal Consultation

Local Lead Flood Authority – No objections subject to further information being provided on details of exceedance flood mapping during extreme flood risk events and measures on how surface water could be harnessed to support garden and landscape areas.

Environmental Health – No objections raised subject to conditions recommended in relation to air quality, construction management, noise and Non-Road Mobile Machinery.

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

Policy D3 Optimising site capacity through the design-led approach
Policy D4 Delivering good design
Policy D5 Inclusive Design
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D12 Fire Safety
Policy H1 Increasing housing supply
Policy H2 Small Sites
Policy H4 Delivering affordable housing
Policy H5 Threshold approach to applications
Policy H6 Affordable housing tenure
Policy H7 Monitoring of affordable housing
Policy G5 Urban greening
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands
Policy SI 1 Improving air quality
Policy SI2 Minimising greenhouse gas emissions
Policy SI4 Managing heat risk
Policy SI5 Water infrastructure
Policy SI 13 Sustainable drainage
Policy T2 Healthy Streets
Policy T5 Cycling
Policy T6 Car parking
Policy T6.1 Residential parking
Policy T7 Deliveries, servicing and construction

Local Plan 2019-2041

DMP1 - Development Management General Policy
BD1 - Leading the way in good design
BH1 - Increasing Housing Supply
BH4 – Small Sites and Small Housing Developments in Brent
BH5 - Affordable Housing
BH6 - Housing Size Mix
BH13 - Residential Amenity Space
BGI1 - Blue and Green Infrastructure in Brent
BGI2 - Trees and Woodland
BSUI1 - Creating a Resilient and Efficient Brent
BSUI2 - Air Quality
BSUI4 - On-site Water Management and Surface Water Attenuation
BT1 - Sustainable Travel Choice
BT2 - Parking and Car Free Development
BT4 - Forming an Access on to a Road

Other material considerations include:

National Planning Policy Framework 2024
Brent Waste Planning Guide 2013
Brent's Design Guide – Supplementary Planning Document 1 2018
Residential Amenity Space & Place Quality – SPD – 2023
Sustainable Environment & Development – SPD – 2023
Council's S106: Supplementary Planning Document 2022

DETAILED CONSIDERATIONS

Principle of development

1. 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.
2. 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.
3. Policy H2 of London Plan identifies that for London to deliver more of its housing, a substantial contribution from smaller sites below 0.25 hectares in size will be required. It sets a Brent minimum target of 4,330 for the period 2019/20 – 2028/29. Policy BH4 relates to small sites and small housing developments in Brent ((below 0.25 hectares or 25 dwellings in size) and in line with policy H2 of London Plan, sets out that small housing developments delivering a net addition of self-contained dwellings through the more intensive and efficient use of sites, where consistent with other policies in the development plan, will be supported within the priority locations of PTAL 3-6, intensification corridors, or a town centre boundary through:
 - a) the infill of vacant or underused brownfield sites,
 - b) residential conversions, redevelopment, extensions of dwellings, or infill within the curtilage of a dwelling
 - c) the redevelopment of flats, non-residential buildings and residential garages,
 - d) upward extensions of flats and non-residential buildings
4. In these priority locations, the character of the existing area will be subject to change over the Local Plan period. Outside the priority locations greater weight will be placed on the existing character of the area, access to public transport and a variety of social infrastructure easily accessible on foot when determining the intensity of development appropriate.
5. The site lies within a priority area with a PTAL of 3 and therefore the principle of the redevelopment of the site for increase in residential home is acceptable.

Development on Green Space

6. The application would result in the loss of existing green space located on Pellatt Road. The land does not have any specific planning designations, and notably it is not designated open space which would otherwise be protected against development under London Plan Policy G4.
7. Objectors have raised concerns regarding the loss of this green space. Whilst it is acknowledged that the site currently provides some limited visual amenity, the site as it exists is effectively a deep road verge, with an element of tree and shrub planting. Although 0.1 hectares in size and currently comprising of mostly open grassland, owing to its shape and location adjacent to a road it does not readily lend itself to being used as an area for sitting out or recreation. Indeed, a larger recreation ground is located directly opposite the application site. This is due to a combination of attributes, including its irregular shape, proximity to the road, lack of equipment for play or dwelling such as benches, lack of significant landscaping features and it significant inactive permitted to its north. It is also adjacent to a much more considerable open space, the GEC sports facility, protected by policy G4. There are pitches which are available for hire in this location, as well as outdoor gym facilities which are readily available at no extra charge for all residents'.
8. Policy DMP1 seeks to retain existing green infrastructure including open space, high amenity trees and landscape features, and providing appropriate additional or enhancements where possible. Where the loss of open space is proposed, this would be required to be balanced against the benefits of the proposal.

9. While the loss of the green space is acknowledged, the scheme would deliver 13 homes including a policy compliant level of family sized homes (3 family sized homes) for which there is an identified need in Brent. This is considered, on balance, to outweigh the harm. Furthermore, the proposal would enhance the biodiversity of the application site as discussed in further detail below. On balance, the loss of this green space is outweighed by the benefits of the scheme as a whole, including the delivery of three family sized homes for which there is an identified need in the borough.

Housing Mix

10. 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.
11. The application would include 3 x three-bedroom homes, therefore meeting the requirements of policy BH6.

Affordable Housing Contribution

12. London Plan Policies H4, H5 and H6 set out the Mayor's commitment to delivering 'genuinely affordable' housing. A fast-track route is provided whereby applications proposing at least 35% affordable housing (50% on public sector or industrial land) with a policy-compliant tenure split. Applications not meeting the criteria for the fast-track route are subject to viability testing, to determine the maximum reasonable amount of affordable housing that the scheme can support.
13. Policy H6 requires affordable housing provision to include a minimum of 30% low cost rented homes, allocated according to need and for Londoners on low incomes (Social Rent or London Affordable Rent); a minimum of 30% intermediate products; and 40% to be determined by the borough based on identified need.
14. Brent's Local Plan Policy BH5 supports this approach and sets a target of 70% of affordable homes being for social rent or London Affordable Rent and the remaining 30% being for intermediate products. This split marries up with London Plan Policy H6 by design, with Brent having considered that the 40% based on borough need should fall within the low cost rented homes category.
15. This proposal would involve the creation of 13 new residential units. No provision for on-site affordable housing is proposed.
16. The application was supported by a Viability Assessment, which states that the scheme would result in a Gross Development Value (GDV) of -£548,031. BNP Paribas Real Estate conducted an independent viability review on behalf of the Council. They assessed the viability of the redevelopment and disagreed on a number of factors including build costs, developer's profit and finance rate. BNP initially concluded the scheme was in a surplus. However, a further review was undertaken between the Council's consultants and those of the applicant, in particular focusing on build costs (which have been significantly impacted by inflationary pressures), and it was subsequently agreed between the two parties that the scheme was in surplus by £91,388.
17. Subsequently, additional planning obligations to be secured by agreements under Section 106 of the Act and a change in CIL calculations due to an indexation change further revised this figure, resulting in a surplus (excluding Affordable Housing contribution) of £61,984. The applicants have provided a without prejudice offer for off-site affordable housing of £91,388 which results in a scheme with an overall financial deficit of -£29,404.

18. As the maximum reasonable financial surplus would be only £61,984 this would not be sufficient to provide an on-site provision of affordable housing (as it would not be sufficient to deliver even a single affordable home) the applicants have offered an off-site contribution of £91,388 to be secured towards the provision of affordable housing delivery elsewhere in Brent, in recognition of this high priority need within the borough.
19. In line with London Plan policy and guidance, both early and late-stage viability review mechanisms would be secured within the Section 106 Agreement to ensure that any uplift in affordable housing would be secured, should there be an improvement in scheme viability.
20. 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.

Design, Character and Impact on the Streetscene

21. Policy DMP1 sets out the need for development proposals amongst other considerations to be:
 - (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
22. 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.
23. 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.
24. The character of this part of Pellatt Road is not uniform, with a number of blocks of flats and dwellinghouses dating from different eras with differing design typologies, along with an area of open space to the south west. The proposal would be of a building with a more contemporary design than some of its immediate mid-century neighbours. However, given the open character and the design led approach towards maximising the sites' capacity as required by London Plan D3, a more contemporary design can be supported in this location in principle.
25. The communal entrance to the building located on the eastern side of the building would be clearly defined and expressed within the public realm and wider streetscape. It is considered that the scheme would provide good levels of natural surveillance to the public realm.
26. The building would be five storeys in height, with stepped levels which would help to reduce the impact of the overall massing of the development. As a result, the proposed building would read as a part single, part two, part three, part four and five storey building, with staggered building lines and set backs breaking up the facades. In terms of height and massing, the proposal is considered to be appropriate for the site, given its open setting, public transport accessibility and capacity to support the delivery of new homes, defining a well-composed and articulated landmark building that would inevitably become a distinctive part of the wider townscape. It is noted that due the PTAL of the site being 3 it is in a priority area for new housing whereby the policy recognises that the character of the existing area will be subject to change over the Local Plan period.
27. Externally, the facades are considered to be well-composed, with good proportions that establish a clear hierarchy across the building, defining clear bases, bodies and crowns from ground floor to roof level. broadly following the prevailing height of the surrounding developed sites. Within the facades themselves, there is a good level of articulation created by setbacks and projections in the massing, curves and brickwork textures, all of which establish a high quality and robust character and appearance. The articulation of the windows and balconies are considered suitable and appear to be sited in appropriate locations, Brent's Placemaking Manager has advised that an exemplary approach to materiality has been

set out in the Design and Access Statement (DAS), with a relatively simple palette proposed for the facades, and this gives confidence that the scheme will deliver a high quality and robust building.

28. Policy BH4 also highlights that developments that demonstrably fail to optimise potential housing delivery on a site or prejudice more comprehensive development, particularly that of a site allocation, will be refused.
29. The proposal does have a number of windows within the northern elevation that are located within 9m of the site boundary, some of which serve the sole window to a bedroom. Whilst the location of these windows would not result in harmful levels of overlooking into neighbouring residential properties as discussed below, they should not unduly impact on the neighbouring site from reasonably coming forward for redevelopment. In this case they overlook a narrow strip of land between the application site and the access road to Walton Gardens and therefore it is unlikely that the position of the windows would prejudice the neighbouring site from coming forward for redevelopment. Other windows on the northern elevation that do not serve the sole window to a habitable room or serve non-habitable rooms are recommended to be conditioned to be obscured glazed and high opening.
30. In summary, Brent's Placemaking Manager has advised that the scheme is considered to be exemplary in its response to Policy BD1 of the Brent Local Plan and demonstrably leads the way in good urban design. The approach to design, materiality and massing of the proposal is accepted and in accordance with Policies DMP1 and BD1 of Brent's Local Plan.

Quality of Accommodation

31. New residential homes should meet with or exceed the minimum internal space standards contained within the London Plan policy D6. The policy highlights that new homes should be provided with adequate levels of outlook, daylight and natural ventilation, which is supported by Council's Design guide SPD 1 (2018).
32. Policy D6 of London Plan sets out that housing developments should be of high-quality design and provide adequately sized rooms with comfortable and function layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Part (c) highlights that housing developments should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.
33. 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).
 - Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.
34. The table below sets out the minimum internal floor space requirement for each unit type proposed within the development.

Type of dwelling		Minimum gross internal areas and storage (square metres)	
Number of Bedrooms	Number of bed spaces	1 storey dwelling	Built-in storage
1b	2p	50	1.5
2b	3p	61	2
	4p	70	2
3b	5p	86	2.5

Ground-Floor

Flat 1: 3-bed for 5 people (wheelchair accessible) with 108sqm – Compliant (86sqm required)

Flat 2: 2-bed for 3 people with 73sqm – Compliant (61sqm required)

Flat 3: 1-bed for 2 people with 51sqm – Compliant (50sqm required)

First-Floor

Flat 4: 1-bed for 2 people with 57sqm – Compliant (50sqm required)

Flat 5: 2-bed for 3 people with 67sqm – Compliant (61sqm required)

Flat 6: 1-bed for 2 people with 51sqm – Compliant (50sqm required)

Flat 7: 3-bed for 5 people with 99sqm – Compliant (86sqm required)

Second-Floor

Flat 8: 2-bed for 4 people with 79sqm – Compliant (70sqm required)

Flat 9: 2-bed for 3 people with 67sqm – Compliant (61sqm required)

Flat 10: 1-bed for 2 people with 51sqm – Compliant (50sqm required)

Third-Floor

Flat 11: 1-bed for 2 people with 56sqm – Compliant (50sqm required)

Flat 12: 1-bed for 2 people with 56sqm – Compliant (50sqm required)

Fourth Floor

Flat 13: 3-bed for 5 person with 94sqm – Compliant (86sqm required)

35. Each unit has a spacious and open plan kitchen, living and dining area, with suitable bedrooms for the occupancy indicated. Storage units have also been provided within each bedroom and within the wider flat to achieve London Plan standards.

Floor to Ceiling Heights

36. London Plan Policy D6 also requires at least 75% of the GIA of each flat to have an internal floor-to-ceiling height of 2.5m. This exceeds the national standard of 2.3m as higher housing and the urban heat island effect are more prevalent in London, and a higher standard is required to ensure adequate quality in terms of daylight penetration, ventilation and cooling, and sense of space. Section drawings have been provided to demonstrate that the proposal has sufficient floor to ceiling head heights, exceeding 2.5m in some units. It can therefore be confirmed that the proposals have accorded with the floor to ceiling head height requirement.

Accessible Homes

37. Policy D7 requires at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. The drawings submitted with the application show two M4(3) 'wheelchair adaptable' homes at ground floor (Unit 1 and Unit 2), achieving the required standard. A condition would be attached securing this detail.

Layout and Outlook

38. The internal layout of the site features the main entrance from the east of the site, as it faces towards Preston Road. Also located at ground floor level is a cycle and refuse store and other ancillary storage and plant areas.
39. Each floor contains one to four homes accessed from a central core. Lift access is also provided to each floor. three homes
40. The majority of the homes proposed would benefit from dual/triple aspect with the exception of three of the homes that would be single aspect (1 bedroom homes at ground, first and second floor level). Nevertheless, all of the homes would be subject to good level of natural light and outlook.
41. At the ground floor, within unit 002 there are doors serving the open plan living spaces which have reduced outlook onto the boundary wall at a distance of 2.2m, separating the garages from the site. While the distances are minimal, there are several other windows serving these rooms with outlook to the east, west and south that avoid any restricted outlook which is welcomed as the rooms would still have access to adequate light and outlook.

Internal daylight and sunlight

Daylight

42. 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).
43. Internal Daylight has been assessed using Spatial Daylight Autonomy (SDA). The SDA is used to calculate the illuminance from daylight at each point on an assessment grid placed within the room at the working plane at hourly intervals for a typical year. Target illuminance (ET) for bedrooms is 100 lx, for living rooms, 150 lx and kitchens, 200 lx. These levels should be achieved across at least 50% of the working plane in a daylight space for at least half of the possible daylight hours.
44. Within the development all 13 dwellings within the development would achieve their target daylight factor in excess of the minimum requirements set out under BRE guidance.

External Amenity Space

45. Policy BH13 establishes that all new dwellings will be required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This is normally expected to be 50sqm per home for family housing (3 bedrooms or more) situated at ground floor level and 20sqm for all other housing.
46. 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 50sqm 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.
47. 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 1.5m.
48. London Plan policy D6 specifies that where there is no higher local standard, a minimum of 5sqm of

private amenity space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. The minimum depth and 1.5m is reconfirmed in the policy.

Unit No.	Unit Size	Total Private Amenity (Gardens, Balconies and Terraces)	LB Brent Private Amenity Required	Shortfall on BH13 standards
Ground Floor				
Flat 1	3 bed 5 person	64sqm	50sqm	0
Flat 2	2 bed 3 person	109sqm	20sqm	0
Flat 3	1 bed 2 person	11sqm	20sqm	9sqm
First Floor				
Flat 4	2 bed 3 person	8sqm	20sqm	12sqm
Flat 5	2 bed 3 person	7sqm	20sqm	13sqm
Flat 6	1 bed 2 person	5sqm	20sqm	15sqm
Flat 7	3 bed 5 person	31sqm	20sqm	0
Second Floor				
Flat 8	2 bed 4 person	23sqm	20sqm	0
Flat 9	2 bed 3 person	7sqm	20sqm	14sqm
Flat 10	1 bed 2 person	5sqm	20sqm	15sqm
Third Floor				
Flat 11	1 bed 2 person	27sqm	20sqm	0
Flat 12	1 bed 2 person	21sqm	20sqm	0
Fourth Floor				
Flat 13	3 bed 5 person	22sqm	20sqm	0
Total				78sqm

49. The proposal has provided an indication of amenity spaces achieved for each residential unit, with each unit achieving private amenity space. The communal amenity terraces proposed are considered to provide an informal amenity space with two distinct areas, a terraced seating enclave allowing resting views to the south, and a corner perch where residents can lean against the parapet. The spaces are carved out of the planting to create a sense of enclosure and escape. Sensory species will further connect residents' to the terrace flora and a mix of deciduous and evergreen shrubs, perennials and grasses, bringing texture.
50. The GLA playspace requirement would seek play provision for 4.2 children, which would equate to 41.7sqm of area on site. A condition to secure informal playspace on site would be attached to any eventual consent to provide this. The condition will seek details on the provision of playspace for young children on the communal terrace at second.

51. An indication of the surfaces and boundaries proposed has also been provided with a key, all of the details and materials submitted would be acceptable and are welcomed. While a condition securing furniture, materiality and enclosures would be attached to any subsequent approval the broad approach is accepted in this instance.
52. In line with policy BH13 the scheme is required to provide 290sqm of external amenity space (50sqm for the ground floor family sized flat and 20sqm for every other flat). The scheme is considered to provide usable private amenity space in the form of balconies/terraces, along with communal shared amenity space in order to address the requirements set out within policy BH13. The external amenity space SPD also recognises that areas of public open space in proximity to the site can be considered where there is a shortage in BH13 requirements on site. There is a shortfall for the individual units of 78sqm. This would be partially offset by the second-floor terrace which is accessible for all residents and would provide 54sqm of shared outdoor amenity space and informal play space.. The proposed terrace is considered to provide a meaningful area of breakout space, greening and furniture for seating as indicated within the design and access statement. While there is a marginal shortfall in amenity space of 24sqm, each unit has a usable area of amenity space which is directly accessible from the unit, in some instances there are two areas of terraces provided, which is welcomed. Additionally, areas of the ground floor space that are not designated for individual units, are landscaped, providing brief interactions with green space and urban greening which improve the quality of the scheme overall. It is considered that due to the location of the site directly adjacent to the GEC Sports Centre (which includes a large area of publicly accessible open space) the proposed development would provide amenity space of a sufficient type and size for the residents of the resulting scheme. Additionally, the neighbouring sports centre has bookable pitch areas, as well as an outdoor gym to the benefit of the surrounding residents.
53. The proposal is considered to accord with Brent's Local Plan policy BH13 and Brent's Amenity Space SPD.

Relationship with neighbouring properties

Impact on neighbouring residential amenity

54. 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.

Privacy

55. 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.
56. The application site does not adjoin any neighbouring gardens. To the north of the application site are the garages accessed from Walton Gardens which are around 12.4m away from the closest part of the new building to the garage buildings. Beyond the garages are the rear gardens of No. 13 Crown Green Mews and 35 Walton Gardens. To the south of the application site on the other side of Pellatt Road is 170 to 190 Chamberlayne Road. At its closest point there is a distance of approximately 15.9m between windows within the two buildings. Whilst this is less than 18m set out within SPD1, the windows would overlook the road frontage, resulting in an increased level of natural surveillance along this part of the public realm, which is considered to mitigate against any harm from overlooking between the two buildings.

Sense of enclosure

57. In the interests of ensuring that the development does not appear unduly overbearing to surrounding properties, SPD1 establishes a standard for new development to sit underneath a 45-degree line drawn from a 2 m height at the nearest edge of an affected property private amenity space and sit below a line drawn at 30-degrees from neighbouring rear habitable room windows.

58. In this case, the development does not adjoin any private rear gardens so 45 degree line would not be applicable and the windows surrounding the site which serve habitable rooms are assessed below in the daylight and sunlight assessment.
59. The existing dwellings on Walton Gardens and Crown Green Mews face towards each other, with the flank elevations of No. 35 Walton Garden facing the development. There are no habitable room windows on this flank elevation, and therefore 30 degree line would not apply.

Daylight and Sunlight

60. 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.
61. 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)
62. 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.
63. 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.
64. 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.
65. 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.
66. The assessment has considered all the closest neighbouring residential properties with windows overlooking the proposed development which are:

*170 - 190 Chamberlayne Avenue
27 Walton Gardens*
67. From the results of the vertical sky test (VSC), 23 windows were assessed, of these 20 of the 23 (87%) would retain 80% of their current values or a residual VSC score above 27%. For the windows that fall slightly short of this target, it should be noted that the windows that do not retain in excess of 80% of their existing values, do all retain a VSC of above 20%, which is considered to be a good level of daylight in an urban location. The remaining windows are confirmed to meet the BRE guidance by virtue of retaining 80% of the existing values.
68. For daylight impact, the No Sky Line (NSL) has been calculated for each of the rooms served by the 3

windows identified within the window schedule which do not meet the VSC target as above. This test is more detailed and represents the impact on the room, as it considers both the size of the room and the window, and accounts for multiple windows serving one room, which the calculation for VSC does not.

69. For 185 Chamberlayne Avenue, as a result of the rooms having multiple windows and plenty of available daylight, they both retain 100% of their current area with the NSL. The calculations were taken from a single flat located at ground floor level, and although testing was not carried out on windows above, as the impact on NSL is considered to be sufficiently low it is considered that the floors above would be no more affected. The scheme would therefore be compliant with BRE recommendations in regard to daylight impacts using the NSL test and loss of light to the neighbouring rooms would be low.
70. The assessment for sunlight impact is taken according to the BRE guidance which states that only windows which face within 90 degree of due south need to be assessed for sunlight provision. In this instance, 5 windows would fall within this category, other windows do not need to be assessed. The annual probable sunlight hours have been calculated of each of these windows for both the existing and proposed conditions using the methodology previously described, both over the whole year and through the winter months (September 21st until March 21st). The results show that of all the windows assessed, 80% would retain their existing sunlight levels both annually and over the winter months. The scheme would therefore be compliant in relation to sunlight impacts.
71. The test which determines the impact to neighbouring gardens is through the sunlight hours test which is carried out on March 21st. The remaining sunlight should be in excess of 80% of the existing level. The two properties identifies with amenity spaces would retain 100% of their existing area, receiving 2 hours of direct sunlight on March 21st. The scheme is therefore compliant with BRE guidance.
72. The BRE guidance also assesses potential impact to two neighbouring sites northwards and their Photovoltaic panels (PV panels), these have been tested against Annual Probable Sunlight Hours (APSH) and the Direct Solar Radiation (DSR) and Diffuse Sky Radiation (DiSR) and it has been confirmed that the two panels identified within close proximity to the application site would meet the BRE guidance and the proposed development is acceptable in this regard.

Parking, Access and Refuse Storage

73. The site is located to the west of the roundabout junction of Pellatt Road with Walton Gardens and Chamberlayne Avenue. There are no waiting or loading restrictions in the immediate vicinity apart from on Wembley Stadium Event Days

Car Parking

74. 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. For this development this would be as follows:

Location Number of beds	Maximum parking provision	Parking Requirement
Outer London PTAL 2-3	1-2	Up to 0.75 spaces per dwelling
Outer London PTAL 2-3	3+	Up to 1 space per dwelling

75. The above 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.

76. 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;
77. In addition, disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units should ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset.
78. As the site has a PTAL rating of 3, the maximum allowance for the 13 proposed flats would be 10 spaces. The proposal includes four spaces (including a disabled space), which is within the maximum allowance.
79. However, Local Plan Policy BT2 requires that any demand for on-street car parking can be safely accommodated on the surrounding streets. The applicant has therefore undertaken car parking surveys at 00.30am on two nights (30th and 31st) in January 2024. These showed about 70% occupancy in the area, which is below the level at which streets are considered to be heavily parked. It is also noted that the length of street immediately fronting the site was about two-thirds occupied, despite not fronting any residential properties at present. Nevertheless, this did leave 5-6 spaces that residents of these flats could use, in addition to the four proposed off-street spaces.
80. It was also noted that very little car parking takes place along the length of Pellatt Road between Chamberlayne Avenue and Preston Road.
81. Census Data indicates that the demand for car parking in this area averages about 0.57 spaces per flat, which would result in a demand for 7 parking spaces. Based upon the results of the car parking surveys, there would be sufficient spare capacity to accommodate parking demand.
82. The applicant has also suggested that they would be willing for a parking permit restriction to be conditioned. However, the site is not within a year-round CPZ, permits are only required to park on Wembley Stadium event days. A permit restriction is therefore of very limited use and given the results of the parking survey above, is unnecessary anyway.
83. The off-street car parking is arranged with two bays either side of a 6m aisle, in accordance with standards. It is also arranged a slight angle to the highway due to the alignment of Pellatt Road, which is fine. No boundary wall is proposed to the car park area, so suitable visibility splays will be provided.
84. A new crossover will be required for access and this will need to be agreed with Brent's Highways Service. A condition is therefore required for the works to be carried out prior to occupation and an informative for the applicants to contact the Council's crossover team before carrying out the works.
85. At least one space will need to be provided with an electric vehicle charging point, with the remainder to have passive provision. An EV charging point has been indicated on the submitted proposed ground floor plan (although it hasn't been indicated on the proposed site plan).

Cycle Parking

86. 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.

87. The proposals require a minimum provision of 23 long-stay and 2 short-stay cycle parking spaces. An internal store has been shown with 13 stands and the Transport Assessment states that 26 spaces are proposed, meaning that the store will provide two-tier parking.
88. It is welcomed that a space for an oversized cycle has also been provided although it would interfere with the ability to access the end stands on the upper level of the top row. Notwithstanding this, the provision of 26 long stay spaces exceeds the minimum requirement for 23 spaces and as this arrangement would result in, at most, 3 spaces being accessible or at least awkward it would still mean good quality cycle parking is being provided above the minimum requirement.
89. An external stand for visitors is proposed in line with policy T5.

Refuse

90. 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.
91. Brent's "Waste and Recycling Storage and Collection Guidance for Residential Properties" sets out the following requirements:

Property Type position	Residual waste (litres)	Dry recycling (litres)	Food waste (litres)	
Residential developments over 8 household	External	60l per bedroom	60l per bedroom	23l per household
	Internal	30l min per household	30l min per household	5l per household

92. 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.
93. In terms of waste storage, a minimum capacity of 1,380l is required for recyclable waste, 1,380l for residual waste and 299l for organic waste in line with the above requirements. A refuse store is proposed on the ground floor to accommodate two 1,100l Eurobins and four 240l wheeled bins which is within 10m of the highway.

Other Matters

94. A number of objectors have raised concerns with the potential of the development to impact on visibility when existing from Walton Road. Transportation officers considered this matter as a part of their assessment of the proposal. They advise that stopping distances for roundabouts are 15 m, whereas this location achieves at least 25 m. They noted that there is currently high vegetation on the corner which would not comply with the sightlines if it was within 15 m. However, as it is 25 m, this is acceptable and the proposals would not make the existing situation any worse. Nevertheless, officers in transportation note that the existing design of the road and roundabout could encourage higher speeds and have recommended that a contribution of £30,000 is secured to fund traffic calming measures to reduce

speeds on the approach to the roundabout to make it safer for pedestrians and cyclists. This would also improve safety for motorists accessing the roundabout.

95. A Travel Plan has been submitted to support the application, although the scale of the development does not trigger a need for this. Notwithstanding this, the proposed target mode share of car trips (12%, reduced from 20% at present) is reasonable and within the Mayor's target.
96. A Delivery and Servicing Plan has also been submitted, despite the small scale of the proposal. This indicates that the development would generate only three delivery trips per day, so no specific mitigation measures are required. Transport accepts this conclusion.
97. Finally, an outline Construction Logistics Plan for the 12-month build programme has been submitted. This outlines details of the construction works, including scheduling of deliveries between 9.30am-2.30pm only. Due to the narrowness of the site, unloading is proposed to take place from Pellatt Road, with vehicles able to turn around at the rear of the site. To facilitate access for turning and loading, some car parking bays along Pellatt Road are proposed to be suspended and the applicant will need to agree this with Brent's Parking Service. Although the stretch of footway fronting the site is not busy, details on how pedestrian safety will be ensured during deliveries would be useful.
98. Otherwise, the outline plan provides a good template from which a full Construction Logistics Plan can be developed once a principal contractor is appointed. Further details would be secured through condition.

Trees

99. 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.
100. 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.
101. 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.
102. The application has been accompanied by a BS5837 Tree Survey and Arboricultural Impact Assessment. This identified that there are five category B trees and two category C trees within the application site.
103. Other than the category B T7 Lime trees all other on-site trees would need to be removed to accommodate the development. The AIA highlights that T3 would be in direct conflict with the proposed car parking area, and even if it were sought to be retained, the hardstanding subbase could potentially damage this tree beyond repair. Additionally, T4, T5 and T6 remain in direct conflict with the proposed building footprint. With regard to category C trees T1 and T2 would also form a conflict with the hardstanding pathway.
104. Following the removal, the proposal indicates the provision of 29 trees. Further details of landscaping and species types will be secured through condition.

105. The tree planting list indicated is as follows:
- T1. Acer griseum, MS, 3m high
 - T2. Alnus glutinosa 'Imperialis', HStd, 3-4m high
 - T3. Amelanchier lamarckii, MS, 3m high
 - T4. Betula pendula, HStd, 3-4m high
 - T5. Betula nigra 'Summer Cascade' HStd, 3-4m high
 - T6. Fagus sylvatica, HStd, 3-4m high
 - T7. Liquidambar styraciflua, EHStd, 5m high
 - T8. Tilia cordata, EHStd, 5m high
106. The level of tree canopy that has been confirmed to be removed from the existing site is 181sqm, while the level of canopy achieved from the point of planting would be 294sqm which is based upon the tree planting list. The proposal would therefore improve the canopy cover and comply with Policy BGI2.

Urban Greening

107. Policy BH4 seeks for minor developments to achieve an urban greening factor of 0.4. This is supported by London Plan Policy G5. Any full planning applications should provide a separate more detailed (to scale) urban greening factor plan, to confirm that calculations provided in the Design & Access Statement, to demonstrate compliance with these policies.
108. The submission has indicated a score of UGF at 0.72 which exceeds the minimum requirement of 0.4. A breakdown of the categorisation has been provided which indicates that the largest area is through the standard trees planted in the natural soils and flower rich perennial planting, along with the green roof of the building.
109. The landscaping strategy provides information on the ease of future maintenance, and year-round seasonal appeal. The planting palettes bring a residential quality to the scheme without compromising ecological biodiversity and includes the following breakdown of planting:

M1 - Mixed Scrub Planting - Native scrub planting evokes a wilder character to the scheme. The diverse mix offers a mosaic of varied textures, colours, and seasonal interest, providing an ideal habitat for invertebrates and fauna.

M2 - Ground Cover Planting - This mix includes grasses, ferns, and shrubs capable of tolerating both exposed and shady conditions, functioning as ground cover and ornamental planting with structure, texture, and climbing plants.

M3 - Upper Terraces & Courtyard Planting -Planting within the courtyard gardens will be set within raised planters and will include native varieties and species known for their ecological value and sensory appeal, providing additional visual amenity for residents.

M4 - Green Roof -Green roof areas will be laid with a UK native wildflower mix. This intensive green roof will have a substrate with a minimum settled depth of 150mm.

110. The planting palette and species types have been provided and are considered to be acceptable.

Sustainability and Water Management

111. 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.

112. 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.

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

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

114. Policy BSUI1 expects major development to connect to or contribute towards a decentralised energy system. Developments completed prior to the implementation of the heat network should be designed so that they can switch to the heat network once it is available.

115. An Energy Statement has been submitted with the application. In relation to "Be Lean" measures in the proposed development will incorporate a range of passive and active energy efficient measures including levels of insulation and air tightness, the installation of high-performance glazing, heat recovery ventilation and energy efficient lighting. The implementation of these measures will reduce CO2 emissions by 31%.

116. In relation to "Be Clean" measures there are currently no plans for a district heating system within the area, however, a condition to secure further exploration for the connection to a future district heating sub-station would be included.

117. In relation to "Be Green" measures a feasibility study was then carried out for the development and a range of renewable technologies analysed. That analysis identified that Air Source Heat Pumps were the most suitable technology for this development to generate communal heating and hot water for the development. In addition 15.84kwp of Solar Panels are proposed. This will reduce CO2 emissions by 49%. As such the proposed development achieves a total regulated CO2 saving of 80 % which exceeds the 35% minimum set out in London Plan Policy SI2. This would result in a carbon shortfall of 2.6 tonnes CO2 per annual and based on 30 year period, an off-set payment of £7,367 would need to be secured within the Section 106 Agreement. A table summarising the carbon reduction measures is set out below:

	CO2 Emissions (Tonnes CO 2 /Year)	Regulated Emission Savings (Tonnes CO 2/ Year)	CO 2 Emissions Savings (%)
Baseline	12.7	0.0	
Be Lean	8.8	3.9	31%
Be Clean/Green	0.0	0.0	0%
Total Reduction	2.6	6.2	49%
Cumulative on-site savings		10.1	80%

Overheating

118. In line with policy SI4 of London Plan, development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.

119. Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy set out within the London Plan.

120. An overheating assessment has been carried out that considers that the scheme would meet be in compliance with Part O of the buildings regulations and therefor would limit solar gains and remove excess heat from the development. The measures include the buildings low g value, external shading,

large areas of openable windows with the ability to cross-ventilate and additional mechanical ventilation.

Water Consumption

121. Policy BSUI4 highlights the need to meet the target for mains water consumption of 105 litres or less per person per day. The scheme would achieve this requirement, with details to be conditioned.

Sustainable Drainage Measures

122. A Flood Risk Assessment has been submitted that concludes that the site is at low risk of flooding from all sources.
123. In line with policy SI13, the scheme should provide a drainage strategy that looks at options to reduce surface water run off within the site to greenfield rates where possible (or to reduce as practically as possible) taking into account the drainage hierarchy.
124. Controlled discharge rate of 0.5 l/s for the 1 in 100yr + 40% runoff scenarios that is equal to the Qbar greenfield discharge rate for the site. The proposed 1 in 100yr +40%cc discharge rate design provides for a total of 65.7m³ attenuation and drain down time requirements. The attenuation is provided within permeable pavement, attenuation crates and the drainage network itself.
125. The SuDS provides a surface water management solution that reduces the surface water run off that leaves the site and shows that the proposed development does not result in an increase to the risk of flooding on or off site. Existing ground levels provide for exceedance flows from the existing site to run off to the adjacent highway. Ground levels at the development site are designed to suit and provide for exceedance flows from the development site to run off to the adjacent highway and not onto adjacent sites. However this would not be significantly different to the existing situation. However this would not be significantly different to the existing situation as the proposed development would have significant areas of permeable surfaces, along with green roofs. In order to ensure that surface water run off is controlled, a condition is recommended to be added to ensure run off is routed into SuDS features, as far as is practicable. Additionally, the landscaping condition requires details of SuDS features such as rainwater harvesting.
126. Green roof and landscaped garden amenity space are provided on site for both source control for low rainfall events as well as opportunity for an element of bioretention, biodiversity and amenity value.

Ecology and Biodiversity Net Gain Hierarchy

127. Brent's Policy BGI1 emphasises that there should be no net loss of biodiversity, particularly in wildlife corridors, and encourages developments to support and enhance biodiversity.
128. This is supported by policies G5 and G6 of the London Plan.
129. The Environment Act 2021 mandates a minimum 10% biodiversity net gain (BNG) for all developments in the UK (other than those that are exempt), requiring developers to demonstrate measurable improvements to biodiversity, either on-site or through off-site compensation. Where these are not met, the biodiversity net gain hierarchy seeks to determine where biodiversity offsets could be located, by following a sequential approach with the aim of keeping them as close and relevant to the impact site as possible. The sequence is as follows:
1. Completely on-site: Achieve biodiversity gains directly at the development site itself.
 2. Combination of on-site and off-site within the Borough of Brent: Prioritise nearby off-site locations within the same borough to maintain ecological connectivity.
 3. Combination of on-site and off-site, outside the Borough of Brent but within Brent's ecological network: If on-site and borough-based options aren't sufficient, look for nearby sites within Brent's broader ecological network.
 4. Combination of on-site and off-site within adjacent local authorities: Use sites in adjacent

authorities if no options within Brent's network are available.

5. Combination of on-site and off-site, outside the Borough of Brent but within a local authority in England: When closer options are exhausted, consider sites further afield within England.

6. Combination of any of the above with national statutory credits: If necessary, use national biodiversity credits alongside any of the above options.

7. National Statutory Biodiversity Credits only: As a last resort, use national credits alone, which can be costly and less ecologically aligned with the impact site.

130. This hierarchy aims to keep biodiversity offsets as geographically close to the development site as possible, reducing ecological disruption and minimising additional costs due to spatial separation.

131. A Biodiversity Net Gain Calculation for the site has been provided. This initial concluded that that the scheme would achieve a net gain of 12.81% through an increase of 0.10 Area Based Habitat units on site from 0.80 to 0.90. The Council's Ecology Officer reviewed the report and advised that private residential areas are unable to be included as part of the assessment. The Biodiversity Net Gain Calculation was subsequently updated to only include non-private/open space habitats. This in turn has resulted in a net loss of 10.51% with a decrease of 0.08 area based habitat units on site from 0.80 to 0.71 although it should be noted that the submitted plans do not show a reduction in the habitats being created within the site. The Council's Ecology Officer has advised that the habitat being provided on site, including trees with scrub habitat below is acceptable and that these areas should be managed as a narrow belt of woodland with structural diversity being enabled by coppicing taller shrubs, with smaller shrub-shrubs and herbaceous plants below larger trees. Further details would be secured within the Habitat Maintenance and Management Plan (HMMP) which would be secured as part of the Section 106 Agreement. To meet 10% mandatory net gain in biodiversity 0.16 individual tree units would need to be purchased as off-site units in line with the hierarchy set out above. The Council's Ecology Officer has advised that this arrangement is acceptable. The biodiversity measures to deliver both on site and off-site requirements would be secured within the Section 106 Agreement.

132. In terms of ecological enhancements, the landscape strategy sets out the ecological features to be included within the landscape which include the following:

1. Hedgehog gateways will be integrated into boundaries to allow migration between sites
2. Within the landscape hedgehog habitat boxes will be nestled amongst the planting to offer safe habitat spaces.
3. Rubble piles formed from site debris included within landscape
4. Log pile formed from felled trees felled included within the planting and the low green roofs
5. Multi-functional bird box located existing trees at an appropriate height
6. Bat boxes will be mounted 5m above the ground on the buildings' southern facade

133. The ecological enhancements will be secured through condition for any subsequent approval.

134. With regard to potential bat roosting areas, a Preliminary Roost Assessment was submitted that establishes whether bats are present at the site. The survey found that the trees of site were of negligible potential for bats, containing no potential roost features. The evaluation was that the development can proceed without any effects to bats.

Air Quality

135. Local Plan BSUI2 Air Quality states 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.

136. The report highlights that whilst the scheme would be air quality neutral in relation to building emissions, the scheme would not achieve air quality neutral for transport emissions. This is based on the predicted daily vehicle movements from the proposed development. Officers note that the scheme proposes electric vehicle charging points and that a travel plan would be secured to promote sustainable modes of transport. The scheme also provides cycle parking. On that basis it is concluded that supporting information secured via condition can redress the balance on this issue.

137. Officers in Environmental Health have agreed with the conclusion of the Air Quality and Air Quality Neutral Assessment. They have recommended that conditions are secured in relation to Non-Road Mobile Machinery (NRMM) and that the details submitted within the Construction Management Plan are secured within a planning condition.

Noise

138. The residential development should be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following suitable noise levels. A number of conditions in relation to noise levels in terms of internal noise levels and plant are recommended to be conditioned to any forthcoming consent.

Fire Safety

139. Policy D12B of the London Plan requires all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

140. The statement should detail how the development proposal will function in terms of:

- 1) the building's construction: methods, products and materials used, including manufacturers' details
- 2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
- 3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
- 4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- 5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
- 6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures

141. Policy D5 also requires schemes be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building

142. To address London Plan Policy D12 and the draft LPG, a fire statement has been submitted that details the recommended fire safety features to be incorporated into the building design to meet the building regulation requirements. The report also sets out methods to reduce the spread of fire and access strategy for fire services.

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).

Conclusion

Officers consider that taking the development plan as a whole, the proposal is considered to accord broadly with the development plan, and having regard to all material planning considerations, and that the application should be approved subject to conditions and a Section 106 Agreement to secure the planning obligations. The proposal would deliver 13 new homes (three of which would be family sized homes) together with an off-site contribution towards affordable housing within the Borough that would help to meet the Council's housing needs, and the limited conflict with policy would be outweighed by the planning benefits.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 24/2139

To: Max Plotnek
MJP Planning Ltd
Market Peckham
133A Rye Lane
London
SE15 4BQ

I refer to your application dated **01/08/2024** proposing the following:

Construction of a five-storey residential building with landscaping, private and communal amenity areas, car parking, refuse and cycle stores and associated works

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

at **Land opposite G E C Pavilion, Pellatt Road, Wembley, HA9 8FB**

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: 04/02/2025

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):

872-10-201-00, 872-10-202-00, 872-10-300-01, 872-10-301-01, 872-10-302-01, 872-10-303-01,
872-GPAD-A-00-001-03, 872-GPAD-A-10-001-03, 872-GPAD-A-10-101-03,
872-GPAD-A-10-102-03, 872-GPAD-A-10-103-03, 872-GPAD-A-10-104-03,
872-GPAD-A-10-105-03, MTC080P0 REV 02, 872-10-100-06, 2028-DS-001 Rev B

Supporting documents

Arboricultural impact assessment and method statement, by Arborclimb; Biodiversity net gain assessment, by Green Shoots; Delivery and servicing Plan, by YES Engineering ; Drainage/SUDS Assessment, by PES; Ecology report (preliminary assessment), by Green Shoots; Energy and sustainability statement (including Air Quality Neutral Assessment, GPAD Design and Access Statement January 2025 and Digital Connectivity Infrastructure Assessment, by PES; Fire statement, by MU.Studio; Landscaping scheme / Urban Greening Factor, by Match; Travel plan, by YES Engineering.

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

- 3 The scheme hereby approved shall contain 13 residential dwellings within Use Class C3 as detailed in the drawings hereby approved, unless other agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

- 4 Units 001 and 002 shall be designed to comply with Building Regulation M4(3) 'wheelchair adaptable homes' standards and the remaining residential units designed to comply with Building Regulations M4(2) 'accessible and adaptable homes' standards.

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

- 5 The building 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.

- 6 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 Policy SI1.

- 7 The development shall be carried out fully in accordance with the recommendations on internal overheating set out in the approved Energy and Sustainability Statement (commissioned by The Pes), and shall not thereafter be altered in any way without the prior written consent of the Local Planning Authority.

Reason: To ensure that the development is sufficiently sustainable, in accordance with London Plan Policy SI4 and SI5.

- 8 The development hereby approved shall not be occupied unless the car parking spaces (including the provision of 1 active electric vehicle charging points and passive provision of the remaining car parking spaces), cycle storage and refuse stores have been completed in full accordance with the approved drawings and made available to residents of the development and shall not be used other than for purposes ancillary to the flats hereby approved.

Reason: To ensure a satisfactory standard of accommodation.

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

Reason: To ensure a satisfactory standard of accommodation.

- 10 The development hereby approved shall be carried out fully in accordance with the approved Arboricultural impact assessment and method statement, by Arborclimb, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure adequate consideration for trees, in accordance with Brent Policy BGI2 .

- 11 The development hereby approved shall not be occupied unless the developer has entered into an agreement with the Highway Authority to construct a vehicular crossover to access the car park access. The works shall thereafter be completed at the developer's expense and to the satisfaction of the Highway Authority, prior to first occupation or use of the development.

Reason: To ensure acceptable impacts upon the local highway network.

- 12 The windows on the northern elevation of the building at first to four floor levels (other than the window that serves the bedroom of Flats 101 and 201 as shown on the approved plans) shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To ensure that the development does not prejudice the ability of the adjoining land coming forward for redevelopment.

- 13 Prior to the commencement of the development (including demolition and site clearance) a Construction Method Statement (CMS) shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise and other

environmental impacts of the development during construction and site clearance works. The CMS shall include, but is not limited to, details of a dust monitoring plan, to be implemented during construction, site clearance and demolition works.

All agreed actions shall be carried out in full for the duration of the site clearance, demolition and construction phases, unless otherwise agreed in writing by the local planning authority.

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: Construction nuisance can occur at any time during the construction process, and adequate controls need to be in place prior to works starting on site.

- 14 Prior to commencement of the development hereby approved (including site clearance and demolition works), a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority. The CLP shall include, but is not limited to the following:

- i. Construction programme, forecast construction trip generation (daily) and mitigation proposed;
- ii. Site set up and access arrangements and booking systems, ensuring vehicle loading and unloading takes place clear of the highway;
- iii. Vehicular routes to the site;
- iv. Parking of vehicles of site operatives and visitors;
- v. Storage of plant and materials used during the construction period;
- vi. Wheel washing facilities;
- vii. Any temporary lighting;
- viii. Protection of the carriageway and any footway users at all times during construction;
- iv. Erection of hoardings, security fencing and scaffolding on/over and pavements and carriageway;
- x. Contact details of personnel responsible for the construction works

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

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

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

- 15 Prior to commencement of development (excluding site clearance and below ground works), details of how the development is designed to allow future connection to a district heating network should one become available, shall be submitted to and approved in writing by the local planning authority.

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

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

- 16 (a) Prior to commencement of development (excluding site clearance and below ground level works) details shall be submitted to and approved in writing by the Local Planning Authority that demonstrates that surface water run off from within the site shall as far as is practicable run into Sustainable Drainage (SuDS) solutions such as permeable paving, soakaways, attenuation tanks or shall connect to existing drainage infrastructure and shall not flow onto any adjacent site, and as far as is practicable shall not flow onto the public highway, and thereafter implemented in accordance with the approved details.

(b) A record of the installed SuDS and site wide drainage scheme shall be submitted to and

approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- i. As built plans
- ii. Photographs to document each key stage of the drainage system when installed on site;
- iii. Photographs to document the completed installation of the drainage structures on site;

The Maintenance and Management Schedule should be strictly followed after completion of the development and form as part of the O&M Manual. The owner of the Maintenance and Management Schedule should be clearly identified.

Reason: To ensure that surface water flooding is reduced and controlled within the site.

- 17 Details of materials for all external building work, including samples which shall be made available for viewing in an agreed location, shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on the development (excluding site clearance and laying of foundations). The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the local planning authority.

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

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

- (i) Details of hard surfacing, including details of permeable paving, tree pit design, underground modular systems, etc.
- (ii) Boundary treatment, means of enclosure and retaining structures;
- (iii) Other equipment and structures including precise locations of all Sheffield cycle stands to be provided within the public realm for a minimum of 1 Sheffield stand for short-term cycle spaces;
- (iv) Species, locations and densities for 29 trees, grass and shrubs;
- (v) Proposed walls, fencing, screening treatment and gates and any other permanent means of boundary treatment/enclosure, indicating materials, position and heights;
- (vi) Details of biodiversity enhancement measures in line with the recommendations set out within the Biodiversity net gain assessment, by Green Shoots;
- (vii) Provision for rain gardens where feasible;
- (viii) Details to maximise the urban green factor (UGF) for the site in line with policy G5 of London Plan 2021, including the requirement to submit a UGF Masterplan;

The approved landscaping scheme shall thereafter be carried out in full accordance with the implementation programme prior to first occupation or use of the building.

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

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

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

Reason: In order to introduce high quality landscaping in and around the site in the interests of the ecological value and biodiversity of the site and to ensure a satisfactory landscaping of the site in the interests of urban greening and visual amenity having regard to Local Plan Policies DMP1, BGI1 and BGI2 and London Plan policies G5, G6 and G7.

- 19 Prior to the commencement of works (excluding site preparation and laying of foundations) detailed bay studies including indicative technical sections illustrating how specific elements of the façade may be constructed, such as typical windows, typical parapets, typical balconies etc shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in full accordance with the approved details thereafter, unless otherwise agreed in writing by the local planning authority.

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

- 20 Prior to completion of the development hereby permitted, a scheme for wildlife and nesting features shall be submitted to and approved in writing by the Local Planning Authority. These will include:

1. Hedgehog gateways will be integrated into boundaries to allow migration between sites
2. Within the landscape hedgehog habitat boxes will be nestled amongst the planting to offer safe habitat spaces.
3. Rubble piles formed from site debris included within landscape
4. Log pile formed from felled trees felled included within the planting and the low green roofs
5. Multi functional bird box located existing trees at an appropriate height
6. Bat boxes will be mounted 5m above the ground on the building's southern facade

The scheme will include full details on:

numbers of each feature, type of feature / box / brick, location (plan and elevation views) of each feature, height above ground (if applicable) and nearest external lighting (if likely to have an impact).

Features shall be undertaken in accordance with the approved scheme and thereafter retained in perpetuity.

Reason: To enhance the biodiversity value of the land in accordance Policy BGI of the Brent Local Plan.

- 21 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.

The lighting shall not be installed other than in accordance with the approved details.

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

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

Time	Area	Maximum noise level
daytime noise 07:00-23:00	living room / bedrooms	35 dB LAeq (16hr)
night time noise 23:00-07:00	bedrooms	30 dB LAeq (8hr) 45 dB LAmax

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

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

- 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.

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 should contact Brent Highways Service for the creation of a new crossover - <https://www.brent.gov.uk/parking-roads-and-travel/roads-and-streets/vehicle-crossings-and-dropped-kerb>

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