

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

4 August, 2025
04
25/0413

SITE INFORMATION

RECEIVED	14 February, 2025
WARD	Cricklewood & Mapesbury
PLANNING AREA	Brent Connects Kilburn
LOCATION	Matalan Discount Club, Cricklewood Broadway, London, NW2 6PH
PROPOSAL	Demolition of the existing building and erection of 2 buildings ranging from 3 to 9 storeys comprising student bed spaces and ancillary facilities with commercial floorspace on the ground floor.
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_172145</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 "25/0413" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolves to GRANT planning permission subject to the application's referral to the Mayor of London (Stage 2 referral) and the prior completion of a satisfactory Section 106 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. Minimum 35% affordable student accommodation (289 bedspaces) on site (as defined within the London Plan), comprising a mix of units of different types and proportion of wheelchair accessible units to reflect the overall mix. Communal facilities including refuse storage, cycle storage, internal and external communal areas to be available equally to all students without additional charges.
4. Early Stage Viability Review to capture any uplift in on site affordable student accommodation in the event that a surplus is identified.
5. Nominations agreement for student accommodation - Applicant to enter into Agreement with one or more Higher Education Providers to secure nomination rights for at least 50% of the student bedrooms (414 bedspaces).
6. Training and employment of Brent residents - Prior to a material start:
 - a) to inform Brent Works in writing of the projected number of construction jobs and training opportunities and provide a copy of the Schedule of Works;
 - b) to prepare and submit for the Council's approval an Employment Training Plan for the provision of training, skills and employment initiatives for residents of the Borough relating to the construction phase and operational phase of the Development
 - c) financial contribution (estimated to be £95,150 construction phase fee and £18,227 operational fee ; calculated in accordance with Brent's Planning Obligations SPD) to Brent Works for job brokerage services.
7. Energy assessment:
 - a) Prior to a material start submission and approval of a detailed design stage energy assessment. Initial carbon offset payment (estimated to be £ 535,230 / £95 per tonne) to be paid prior to material start if zero-carbon target not achieved on site.
 - b) b. Post-construction energy assessment. Final carbon offset payment (calculated at £95 per tonne) upon completion of development if zero-carbon target not achieved on site.
 - c) c. 'Be seen' energy performance monitoring and reporting

8. Travel Plan - Submission and implementation of full Travel Plan(s) for student accommodation and commercial use.

9. A 'car-free' agreement to remove the right of future residents (apart from Blue Badge holders) to on-street parking permits.

10. Healthy Streets Contribution (£5,000).

11. Works to the highway through Section 38 / 278 Agreement to secure the following:

- a) alterations to the junction of Longley Way and Cricklewood Broadway to remove the left-turn filter lanes and associated islands and to reduce the kerb radius on the southwestern corner of the junction to 10m;
- b) widening and resurfacing of the footway of Temple Road fronting the site to accommodate inset parking and loading bays and planting beds, with a widened footway to a minimum width of 3m behind;
- c) widening and resurfacing of the footway along the Cricklewood Broadway frontage to provide a minimum width of 5m, with planting beds and bicycle stands set between the footway and carriageway;
- d) resurfacing of the 3m wide footway along the Longley Way frontage with a clear demarcation strip between the adopted highway and private land;
- e) formation and adoption of a turning head at the northern end of the proposed shared surface street through the site for refuse and other service vehicles;
- f) increased provision of tactile paving at the junction of Temple Road and Cricklewood Broadway;
- g) all associated alterations to lighting, drainage, signing and lining;
- h) and ancillary or accommodation works or works to statutory undertakers' equipment arising from the above, all to be undertaken at the developer's expense in accordance with a highway works programme to be agreed;
- b) The stopping-up of highway land in the northeastern corner of the site forming part of the existing junction of Longley Way and Cricklewood Broadway under Section 247 of the Town and Country Planning Act 1990

12. Permissive path: Provision of a permissive pedestrian and cyclist path through the centre of the site linking Temple Road and Longley Way.

13. Biodiversity Net Gain

- a) a Biodiversity Net Gain (BNG) Monitoring Fee (£34,747)
- b) BNG Plan, Works, Timescale and Maintenance
- c) Requirement of purchasing offsite 0.36 BNG units from third party

14. Off site tree planting contribution (£4,800).

15. Surveys of television and radio reception in surrounding area, submission of a TV and Radio Reception Impact Assessment, and undertaking to carry out any mitigation works identified within the assessment and agreed.

16. Submission, approval and implementation of a Waste Management Plan including upon commencement including commitment to fund and arrange independent collections from the site. Collections must be privately funded and arranged unless an alternative plan showing a revised layout is submitted and agreed with the LPA which meets Veolia's capacity requirements.

17. Indexation of contributions in line with inflation from the date of committee resolution.

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

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

Conditions:

1. Three year rule
2. Approved plans
3. Restrict occupation to students
4. Number of student bedrooms
5. Wheelchair accessible student bedrooms
6. Restrict quantum of Class E floorspace
7. NRMM
8. Compliance with FRA and Drainage Strategy
9. Access to internal and external amenity spaces
10. Provision of communal, cycle and refuse storage prior to occupation
11. Water consumption efficiency
12. Compliance with Tree Survey, AIA and AMS

Pre commencement

13. Construction Logistics Plan
14. Construction Environmental Management Plan including Air Quality and Dust Management Plan (AQDMP)
15. Provision of revised cycle store details
16. District Heating Network Connection
17. Overheating strategy
18. Soil Contamination
19. Fibre connectivity
20. External Materials
21. Piling Method Statement
22. UXO Risk Assessment
23. Flood Evacuation

Pre-occupation

24. Thames Water Infrastructure
25. Student Management Plan

26. Whole Life Carbon
27. Circular Economy Statement
28. Landscaping Scheme (including UGF)
29. Plant Noise Levels
30. Odour Control and Ventilation
31. Delivery, Servicing and Waste Management Plan
32. Frontage for Commercial
33. External Lighting

Informatives as listed in the Committee Report.

That the Head of Planning or other duly authorised person 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 or other duly authorised person 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 or other duly authorised person 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: Matalan Discount Club, Cricklewood Broadway, London, NW2 6PH

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This map is indicative only.

PROPOSAL IN DETAIL

The development proposes the demolition of existing structures and erection of a new Purpose Built Student Accommodation (PBSA) development, comprised of 826 student bed spaces made up of 164 rooms and 82 clusters accommodating 662 rooms and ancillary facilities in two residential blocks along with two commercial units at ground floor.

Block A is 5 to 9 storeys and is on the northwestern corner of Cricklewood Broadway and Temple Road. The building is designed as a permitter block and comprises of residential student flats on all floors (406 ensuite rooms, 40 studios, 46 accessible studios and 8 companion rooms) above ground floor and two commercial units (130 sq.m and 670 sq.m) on ground floor along with associated ancillary accommodation at ground floor including: plants rooms, bin stores, cycle stores, post room, laundry room, study rooms and a student amenity area. The building height is a maximum of 31.1 m including lift overruns.

Block B is 3 to 7 storeys to the west of the site, between Longley Way and Temple Road. The building is a L-shape designed around a courtyard and is comprised of residential student flats on all floors (256 en-suites rooms, 30 studios and 40 accessible rooms) above ground floor, with associated ancillary accommodation including: plant rooms, bin stores, cycle stores, laundry room, TV room, communal kitchen and dining, study rooms and student amenity areas. The building height is a maximum of 25.2 m including the lift overrun.

Externally, the buildings are separated by a central landscaped pedestrian street running north to south with a canopy that spans between the foyers of Block A and Block B. The pedestrian streets open to an additional landscaped square facing Longley Way. There is no off-street parking proposed.

EXISTING

The application site comprises of 0.91 ha of land on the western side of Cricklewood Broadway. The site is occupied by the Matalan Discount Club building, a single storey retail building (footprint 0.33 ha) sited towards the rear of the site, and its carpark to the front (east) and side (north).

Immediately to the north and separated by Longley Way, is Wickes, and beyond this the Dudding Hill railway line.

The surrounding development is predominately residential, comprising of 2-storey terraced dwellings on Temple Road to the south, 2 and 3-storey blocks of flats in Stoll Close to the west, and 2-storey terraced dwellings on Gratton Terrace (within the London Borough of Barnet and the Railway Terraces Cricklewood Conservation Area) to the east. The exception to the above broad typology is the prominent part 4, part 5-storey gym and offices on the junction of Temple Road and Cricklewood Broadway.

SUMMARY OF KEY ISSUES

The key 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:

Neighbouring Objections: Objection has been received from 27 interested parties whose reasoning for objecting is further set out in the 'Consultations' section of this report. Members will have to balance all of the planning issues and objectives when making a decision on the application, against policy and other material considerations.

Principle: Together with the Wickes site immediately to the north, the site allocated for residential and commercial use (BSESA17: Cricklewood Broadway Retail Park). The proposed student accommodation would positively contribute to the borough's housing targets, contribute to the strategic London demand for student accommodation and together with the commercial uses would provide active uses at ground floor to animate the public realm and spaces surrounding the buildings.

Affordability and Mix of Student Accommodation: The application is proposing on site affordable student accommodation (35%) and it secures a reasonable endeavours commitment so that at least 51% of rooms would be secured under a nominations agreement with one or more higher education providers. The proposal includes 826 student bedspaces, which would be of two different typologies; cluster units and studio units, with no fewer than 10% of the total provided as accessible units. Nominations agreement(s) would secure proportionate numbers of each type, including for affordable accommodation.

Quality of Student Accommodation: The student accommodation provides well planned layouts supporting diverse living needs both internally and externally. There is a high proportion of cluster rooms encouraging social interaction. Provision of amenity space would be comparable and in a number of cases, more generous in size to other student accommodation schemes recently approved. All rooms would receive adequate outlook, daylight and would not be unduly at risk of overheating.

Design and Appearance: The development ranges from 1 to 9 storeys and steps down towards lower rise residential buildings on Temple Road. In comparison to the extant consent, the scheme is a maximum of 3.7m taller and in some areas, the height is reduced. The design response well to the site's context and urban setting, while it would be technically considered a tall building as the rooftop plant for Block A exceeds 30m, the impact is mitigated by thoughtful massing, architectural detailing, and public realm improvements.

Heritage Assets: The development site sits opposite the Railway Terraces Cricklewood Conservation Area, within the London Borough of Barnet. It is considered that in heritage terms, 'less than substantial harm' arises to the identified heritage asset from the proposed development. On a scale of 'less than substantial harm', this is considered a low extent due to the sole change in scale to the setting. The public benefits are considered to clearly outweigh this limited level of harm.

Relationship with Neighbouring Properties and wider Site Allocation: The impact to daylight, sunlight and overshadowing to nearby residential developments have been assessed within report. While some habitable rooms, 1 to 32 Williams House, would experience a noticeable impact, effects such as this are considered inevitable when seeking to develop at high density in a way that makes efficient use of the land. There is an extant consent for the site which has an overwhelming similar impact on affected neighbouring properties. In addition, the site is allocated for development and is currently relatively low scale and adjacent to low-rise building which results in significant impact from the proposed development. Any harmful effects will be balanced against the planning benefits overall. The design approach means this development does not prevent future development coming forward on nearby undeveloped sites.

Fire Safety: The proposal has been reviewed by the Health & Safety Executive (HSE) under the Gateway One process. The HSE have confirmed they are 'content' and have no objection on layout or land use matters. Fire safety will also be considered at Building Regulations stage.

Sustainability and Energy: The development is estimated to achieve a 60.01% carbon reduction compared to 2021 Building Regulations, which would be derived from energy efficiency / demand reduction measures, as well as through renewable energy technologies proposed in the form of air source heat pumps and solar PV panels. A contribution to Brent's carbon-offsetting fund would be secured through the s106 agreement, to offset residual emissions to net zero. In addition, Whole Life Carbon Cycle and Circular Economy Statement commitments would be secured by condition.

Environmental Health Considerations: The development would be air quality neutral. Noise and contaminated land impacts have been assessed and Brent's Environmental Health officers consider these to be acceptable subject to conditions. A detailed Construction Method Statement would be secured by pre-commencement condition further setting out how environmental impacts will be reduced and mitigated during construction phase.

Flood Risk and Drainage: The site is in Flood Zone 1 for fluvial flooding and areas of the site are in Zone 3a for surface water flooding. It is within a Critical Drainage Area. A detailed Flood Risk Assessment and

Drainage Strategy (including detailed SuDS strategy) have been submitted to assess the risk. The proposed strategy, including SuDS features show that post development, the development would achieve greenfield runoff rates which is an improvement from a flood risk perspective.

Trees, Biodiversity and Urban Greening: A comprehensive tree planting strategy and landscape design is proposed that demonstrates a net increase of 27 trees across the site. In addition, an off-site contribution will be sought for the replacement 4 street trees. It has been demonstrated the proposal would result in a biodiversity net gain once the landscaping proposals have been implemented, equivalent to a positive change of 164.29%. The Urban Greening Factor of 0.49 indicated exceeds policy targets. Overall, the development will lead to positive biodiversity and green infrastructure outcomes.

Transport Considerations: The site is in a sustainable location (PTAL Rating 4) and the development would be car-free, with adequate provision made for cycle parking and sustainable transport further encouraged through the implementation of a Travel Plan. The layout accommodates new highway layouts and the widening and resurfacing of footways. There will be a permissive pedestrian and cyclist path through the centre of the site. Healthy Streets contributions will support further improvements in the vicinity. The deliveries and servicing strategy (both during construction and operation) are initially set out in the outline Construction Logistics Plan and outline Delivery and Servicing Plan and will be further secured through conditions.

RELEVANT SITE HISTORY

The site has an extensive planning history, with the most relevant provided below:

Reference	Proposal	Decision	Date
20/0115	Demolition of existing building; erection of 3 buildings ranging from 3 to 7 storeys with basement, comprising self-contained residential units with commercial space at ground floor level to Block A; creation of new street, associated landscaping, car and cycle parking, private and communal amenity space subject to a Deed of Agreement under Section 106 of the Town and Country Planning Act 1990, as amended.	Granted	06/12/2023

The 20/115 proposed 239 dwellings and 730 sqm of commercial space.

CONSULTATIONS

One round of public consultation was undertaken. Letters were sent out on 25 February 2025 to 89 addresses/representees along with NorthWestTwo Residents’ Association. Press adverts were published and site notices were posted in a number of locations in the vicinity of the site.

Consultation has also been carried out with all relevant statutory and non-statutory consultees (as set out below).

Support comments from 2 representees were received. These comments are from Middlesex University and Sheffield Hallam University supporting the provision of new student accommodation.

Objections from 25 individual addresses along with objections from NorthWestTwo Residents Association and Cricklewood Railway Terraces Residents' Community Association were received. It should be noted that in some cases those submitting representations provided more than one set of comments, however, where this has been the case each set of additional comments received is not treated as an additional objection. The comments received are summarised as follows:

Reasons for objecting	Officer's Comment
Concerns regarding Principle and Use	
<p>Loss of retail and low cost retail</p> <p>Site was promised to provide retail opportunities for the previous housing development</p> <p>Site should be developed for retail</p>	<p>The site has been allocated for development within the Brent Local Plan. The development provides 800 sqm of commercial floorspace and while there is a net loss of retail, the loss, in this location is deemed acceptable in this location as it sits outside of a Town Centre.</p>
<p>Student housing is not appropriate for area</p> <p>No nearby college/university</p> <p>No demand for students in local area</p> <p>There is existing/ oversupply student housing supply in local area</p>	<p>Please see paragraphs 35 to 39 that discuss demand and need for student housing.</p>
Affordable housing deficiency	<p>The lack of affordable housing in the borough is noted. The scheme does, however, provide 35% affordable student housing please see paragraphs 48 to 50.</p>
Lack of family housing	<p>As the development does not provide C3 dwellings, no family housing will be delivered.</p>
Assurances that the development will stay student accommodation – not migrant hostel	<p>The use of the development will be restricted to operate as student accommodation.</p>
Transport Concerns	
Increased traffic and congestion	<p>Please see the Transport Section of the report.</p>
Increased parking stress	<p>With the exception of disabled students with Blue Bades, Students would not be entitled to on-street parking permits. A 'car-free' agreement requiring the building owner to notify occupants of this restriction would be sought. Please see paragraph 162.</p>
Increased pressure on transport network	<p>Trip Generation is set out in paragraphs 188-192. There is a projected reduced number of trips generated by this development over the extant consent.</p>
Lack of parking and accessible amenities for students	<p>Please see paragraphs 17 and 18. The site is considered to be well connected with good access to amenities.</p>
Concerns regarding E-scooters	<p>No E-scooter bays are proposed as part of this</p>

	planning application.
There are no Sunday restrictions for CPZ	Neither Temple Road nor Longley Way are indicated as heavily parked.
Car-free term is misleading	The development would not provide any off-street parking.
Insufficient disabled parking/blue badge parking	Any disabled students with Blue Badges would still be able to park in on-street parking bays. Demand for disabled parking amongst students is expected to be much lower than for the general population.
The development should add more car parking to attract business to the area	The London Plan outlines that car free development should be the starting point to all development. The site has a high public transport accessibility level and is well served by local buses. This is not deemed necessary or required for the site.
Impact to Neighbouring Amenity	
Concern regarding impact to neighbouring amenity impact including impact to light and Sunlight, impact to privacy, overshadowing and sense of overbearing/massing of the development	Please see Impact to Neighbouring Properties section of the report
Concerns regarding Character and Design	
<p>Uncharacteristic and unsympathetic with local context</p> <p>Unacceptable height and density</p> <p>Increase in height from previous application</p> <p>Overdevelopment</p> <p>Inappropriate scale</p> <p>Concerns of design quality and visual appearance</p>	Please see Design, Scale and Appearance section of the report.

Reduced visibility of site	Block A would bring the front building line into common alignment with the buildings south of Temple Road, continuing the Cricklewood Road frontage. Therefore, although the openness of the carpark would be removed, the scheme would provide active frontage through the commercial unit in this position, which is considered a benefit of the scheme.
Concerns regarding impact to Conservation Area	
Impact to views from Railway Terraces	Please see Heritage Considerations section of the report.
Impact on Conservation Area	
Impact to Infrastructure	
Concerns regarding drainage and surface water flooding	The development reduces the risk for on site surface water flooding and displacement to nearby areas. Please see Flooding and Drainage section of the report.
The development would exacerbate overflowing and blocked drains	
Concerns regarding management of the site and anti-social behaviour	
Concerns about incoming demographic of students	While these are not planning matters, this site will have an on-site management team and will have security coverage on a 24-hour basis through a combination of on-site student wardens, security staff and emergency call centre monitoring.
Anti- social behaviour	
Transient population	
The canopy area will increase homeless population to the area	
Noise and security concerns	The application is accompanied by a noise management plan. A final management plan will be secured via a condition.
Concerns regarding management requirement for the site	Please see paragraphs 33 and 34 of the main report.
Bins/refuse concerns	Sufficient waste capacity is indicated within the submitted plans. A private refuse collection will be arranged for this student housing.

	A Delivery, Servicing and Waste Management Plan will be secured as a condition of the development.
Concerns regarding wider local area and environment	
The scheme fails to enhance high street environment There is a poor pedestrian environment	The scheme would deliver a new north-south route through the site and landscaped public realm. This is considered to enhance the streetscene.
Insufficient green spaces and play areas particularly for children	In this case, play areas are not provided as part of this scheme as the development would not yield children.
There is an environmental impact to the development	The environmental impacts are discussed within the report in the Environment section.
Concerns regarding impact to services	
Not enough infrastructure is delivered with the scheme There is no Provision of Medical, Social, or Recreational Resources There will be an impact on local services	The site allocation does not require any social infrastructure delivery as part of future development. The scheme would be subject to Community Infrastructure Levy (CIL) which can help to help fund infrastructure projects.
Other Concerns	
The scheme is for financial gain	This is not a material planning consideration.
There is no council tax generated therefore there is a loss of revenue for Brent No community gain	Student properties are not liable for Council Tax. Nevertheless, the scheme does deliver wider benefits to the area including CIL and highways improvements.
Cumulative impact of development and nearby development	With regards to tall buildings this has been assessed in the relevant section. With regards to construction impact, these effects are to be reduced / mitigated through effective implementation of a detailed Construction Method Statement (to be secured as a pre-commencement condition). This statement should take into consideration nearby development.

The 20/0115 approval cannot be taken as a new baseline for assessment	This permission does represent a fallback position and does establish some principles for development on this site. Nevertheless, the scheme has been assessed of its own merits.
Concerns regarding Community Involvement	
Community involvement statement is not demonstrative of the meeting	Please see below.
There were objections to the height within the meeting	

Statutory / Non-statutory consultees

Greater London Authority / Transport for London

The GLA and TfL provided the following comments as a part of their initial Stage 1 response:

Land Use Principles: The proposed development for a mixed use, PBSA scheme on a brownfield site is acceptable in land use terms in accordance with Policies H15. A nominations agreement with a higher education provider should be secured.

Affordable student accommodation: The development provides 35% student affordable accommodation and is eligible to follow the fast track route. The requisite affordability requirements should be robustly secured within the s106 agreement. An early stage review should also be secured.

Urban Design: The proposal lies outside of a defined tall building area. The application therefore does not meet the locational criteria of Policy D9. The proposals, however, optimise the development potential of the site and respond positively to its established and emerging urban context. The scheme integrates well with the surrounding built character, supports local connections through its layout, and includes active frontages that enhance the public realm. There is some less than substantial harm to nearby heritage; the harm will have to be clearly and convincingly outweighed by public benefits. This balancing exercise should be undertaken at Stage 2.

Transport: Car parking is acceptable, however disabled parking should be clarified; the cycle parking for the commercial use is below policy requirements and should be revisited. Clarification is further needed on the Travel Plan and student move in and mover out arrangements. The ATZ should be revised to include a further night time assessment and highways improvements secured as necessary. A CLP and DSP and Travel Plan should be secured.

Other issues around environmental issues and sustainable development require resolution prior to the Mayor's decision making stage.

During the course of the application, the applicant has responded to these comments. Further review of Energy and Sustainability matters will be addressed ahead of Stage 2. Appropriate conditions are recommended in relation to these matters, and energy obligations are to be secured in a s106 agreement, as set out above in the draft Heads of Terms.

Thames Water

No objection was raised. The consultation response requests that a Piling Method Statement be secured as a pre-commencement condition. Further conditions are also sought regarding capacity for waste water and surface water networks.

Health and Safety Executive

HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations. HSE has identified some matters that the applicant should try to address, in advance of later regulatory stages. These have been shared with the applicant.

Barnet Council

Barnet Council's Heritage Office considers that the proposed development, in terms of its excessive scale, mass, bulk and height will have a detrimental impact and cause cumulative harm, albeit less than substantial harm, to the setting of the Railway Terraces Conservation Area.

Internal Consultees

Local Lead Flood Authority

No overall objection, there was a request for further information and clarification which the applicant has carried out.

Environmental Health

No objection subject to recommended conditions (relating to Construction Management, NRMM, Land Contamination and Plant Noise).

Pre-application engagement by the applicant/ Community Engagement

The National Planning Policy Framework and Brent's Statement of Community Involvement set out an expectation that developers will undertake a proportionate level of engagement with the local community prior to submitting a planning application.

The Statement of Community Involvement submitted in support of the application sets out in detail the level of engagement that was undertaken by the applicants prior to submission to inform the design evolution of the proposals. In this case, the applicants have detailed: a website to inform local residents and gather feedback, a social media campaign, a flyer drop (500 newsletters) along with face to face meetings with both the NorthWestTwo Residents Association and the Railway Cottages Association.

The number of activities, breadth of consultation and level of engagement undertaken prior to submission are considered to be appropriate to the scale of the development proposed and consistent with the advice set out in Brent's Statement of Community Involvement.

It should be noted also that the proposed development went through Brent's Design Quality Review process and was scrutinised by panel members. Pre-application meetings were held with the GLA (including TfL). A pre-application presentation was also made to Members of the Planning Committee. The feedback received from these has informed the submitted proposals.

A comment received notes that the summary of meetings with local groups is not demonstrative of the meeting. This is acknowledged and the objections to the proposed height have been thoroughly considered as part of the planning considerations.

POLICY CONSIDERATIONS

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of this application should be in accordance with the development plan unless material considerations indicate otherwise.

The development plan is comprised of the:

- London Plan 2021
- Brent Local Plan 2019-2041

Relevant policies include:

London Plan 2021
GG1 Building strong and inclusive communities
GG2 Making the best use of land
GG3 Creating a healthy city
GG4 Delivering the homes Londoners need
GG5 Growing a good economy
GG6 Increasing efficiency and resilience
D1 London's form, character and capacity for growth

D3 Optimising site capacity through the design-led approach
 D4 Delivering good design
 D5 Inclusive design
 D8 Public realm
 D9 Tall buildings
 D12 Fire safety
 D14 Noise
 H1 Increasing housing supply
 H15 Purpose-built student accommodation
 HC1 Heritage conservation and growth
 G1 Green infrastructure
 G5 Urban greening
 G6 Biodiversity and access to nature
 G7 Trees and woodlands
 SI 1 Improving air quality
 SI 2 Minimising greenhouse gas emissions
 SI 3 Energy infrastructure
 SI 4 Managing heat risk
 SI 5 Water infrastructure
 SI 6 Digital connectivity infrastructure
 SI 7 Reducing waste and supporting the circular economy
 SI 12 Flood risk management
 SI 13 Sustainable drainage
 T1 Strategic approach to transport
 T2 Healthy Streets
 T3 Transport capacity, connectivity and safeguarding
 T4 Assessing and mitigating transport impacts
 T5 Cycling
 T6 Car parking
 T6.3 Retail parking
 T6.5 Non-residential disabled persons parking
 T7 Deliveries, servicing and construction

Brent Local Plan 2019-2041

DMP1 Development Management General Policy
 BESA17 Cricklewood Broadway Retail Park
 BD1 Leading the Way in Good Urban Design
 BD2 Tall Buildings
 BH1 Increasing Housing Supply in Brent
 BH7 Accommodation with Shared Facilities or Additional Support
 BE1 Economic Growth and Employment Opportunities for All
 BHC1 Brent's Heritage Assets
 BGI1 Green and Blue Infrastructure
 BGI2 Trees and Woodlands
 BSUI1 Creating a Resilient and Efficient Brent
 BSUI2 Air Quality
 BSUI3 Managing Flood Risk
 BSUI4 On Site Water Management and Surface Water Attenuation
 BT1 Sustainable Travel Choice
 BT2 Parking & Car Free Development
 BT3 Freight and Servicing Provision and Protection of Freight Facilities

Other material considerations

The following are also relevant material considerations:

- National Planning Policy Framework 2024
- National Planning Practice Guidance
- Brent Supplementary Planning Guidance / Documents:
- SPD1 Brent Design Guide 2018
- Residential Amenity Space & Place Quality SPD (2023)
- Sustainable Development and Environment SPD (2023)
- S106 Planning Obligations SPD (2022)
- Other London Supplementary Planning Guidance / Documents:
- Mayor of London Student Housing LPG

- Mayor of London Development Viability LPG (draft)
- Mayor of London Optimising Site Capacity: A Design-Led Approach LPG (2023)
- Mayor of London Urban Greening Factor LPG (2023)
- Mayor of London Sustainable Transport, Walking and Cycle LPG
- Mayor of London Air Quality Neutral LPG (2023)
- Mayor of London Circular Economy Statements LPG (2022)
- Mayor of London Whole-life Carbon Assessment LPG (2022)
- Mayor of London 'Be Seen' Energy Monitoring Guidance LPG
- Mayor of London Purpose-built Student Accommodation LPG (2024)
- Mayor of London Fire Safety LPG (draft)
- London Cycling Design Standards (2014)

DETAILED CONSIDERATIONS

Principle

Principle of Development

1. The National Planning Policy Framework (NPPF) notes that Plans and Decisions should apply a "presumption in favour of sustainable development" (Chapter 11), whilst Paragraph 125, part c) sets out that planning decisions should "give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs".
2. London Plan Policy H1 sets out housing targets across London, with the target for Brent being 23,250 new homes over the ten-year plan period, and Brent's Local Plan Policy BH1 responds to this by proposing plan-led growth concentrated in Growth Areas and site allocations. Site Allocation BSESA17 supports the delivery of high quality residential and commercial development with an indicative capacity to provide 380 dwellings. In this case, the scheme redevelops a brownfield site and provides PBSA and commercial development which accords with the envisaged principle of development in this location.

Land Use

Site Allocation – Residential

3. The site is part of the wider site allocation BSESA17: Cricklewood Broadway Retail Park within the Local Plan, which is formed by this site and the Wickes site to the north, on the opposite side of Longley Way. The overall area of the site is 2.3ha, and the site has an indicative capacity to provide 380 dwellings in the medium-to-long term.
4. The site allocation outlines the following key design principles for the site:
 - Development should relate to the general character and scale of the high quality residential area to the south along Temple Road and on the opposite side of Edgware Road.
 - Along Edgware Road, in recognition of the variation in heights along its length from Kilburn in the south up to this point, and its identification as an intensification corridor towards the north it is considered that heights of up to 5 storeys will be appropriate.
 - Due to the proximity to the wildlife corridor and SINC and to help address with surface water flooding, and poor air quality along the A5 the development should include significant green infrastructure, particularly along its edges.
5. The site allocation further sets out the planning considerations for the site:
 - Proximity to railway designated as both a wildlife corridor and a Grade 1 Site of Importance for Nature Conservation (Dudding Hill Loop between Cricklewood and Harlesden BI06C). Care should therefore be taken so as not to disturb this valued ecosystem.
 - The 3 trees on the path along Cricklewood Broadway should not be adversely affected by the development.
 - In an Air Quality Management Area where major developments are required to be Air Quality neutral.

- Significant areas of car parking and parts of Longley Way are within Flood Zone 3a due to surface water flooding. It will need to be demonstrated through a Flood Risk Assessment how surface water flooding will be mitigated and development not increase flood risk.
 - Historic industrial use therefore requires testing for contamination, with any potential remediation works being carried out.
6. The indicative capacity for the site allocation as a whole is 380 dwellings. The Local Plan identifies that, subject to other policies in the Plan, the sites allocations could be acceptable for a range of self-contained and non-self-contained residential uses, such as, but not necessarily limited to accommodation for students, older people, supported or specialised accommodation or large-scale purpose built shared living. The London Plan acknowledges the role that Purpose Build Student Accommodation (PBSA) has in meeting housing needs, in supporting London's knowledge economy, and in contributing more generally to regeneration. Non-self-contained accommodation for students counts towards meeting housing targets on the basis of a 2.5:1 ratio, so every 2.5 bedspaces counts as single home. The delivery of 826 student beds would contribute an equivalent 330 residential units to Brent's housing delivery targets on this ratio. The provision of student accommodation at this site is considered acceptable in principle, as it is not considered that this would prejudice achieving the indicative dwellings capacity referred to in the wider site allocation policy. Its acceptability is subject to compliance with other policies, in particular London plan policy H15 and Local Plan policy BH7 assessed below.
 7. In terms of meeting the first key principle of the site allocation, the layout height and massing would relate well to the existing residential area along Temple Road and across Edgware Road. The scheme would also be well integrated with any future development to the north as the scheme creates a north-south pedestrian route and a garden square which could facilitate a connection between any scheme on the remaining part of the site allocation footprint. Further assessment to the design quality will be discussed below.
 8. Secondly, the scheme ranges from 3 to 9 storeys. Along Edgware Road, Block A ranges from 5 to 9 storeys heading north (21.0m to 29.7m). The site is within the intensification corridor. The proposed height exceeds the 5 storey suggestion within the Local Plan. However, the proposed height, scale and massing of each to the two blocks and their arrangement is considered to respond well to the surrounding developments. The design of the scheme will be discussed further below. The conflict with policy relating to height is considered to be outweighed by the benefits of the proposal, including PBSA that would contribute towards the Borough's housing targets and significant improvements to the streetscene.
 9. Finally, the scheme introduces a significant increase in green infrastructure to the site. The public realm landscaping includes 'The Boulevard' a north-south pedestrian green link and 'The Garden Square' to the north using trees, furniture and planting to create an open communal garden. In addition, two courtyards between the blocks provide private amenity. Along the edges of the site, underground services on Cricklewood Broadway pose a significant constraint to the delivery of green infrastructure along with road safety due to the junctions with Temple Road and Longley Way. The applicant proposes green verges primarily along the northern, eastern and southern edges of the scheme which soften the buildings and are currently marked as indicative. Final landscaping plans will be secured along with Highways works to deliver these interventions where possible. In addition, a street tree planting contribution will be sought for new street trees in the vicinity of the site.
 10. With regards to the planning considerations for the site: Green Infrastructure including ecology and trees, air quality, flooding and drainage, and contamination will be discussed below.

Site Allocation – Commercial

11. The site allocation does not specify an anticipated size of the allocated commercial use. The scheme would deliver 800 sqm of commercial space at ground level split between two units in Block A. A unit of 670 sqm would be delivered to the east of the site fronting Cricklewood Broadway and a smaller unit of 130 sqm is proposed to the north-west corner of Block A, fronting the Garden Square and Longley Way. The proposed arrangement and size provide a logical solution the provision commercial floorspace on site and the units on the Cricklewood Broadway frontage and along Longley Way provide vitality and active frontages.
12. The consented scheme, 20/0115, indicates the provision of office or affordable workspace on the ground floor, whereas the development proposed unspecified commercial space. The loss of retail on the site is

considered acceptable because of the aim of the council to direct retail units towards town centres. However, flexibility is offered in this case due to the mixed-use site allocation and the fact that unit to the Cricklewood Broadway frontage would provide vitality and active frontage within the scheme. It is also located in close proximity to the boundary of Cricklewood Town Centre.

Extant Consent

13. There is extant consent for 238 homes (C3 dwellings) on the site under planning approval reference 20/0115, for three buildings ranging from 3 to 7 storeys. The land use principle of redevelopment of the site for residential use, loss of existing retail floorspace and broad massing, has already been established and this is a material consideration for the application.
14. The previous scheme was for conventional C3 residential flats. This scheme was designed before several recent regulatory changes, for example, the requirement for a secondary fire escape stair for buildings over 18m. The current proposal follows loosely the footprint and massing of the extant approval.

Principle of Student Accommodation

Policy Background

15. London Plan Policy H15 and Brent's Policy BH7 support the delivery of PDSA in well-connected locations to meet local and strategic needs, subject to specific criteria being met.
16. Policy BH7 of Brent's Local Plan sets out that proposal for student accommodation will be supported where the development meets all the following criteria:
 - a) is located in an area with good access to public transport and other amenities, including shops (normally within 400m);
 - b) is of an acceptable quality meeting appropriate standards for the needs of its occupants, including external amenity space, appropriate communal facilities, levels of support/ care and mobility;
 - c) includes management arrangements agreed with the council suitable to its proposed use and size to not unacceptably impact on neighbour amenity;
 - d) demonstrates that there is a specific Brent need, or in the case of purpose built student accommodation a London need, for the particular use; and
 - e) will not lead to an over-concentration of the type of accommodation in the area.
17. London Policy H15A supports purpose-built student accommodation is addressed, provided that:
 1. at the neighbourhood level, the development contributes to a mixed and inclusive neighbourhood
 2. the use of the accommodation is secured for students
 3. the majority of the bedrooms in the development including all of the affordable student accommodation bedrooms are secured through a nomination agreement for occupation by students of one or more higher education provider
 4. the maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance:
 - a) to follow the Fast Track Route, at least 35 per cent of the accommodation must be secured as affordable student accommodation or 50 per cent where the development is on public land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution
 - b) where the requirements of 4a above are not met, applications must follow the Viability Tested Route set out in Policy H5 Threshold approach to applications, Part E
 - c) the affordable student accommodation bedrooms should be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation.
 5. the accommodation provides adequate functional living space and layout.

Transport and Amenities

18. The application is well situated approximately 75m from the edge of Cricklewood Town Centre which has a range of amenities and services including groceries stores, a post office, gyms and pharmacies. The site is also within an accessible location with a public transport accessibility level (PTAL) of 4. The closest

bus stop is 10m from the site and serves a number of local bus routes (No.s 16, 32, 245, 266, 316, N32 and N266). Additionally, the site is within approximate 12 minute walking distance of Cricklewood Station (900 m) and 15 minute walking distance to Brent Cross West Station (1.1 km). The site is well connected and has good access to amenities. The proposed development includes commercial floorspace at ground floor level which is likely to provide additional amenity benefits to future residents as well as existing local residents.

19. The applicant's Student Accommodation Demand Assessment also highlights the site's suitability due to good access to central London and higher education institutions (HEIs). As noted above, the site is accessible to central London via public transport which puts the site within 45 minutes' door-to-door travel time of over 60 HEIs. Their assessment indicates that approximately 57% of full-time students in London would be able to reach the university they are attending within 45 minutes travel time from the site.

Quality of Accommodation and Appropriate Facilities - functional living space and layout

20. The Purpose-built Student Accommodation (PBSA) London Plan Guidance (LPG) provides guidance on the qualities and characteristics of internal and external communal amenity space, highlighting that it should be high quality, with a suitable range of amenities that are accessible to all users and well-integrated with the building design.
21. The 2011 BRE Guidelines for assessment of daylight and sunlight within proposed dwellings were recently superseded by 2022 Guidelines. These are not based on Average Daylight Factor, as the associated British Standard is now obsolete. They use a more complex modelling methodology that takes into account factors such as weather, time of day and window orientation. The assessment of sunlight has also been altered, with the new target being a minimum of 1.5 hours of sunlight on 21 March.
22. An Internal Daylight, Sunlight and Overshadowing Assessment Report has been provided in support of the application, this is to understand future amenity to the proposed student accommodation. All assessments of internal daylight and sunlight conditions have been undertaken in accordance with the BRE Guidelines 2022.
23. The scheme provides 826 bedspaces comprised of 662 ensuite rooms, 70 studios, 86 accessible studios and 8 companion rooms. Companion rooms are for occupants who require additional support. Each cluster flat contains between 7 to 9 ensuite bedrooms and a shared kitchen/living/dining room. The studios have private kitchenette facilities, while accessible studios are larger to facilitate wheelchair access with a limited number of companion rooms directly linked to select accessible studios. The internal layouts are well planned and present a range of that support different ways of living for a range of different residents. The cluster to studio ratio equates to an 80.1% to 19.9% split.
24. In terms of sizes, no minimum standards are set by the PBSA LPG. The floorplans indicate that cluster rooms would range in size from 12 to 13 sqm, and studios range in size from 17 to 19 sqm, with the accessible studios larger again at 22 to 25 sqm. This module is reflected horizontally and vertically to create the courtyard shape.
25. As a useful comparison tool, the applicant has provided the following information in order to benchmark the scheme against recently approved PBSA applications:

Scheme	Average Room Size (sqm)	Average Cluster Room Size (sqm)	Kitchen Area per cluster room (sqm)	Internal Communal Amenity per bedroom (sqm)	Total Internal Amenity (sqm)
Proposed Scheme 826 bedrooms (662 cluster, 164 studios)	14.52	12.75	4.09	1.88	1553
[23/2811] Land rear 390-408 Wembley High		12.5	4.5	1.5	966

Road 639 bedrooms (414 cluster, 225 studios)					
[23/1426] Glynns Skip Hire 759 bedrooms (192 cluster 567 studio)	20.2			2.29	
[22/3965] 1-4 and 9 Watkin Road 619 bedrooms (500 cluster and 119 studios) 80.8% 19.2%	13.5	13.18	2.95	1.49	914.3
[22/2225] Fairgate House 349 bedrooms (200 cluster 149 studios/two person studios)	17.7	12.5	4.3	1.5	

26. It is noted that the scheme is larger than the developments listed above and does include a high proportion of cluster rooms which does skew the average size of rooms. However, the average room sizes are proportionate to recently approved consents. It is also noted that a breakdown of the amenity space has not been submitted and laundry rooms, for example, would not count as amenity space. Whilst acknowledging that benchmarking between schemes may include different measurements of internal space, the scheme still provides a high standard of internal amenity spaces for each bedspace and occupant. The provision of varied communal amenity spaces creates opportunities and room for different student needs such as study, relaxation and socialising.
27. All rooms are afforded good unobstructed outlook. Within the site, separation distances between directly facing windows are at a minimum of 17.7 m across the courtyard of Block B. Beyond the site, to the north, east and south the development is flanked by roads which safeguard outlook to habitable windows relying on outlook to neighbouring sites. While there is variation along the street, the south elevation across Temple Road broadly respects established building lines to create a regular formal fenestration street relationship. To the west, the development is set back from Level 1 upwards with an 8m separation to existing residential boundaries on Temple Road and Stoll Close.
28. In terms of aspect, due to the orientation of the site, no rooms are solely north facing. 242 rooms are of the bedrooms are north-east facing and single aspect, 152 rooms are north-west facing and single aspect and a further 13 rooms are dual aspect and face north-west and north-east. Across the scheme, the studios positioned on the corners of Block A and B benefit from dual aspect which equates to 24 accessible studios and 10 standard studios, however, the majority of rooms are single aspect. Nevertheless, the shared cluster kitchen/living/dining spaces are afforded larger fenestration which allows generous views out of these spaces and a greater sense of openness.
29. Internal daylight has been assessed using the daylight factor method has been adopted with a target of 100 lux in bedrooms, 150 lux in living rooms and 200 lux in kitchens to be exceeded over at least 50% of the reference plane. It is noted that many of the cluster kitchen/living/dining rooms are a shared use and where this is the case, the highest target should apply. However, the applicant has opted to avoid small separate kitchens in favour of larger open plan spaces which has resulted in a target of 200 lux not being possible to achieve in such areas. Accepted a target of 150 lux in these shared spaces results in 93% of all habitable rooms tested surpassing the BRE minimum illuminance recommendations (869 out of 934 rooms).
30. For sunlight, all floors within each block, have at least one communal living/dining/kitchen room window which faces within 90 degrees of due south. All floors also have at least one communal living room which receives a total of at least 1.5 hours of sunlight on 21 March. However, not all bedspaces would be able to access each communal living room. Nevertheless, overall 599 of the 1103 habitable windows tested would receive at least 1.5 hours of sunlight. This equates to 54.3%.

31. BRE Guidelines recognise the challenges to daylight and sunlight that commonly exist in high density urban areas. Higher density is what the site allocation envisages in order to deliver the desired growth. As such, given the good levels of outlook and light and taking into consideration the site context, any harm in terms of future sunlight levels received would be outweighed by wider aspirations of the Site Allocation and the overall planning benefits.
32. In the context of student accommodation in a high-density urban environment, the proposal is considered to provide a very good standard of internal daylight and sunlight. The scheme balances providing privacy and outlook across communal courtyards. A variety of student amenity spaces of different sizes are proposed at ground floor, including study rooms, a TV room, and a laundry room within each block. Communal benches within most communal hallways located on the corridor junctions close to the vertical cores would provide opportunities for ad hoc socialising. Whilst there would be no upper floor communal amenity spaces for general use, a high proportion of the accommodation would comprise cluster flats rather than studios which would foster regular interaction and socialising amongst residents.
33. Externally, the scheme provides communal courtyard gardens for the exclusive amenity of students within Blocks A and B and further public space between the two blocks, The Boulevard, and to the north of the site adjacent to Longley Way, Garden Square. These spaces offer space for a mixture of activities including play, exercise and recreation. Block A's garden provides 727 sqm of outdoor space while Block B provides 322.6 sqm of outdoor space.

Management Arrangements

34. A Management Plan, prepared by PBSA operator 'Home Is London', has been submitted with the application. The plan includes details:
35. Waste management
- Cleaning and Maintenance
 - Community liaison
 - Code of Conduct
 - Security and Safety
 - Deliveries and Collections
 - Move in and Move out process
 - Housekeeping and servicing
 - Accessibility
 - Management of Communal Amenity
 - Resident Management
36. These initial details are considered acceptable, however, a final management plan will be developed and sought via condition.

Specific Brent and London Need

37. The London Plan identifies that London's higher education providers make a significant contribution to its economy and labour market and it is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation.
38. The London Plan recognises that PBSA is a housing element that forms part of the overall housing need figure and contributes to meeting London's housing need. The overall strategic requirement for PBSA in London has been established through the work of the Mayor's Academic Forum, and a requirement for 3,500 PBSA bed spaces to be provided annually over the Plan period has been identified. This takes into account completions and the pipeline of permitted student accommodation schemes locally and across London.
39. In support of the proposals, the applicant has submitted a Student Accommodation Demand Assessment. This assessment has looked at the demand for student accommodation at both a local and regional level as well as the suitability of the proposed location. The assessment identifies other student accommodation schemes that have been consented in the wider area.
40. The assessment presents a case based on projected student numbers and the supply of student housing, concluding that the gap between the available student housing supply and the student population is set to be maintained or widened as new developments fail to keep pace with increasing

student numbers. It states that 345,000 students in London have to find accommodation outside of the private and university sectors, mostly in HMOs, which puts further pressure on the wider residential market. It states that the site is within 45 minutes' door-to-door travel time of 63 Higher Education Institutions (HEIs), that between them have c.257,000 students. These HEIs are seeking housing for their students which is high quality and well located with good access to wider services and facilities. Accommodation within 20 minutes of most Central London university campuses is 'prohibitively expensive' for students, which is driving demand for PBSA within 45 minutes' travel time of these universities. The assessment further posits that the gap between the available student housing supply and the student population is set to be maintained or widened as new developments fail to keep pace with increasing student numbers. In 2023, there were 738 homes occupied by students in Brent demonstrating a greater demand for PBSA accommodation in the borough than is currently accounted for.

41. At a strategic level, the GLA note that the report could reasonably demonstrate that there is demand for student accommodation and this would contribute towards meeting the overall London need. At a local level, based on the information supplied, there is identified additional demand for PBSA bedspaces in Brent.

Nominations Agreement

42. The London Plan, policy H15 part 3, requires that the majority of the bedrooms in the development including all of the affordable student accommodation bedrooms are secured through a nomination agreement for occupation by students of one or more higher education provider (HEI). Part 2 also requires that the use of the accommodation is secured for students.
43. The submission confirms that a nominations agreement will be secured for over 50% of the 826 rooms. Brent has received letters from both Middlesex University and Sheffield Hallam University in support of the application. The letter from Middlesex University states that they would be interested in progressing a conversation with Home Is London around a nominations agreement at the completed development on a rolling annual first right of refusal basis, particularly in relation to the affordable bedrooms. The letter from Sheffield Hallam University highlights that their London campus, which will be part of the Brent Cross Town development, is due to open in Autumn 2026, with current forecasts predicting student numbers of around 1,800 rising to 4,000. In order to support their plans they are looking to work with a number of partners including Home Is London to ensure that the accommodation available to students encompasses a diverse variety of options including PBSA.
44. The evidence of support from two specific universities further strengthens the case for the PBSA demand. The use of the accommodation, with the exception of certain vacation periods, will be secured via condition and the nominations agreement with one or more HEIs for a majority of the bedrooms in the development for as long as it is used as student accommodation will be secured via legal agreement.

Over-concentration and contributes to a mixed and inclusive neighbourhood

45. There is no record of other nearby existing PBSA schemes or any in the pipeline in Brent. The nearest facility to the site, appears to be Middlesex University Ivy Hall (181 bedrooms) which is situated on Cricklewood Lane within Barnet. Other recent schemes are throughout the borough in Wembley Central, Wembley Stadium and Neasden, therefore it is not likely that the provision of new student bedspaces will affect the mix or inclusivity of the community.
46. The remainder of this site allocation and the Cricklewood Bus Garage site allocation BESA2 to the north have considerable potential to provide additional C3 housing. While any future schemes coming forward in this area would need to be considered on their own merits, it is considered that the development would contribute to a mixed and inclusive neighbourhood.
47. The provision of a commercial floorspace at ground floor level would potentially provide broader benefits to local residents. The submission confirms that parts of the site would be publicly accessible including the 'The Boulevard' a north-south pedestrian green link and 'The Garden Square' toward Longley way, which would provide the potential for social interactions between the local community and the students.
48. The scheme would be subject to a management agreement which would help mitigate any potential negative impacts on the local area, for example in terms of noise, security, parking and rubbish collection.

49. To offset the impact of the development, consultation has also taken place with TfL. Financial contributions to support active travel and create healthy streets will aid in creating an inclusive neighbourhood.

Affordable Student Accommodation

50. The London Plan, policy H15 part 4 requires PBSA to provide to provide affordable accommodation. To follow the Fast Track Route on this privately owned site, at least 35 per cent of the accommodation must be secured as affordable student accommodation. In accordance with this threshold, the proposed scheme provides 35% affordable with 289 of the total 826 bedspaces provided as affordable student accommodation. The proposed development is therefore eligible to follow the Fast Track Route.
51. In order to meet this requirement, the accommodation must be let at a rental cost for the academic year equal to or below 55% of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year. The actual amount the Mayor defines as affordable student accommodation for the coming academic year is published in the Mayor's Annual Monitoring Report.
52. Furthermore, in accordance with the PBSA LPG, the affordable accommodation is equivalent to the non-affordable rooms in term of room sizes. The rent charged must also include all services and utilities which are offered as part of the package for an equivalent non-affordable room in the development. There should be no additional charges specific to the affordable accommodation. This has been confirmed by the applicant and will be secured within the legal agreement. Affordable student accommodation bedrooms will be allocated by a higher education provider that operates the accommodation or has the nomination right to it, to students it considers most in need of the accommodation

Proposed Student Mix

53. There is no policy requirement to provide a particular mix of types of student accommodation.
54. The following mix is proposed:

Student Accommodation	Cluster/Ensuite Rooms	Studios	Accessible Studios	Companion Studios	Total
Block A	406	40	46	8	500
Block B	256	30	40	55.	326
Total (%)	662 (80%)	70 (8.5%)	70 (10.5%)	8 (1%)	826 (100%)

Inclusive Access

56. Policy D5 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). Policy D7 requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. London Plan Policy E10 states that 10% of new bedrooms should be wheelchair-accessible in accordance with British Standard BS8300-2:2018; or 15% should be accessible rooms in accordance with the British Standard. Building Regulations make clear that student accommodation is to be treated as a hotel/motel accommodation, for the purposes of ensuring provision of accessible student accommodation.
57. The proposed mix would offer a range of room types to meet differing needs, and offer a degree of choice to students, with the applicant committing to 10.5% of the rooms being wheelchair accessible from the outset. These rooms are provided as studios and are provided across Levels 1 to 8 of the scheme. This provision will be secured by condition.

Design, Scale and Appearance

Policy background

58. The NPPF emphasises that good design involves responding to local character and history and reflecting

the identity of local surroundings and materials, while not discouraging appropriate innovation, and Brent Local Policy DMP1 requires the scale, type and design of development to complement the locality. Brent Local Plan Policy BD1 stipulates that innovative contemporary design will be supported where it respects and complements the historic character but is also fit for the future. All new development must be of the highest architectural and urban design quality. Brent Local Plan Policy DMP1 requires the scale, type and design of development to complement the locality.

59. London Plan Policy D3 sets out a design-led approach to new development that responds positively to local context and optimises the site's capacity for growth by seeking development of the most appropriate form and land use, while Policy D5 seeks inclusive design without disabling barriers.
60. Brent Local Plan Policy BD2 relates to tall buildings. It defines a tall building is one that is more than 30m in height. Tall buildings are directed to locations within the tall building zone. In addition policy BD2 sets out within intensification corridors and town centres outside conservation areas and areas of distinctive residential character developments of a general building height of 15 metres above ground level would be acceptable, with opportunities to go higher at strategic points on town centres. In all cases, tall buildings must be shown to be positive additions to the skyline that would enhance the overall character of the area. They should be of exceptional design quality, consistent with London Plan Policy D9 requirements in showing how they positively address their visual, functional, environmental and cumulative impacts.

Site Context

61. The site is currently occupied by a single storey retail building and a large car park to the front of site alongside Cricklewood Broadway. The site is predominantly hard surfacing with grass verges along Temple Road, Longley Way and Cricklewood Broadway. The rear of the site also has strip of unused grassy land. The site contains a number of trees, the most predominant close to the corner of Cricklewood Broadway and Temple Road and others dotted within the existing car park and along the boundary roads.
62. The surrounding development is mixed. Temple Road to the south mainly comprise of two-storey Victorian terraced dwellings. Stoll Close that borders the site to the west, contains a late 1980s to 1990s housing development contained 2 and 3-storey blocks of flats. Two-storey terraced dwellings on Gratton Terrace (within the London Borough of Barnet and the Railway Terraces Cricklewood Conservation Area) are to the east on the other side on Cricklewood Broadway set back with a grassy bank and mature trees. There is a prominent part 4, part 5-storey gym and offices on the junction of Temple Road and Cricklewood Broadway. Beyond the site to the north, the Wickes site will remain a single storey retail building with the railway way bridge creating a natural division with development further north.

Site Layout

63. The development comprises of two blocks, Block A and Block B. Block A is sited along Cricklewood Broadway frontage between Temple Road in the south and Longley Way in the north and the proposed north south route, 'The Boulevard', to the west. Block A is a square perimeter block around a central landscaped courtyard with a residential amenity area for student occupants. The two commercial units located on the ground floor, the larger of the two occupying the frontage on Cricklewood Broadway and the smaller to the northwest of the building fronting the public 'Garden Square'. Elsewhere on the ground floor there is ancillary student accommodation uses including: plants rooms, bin stores, cycle stores, a post room, a laundry room, study rooms and a student amenity area. The provision of the large commercial unit will ensure there is active frontage along Cricklewood Broadway and the student amenity space will create active frontage along with new 'The Boulevard'. As with the previously consented scheme 20/0115, the footprint of Block A will extend onto the public highway in its north-eastern corner, which will require a stopping up order to be made. This will result in the need to alter the geometry of the southern part of the junction of Longley Way/Cricklewood Broadway by removing the left-turn filter from Cricklewood Broadway. The highways implications of this element of the proposal will be discussed below, this alteration in layout enables a more regular building footprint to be brought forward.
64. Block B is also designed as a permitter block, however will have an arm that extends beyond the uniform square footprint. The building will enclose a smaller landscaped courtyard. The block will front 'The Boulevard' and the 'Garden Square' and Temple Road to the south. The ground floor will accommodate student ancillary accommodation including student rooms and student amenity areas. These uses will ensure some frontage around the 'Garden Square' and along the 'The Boulevard'.
65. Around the buildings, the development includes improved landscaping with central courtyards to provide

amenity spaces for students and green views from within the building, a central green north-south pedestrian boulevard through the centre of the scheme and an open green space facing onto Longley Way. The boulevard extends into a larger public garden square while also providing emergency vehicle access to within 18m of the building cores.

66. The layout successfully addresses the three roads that bound the site with the commercial spaces providing enhanced streetscape and pedestrian activity along Cricklewood Broadway by animating the ground floor of Block A. Furthermore, proposed internal amenity spaces and student rooms at ground floor create large openings and glazing providing natural surveillance throughout the site.
67. The provision of landscaping creates a sense of place and there is a clear delineation between public and private space supporting new and existing local connections and creating well defined spaces.
68. The development would improve the character and appearance of the area, establishing strong corners and a reinforced urban grain to the previously sparse development. The layout of the development optimises the density of the site.

Height, Scale and Massing

69. Block A is 5 to 9 storeys with a maximum height of 31.1 m including lift overruns and plant. Along the Temple Road frontage the building tapers from the landmark corner with Cricklewood Broadway from 7 storeys down to 5 storeys towards Block B. The building then rises heading north on Cricklewood Broadway from 7 storeys to a maximum of 9.
70. Block B is 3 to 7 storeys with a maximum height of 25.2 m including lift overruns and plant. Where the building is closest to existing properties on Temple Road the massing set down to a single storey, raising to 3 storeys eastwards and finally 5 to match Block A and frame 'The Boulevard'.
71. The principle of a 7-storey building has been established by the extant consent and the proposals optimise the development potential of the site and respond positively to its established and emerging urban context. The massing broadly follows the datums set in the (20/0115) extant permission. As with the previous scheme, it is acknowledged that any form of development on a currently open car park will effect a change on how this site relates to the street scene on both Temple Road and Cricklewood Broadway. It is important to note that while the consented scheme was described with a maximum height of 7 storeys and the current proposal sits at 9 storeys, between the two schemes there is only an increase in 3.7m to roof level on the tallest building, Block A (excluding roof top plant etc.). Therefore, although, the proposed scheme has two additional storeys this does not relate to proportionally two storeys higher than the extant consent.
72. Furthermore, at many points, the proposed building sits lower than the extant consent including the corner of Temple Road and Cricklewood Broadway, where Block A's main roof height is 2.2m lower than the extant consent.
73. This is principally because, there the extant scheme has floor-to-floor heights on the upper floors of 3.1m, the proposed scheme has floor-to-floor heights of 2.95m which contributes to a significant difference when multiplied across several floors. Other differences include the approach to providing height within the commercial units at ground floor with the proposed scheme sacrificing the first floor along the Cricklewood Broadway frontage to create a double height commercial space without pushing the storeys above.
74. The site sits on an intensification corridor as designated within the Local Plan which advises that heights of up to 5-storeys may be acceptable. The proposal reaches 9-storeys (with cores and plant projecting above this). However, the proposed height, scale and massing of two blocks is considered to respond well to the surrounding developments and with each other. There is an appropriate balance struck between the scale of the built form relative to the amount of open space with the courtyards and external routes and the square around the blocks.
75. The positioning of height onto Cricklewood Broadway is logical, as is the stepping down towards the Victorian housing on Temple Road. The maximum scale and massing directed to the north Block A is considered suitable given the level of distancing to the dwellings opposite is in excess of 40m and envisaging any future development being of a significant scale on the remaining part of the site allocation on the Wickes site.

76. In relation to the commercial buildings opposite on Temple Road, Block A is no more than one storey taller and appropriately steps down where it fronts the lower-rise residential dwellings and includes a large gap to Block B to break the massing and provide views through the site
77. The Brent Local Plan defines a tall building as one that is more than 30 m in height. As the proposal comprises a building of 9 storeys, and is taller than 30 metres, this would be a tall building for the purposes of the Brent Local Plan and Policy D9 is engaged. However, it is noted that the maximum height of the main roof and elevation does not exceed 28.1m and it is the roof top elements on the 9th storey (Air Source Heat Pump (ASHP) enclosures, extended cores, vents and plant rooms) that transgress the tall building designation. This will be discussed further below.
78. The conflict with the policy relating to height is considered to be outweighed by the benefits of the proposal, including the provision of new student homes (including affordable student rooms homes) and improvements to the streetscene.

Architecture and Materiality

79. The simplicity in the form and layout is aligned to complementary material palette. The scheme proposes red brick as the main treatment, glass reinforced concrete (GRC) cladding around entrance cores at the base level and matching colour concrete coping stone. Windows frames and grilles are a black coated aluminium.
80. The external landscape areas soften the scheme's edges and the plating along the newly created route, the Boulevard and in the square, Garden Square create a sense of place and visual betterment of the existing vast barren car park with a canopy that spans between the foyers of Block A and Block B creating a central point of arrival.
81. The design of Block A has predominantly a light-coloured concrete base and then contrasting brick top sections with a variation in roof heights creating visual interest. The façade creates a regular rhythm with the fenestration pattern alternating between smaller windows to bedspaces and then larger wide panelled windows to the shared kitchen/living/dining spaces. There are also vertical breaks in fenestration filled with detailed brick.
82. The ground floor main commercial unit is provided with generous floor to ceiling heights and large glazed panels, to help differentiate the commercial element from the residential above and also to more closely relate to the ground floor commercial units to the south.
83. The design of Block B is very similar to Block A. The ground floor base is not double height but it's still proportional larger than levels above to create a visual connection to the Block opposite and a strong base. Block B also includes varied heights and fenestration patterns.
84. Across the scheme, the proposed elevations have stepped and angled facades to give significant depth to the facade without using excessive brickwork stepping. The glazed part of the window components are tucked in against the right angle step in the brickwork. These are located towards the south - to provide a good level of solar shading to the windows as an integral part of the facade design. The angled part of the facade is towards the north of each window to provide light and outlook.

Tall Buildings

85. London Plan Policy D9 defines height as the ground to the floor level of the uppermost storey. Within Brent Policy BD2, a tall building is one that is 30m in with above ground level, however there is no specific guidance about where a maximum measurement should be taken. The justification text does set out that a 30m residential building is typically expected to be around 10 storeys in height. As noted above, the building principally sits below 30m with the exception of some areas of rooftop plant on Block A. As such, it is considered that a less stringent approach can be taken with the criteria for the assessment of tall buildings. Both the London and the Local Plan set out a range of matters to address the visual impacts, functional impacts, environmental impacts and cumulative impacts.

Visual Impact

86. The submission has not been accompanied by a Heritage, Townscape and Visual Impact Assessment (HTVIA). However, a submitted document includes 12 different CGI views and a comparison of the scheme to the approved consent. Two of these views are from within the Railway Terraces Cricklewood

Conservation Area.

87. The views express how the building positively contributes to the built environment. The views from Gratton Terrace and Hudson Way demonstrate that the form of the building, with the variation in height, allows some parts of the sites to be screened and others to protrude above the ridges of the existing buildings. The architectural quality also blends well with the existing materials in the local area with the red brick detailing, façade articulation and the lightweight window frames and grilles.
88. Within Brent, the views from Temple Road show how the height responds to the established low rise character by setting down Block B to sit comfortably along Victorian and other residential terraced buildings. The birds eye views of the scheme show how the building positive reinforces street edges and the landscape contributes to greening the character of the area. Due to the fenestration positioning and angling there is no adverse glare.

Functional impact

89. The buildings have logical layouts that respond well to the surrounding areas of external space within the site. The provision of commercial floorspace is considered to be suitable for future occupiers and the space designed to be flexible to adapt future occupier needs including generous floor to ceiling heights and open floor plans. The provision of the residential floor space ensures safety for occupants. Through routes through the sites and to building entrances allow for servicing, maintenance and fire access.
90. The ground floor uses create good levels of surveillance across the site, with generous and legible entrances throughout particularly from the differing materials of the ground floor base and the canopy between student entrance of Block A and B.
91. The site has good public transport accessibility (PTAL 4) and is on an intensification corridor which helps to support the tall buildings in this location. There is sufficient transport infrastructure in this location along with the nearby Town Centre providing local amenities.
92. The approach to transport arrangements during student term times will need careful management to ensure such movement do not conflict with existing residents from a highway safety perspective. This will be discussed further in detail below, however is not directly related to the tall building aspect of the scheme.

Environmental impacts

93. As mentioned above the front face of the buildings do not exceed 30m. Where rooftops plant exists, these additions are set back from the elevations. As such, is it considered that the wind and microclimate impacts from a 30m tall building are less relevant.
94. The applicant has submitted an overheating assessment that demonstrates the development has a high level of compliance against the Chartered Institution of Building Services Engineers (CIBSE) overheating criteria and Building Regulations Approved Document O. Daylight, sunlight and noise have all been assessed elsewhere in this report

Cumulative impacts

95. There is an emerging wider context of tall buildings in the area. At present, the northern part of the site allocation that houses Wickes, has no planning permission therefore there is no accumulation. Any future scheme would need to consider the subject site and further impact of any tall buildings.
96. Similarly, Cricklewood Bus Depot to the north is an allocated site with an indicative capacity for 10,000sqm reprovision of the bus depot plus 202 dwellings. However, there are no planned buildings on this site at present.
97. Within Barnet, to the southeast, the B & Q site has a proposal that has mixed use outline consent with buildings ranging from 3 to 25 storeys [Barnet reference: 20/3564/OUT].

98. While these applications provide a context of the tall buildings in the locality, given the proposal is limited to 9 storeys and is set away from the sites noted above, the combined impact is not considered to be significant.

Heritage Considerations

Policy

99. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("Listed Buildings Act") confirm that special attention shall be paid to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses and preserving or enhancing the character or appearance of that area. As confirmed by the Court of Appeal (Civil Division), the decision in *Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council* [2014] EWCA Civ 137 confirmed that where an authority finds that a development proposal would harm the setting of a listed building or the character and appearance of a conservation area, it must give that harm "*considerable importance and weight*". Further case law has reconfirmed the Barnwell decision and the considerations to be undertaken by a planning authority: *The Forge Field Society & Ors, R v Sevenoaks District Council* [2014] EWHC 1895 (Admin), *Pugh v Secretary of State for Communities and Local Government* [2015] EWHC 3 (Admin).
100. Section 16 of the NPPF ("Conserving and enhancing the historic environment") (paras. 202 to 221) advises Local Planning Authorities to recognise heritage assets as an "irreplaceable resource" and to "conserve them in a manner appropriate to their significance" (para. 202). In determining applications, LPA's are advised at para.210 take into account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.
101. When considering the impact of a proposed development on the significance of a designated heritage asset, it is advised at para.212 that "great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance". Consent should be refused where there is substantial harm or total loss of significance, unless there are substantial public benefits that outweigh that harm or loss (para.214). Where there is less than substantial harm, the harm is to be weighed against the public benefits of the proposal (para.214) and with regard to non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (para.216). It is also advised at para.220 that not all elements of a Conservation Area will necessarily contribute to significance.
102. Policy HC1 of the London Plan advises what boroughs should do at a strategic level to identify, preserve, and enhance London's heritage assets. Brent's Local Plan confirms that the Borough's historical assets need to be protected and conserved. Policies DMP1 and BHC1 confirms the statutory duty of the Council and provides some guidance on how to present and assess applications affecting heritage assets. This assessment would also be undertaken having regard to Historic England's *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3* (Second Edition) which identifies 5 steps to be followed:
- Step 1: Identify which heritage assets and their settings are affected
Step 2: Assess the degree to which these settings and views make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated
Step 3: Assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it
Step 4: Explore ways to maximise enhancement and avoid or minimise harm
Step 5: Make and document the decision and monitor outcomes

Identification of Heritage Assets

103. The following heritage assets within the local area have been identified:

- Grade II listed St Michael's Church (~360m to the west)
- Local Asset Metropolitan Water Board Pump House (~460m to the west)
- Mapesbury Conservation Area (540m to the south)
- Railway Terraces Conservation Area (100m to the east) [London Borough Barnet]
- Milestone Sited Outside Numbers 3 and 4 Gratton Terrace (200m to the south east) [London Borough Barnet]

104. The Heritage Assessment sets out due to the nature of the proposed development, the nature of the nearest listed buildings or assets and the nature of the intervening spatial, visual and townscape context, the only relevant affected asset to the application is the Railway Terraces Conservation Area (RTCA). It is therefore considered that the setting of the other assets will not be harmed by the proposed development and will not be assessed further.

Significance

105. The Railway Terraces Conservation Area (RTCA) is on the opposite side of Cricklewood Broadway and was designated in March 1998. It is described within the Character Appraisal as forming an individual and unusual area with clearly defined boundaries and a uniform character with a distinctive, intimate but ordered feel as a result of the formal, regular streetscape and building layout. The lack of cars is a considered an important characteristic.

106. Following the opening of the Midland Railways Bedford to St Pancras line in 1866 and the subsequent opening of the Childs Hill and Cricklewood Station, Cricklewood was subject to intensive expansion with housing and factory developments. Construction of the railway worker's houses started in the late 1860s. There are five terraces in the conservation area; Gratton Terrace, facing Cricklewood Broadway, and Midland, Johnston, Needham and Campion Terraces behind. Originally there would have been an institute for the education of workers at the northern end of Gratton Terrace, but has since been demolished and replaced by the modern development at Dorchester Court. A former railway workers' hostel, fronting Cricklewood Broadway to the north of Gratton Terrace, was built after 1896 is now in use as the Sindhi Centre.

107. There were originally two main sizes and styles of house, with the higher status houses on Gratton Terrace. This terrace, with its larger houses, was built for higher grade railway workers. The houses originally faced Cricklewood Broadway and they are built on a grander scale, with more ornate architectural detailing with larger rear gardens. The terraces behind the Gratton Terrace frontage are smaller and modest by comparison, with little in the way of architectural detailing; their small back yards face narrow service roads. The 1896 to 1936 Ordnance Survey maps record undivided open spaces in between these terraces, but with subdivided plots by 1955. There is again now an open green swathe between Midland and Johnston Terrace, with individual garden plots between Needham and Campion Terraces.

108. The architectural interest of the conservation area derives from a reasonably coherent and consistent architectural treatment and townscape character, with terraces set out in a consistent, planned manner. The key distinction in the terraces is the difference between Gratton Terrace and the back terraces.

109. Dorchester Court is considered to detract from the architectural coherence and consistency of the area. Burlington Parade and the Sindhi Centre are individual buildings which stand out from the terraces and 'bookend' both sides of the Cricklewood Broadway frontage of the conservation area. Both of these are pleasant buildings and good examples of their age and type, but not considered architecturally outstanding or remarkable. The fact that the conservation area is devoid of listed buildings is considered an indication that it is not an area which relies on the character or quality of individual buildings, but rather the cohesiveness of the townscape on the whole.

110. The Conservation Area boundary essentially takes in a small, late 19th century railway workers' estate, developed by the Midland Railways. It was developed in more or less a single phase, and it has retained the character of the original layout. The urban form of the development is unusual and the differentiation in the hierarchy of the frontage (Gratton Terrace) from the more modest back terraces is interesting in terms of social history, but this also includes the relationship between the houses and the roads/gardens/communal swathes.

111. The significance of the Conservation Area is considered to not derive from any architectural interest (although some elements have aesthetic value) and as discussed above, there is no archaeological

interest.

112. Views into and out of the Conservation Area are limited within the vicinity of the application site owing to the vegetated strip separating Gratton Terrace from Cricklewood Broadway. Views are gained in gaps in the privet hedge and through the trees. As the Heritage Statement identifies, greater views of the buildings within the Conservation Area when the trees are not in leaf.

113. The relationship of the existing site to the Conservation Area is characterised by a sense of separation between the large industrial looking warehouse shed that is Matalan and the dwellings within the Conservation Area, because of the large expanse of car parking in front of the Matalan building and the carriageway of Cricklewood Broadway. The application site, at present, is considered with the Heritage Statement to play no role in revealing or enhancing the significance of the Conservation Area.

Effect and Impact of the Development and minimising harm

114. Similarly to the extant consent, the proposed development represents a significant change in the relationship of the site to the locality and therefore Conservation Area. Block A brings the front building line into common alignment with the buildings south of Temple Road, with the increased scale and massing being more evident from the Conservation Area. Views of the development will be largely screened by the aforementioned vegetation but will be visible above the tops of the trees, and in views along east to west roads including Gratton Terrace and Hudson Way, as shown in the submitted CGIs. It is important to note that there is also a slightly raised topography from the Conservation Area to the site which also slightly reduces the visibility of the height of the development.

115. The Conservation Area itself will continue to experience clear separation due to distance physical distance and the demarcation of the vegetated verge and Cricklewood Broadway carriageway along with the change in style and density of the buildings on the development site. At present, the expanse of carpark and low-level warehouse building offer a contrast and clear break in the pattern of development of the Conservation Area with Cricklewood Broadway providing a clear boundary and the vegetation a buffer and transition. Therefore, although the proposed development due to its scale and height would be more visible, it is not considered to affect the spatial relationship and contrasting character between the Conservation Area and development site. Visibility of the development itself does not necessarily equate to being harmful. It is the question of whether the significance of the Conservation Area would be reduced by its presence.

116. The special characteristics the Conservation Area, being of small and intimate scale and character with a dense uniform layout will remain unchanged by the proposed development. Therefore, the significance of the Conservation Area would not be reduced by the presence of the new buildings and their proximity as this special character will not be eroded. In addition, in order to minimise harm, the proposed red brick material of Block A's facade that forms the backdrop for some views out of the Conservation Area are in accordance with the existing material palette of the railway cottages. The choice of red brick as the primary material and colour element that would be visible and the predominant background to the Conservation Area is considered to compliment the architectural language of the buildings within the Conservation Area.

117. The extant permission set out that, it could be argued that, certain views, such as along Dorchester Court, towards the site could be considered enhanced due the removal of a large white shed and expansive car parking which is clearly out of place in the streetscene and its replacement with buildings, albeit larger, that are more sympathetic in terms of materials and even use. While it is acknowledged that the current scheme, at its maximum, sits taller than the approved consent, the proposal is considered to enhance the streetscene and appearance of the area and would similarly remove the large white industrial looking building that houses Matalan and the carpark.

118. The GLA consultation responses sets out that due to the overall change of scale would cause less than substantial harm to the significance of the heritage asset, albeit at a low level. The GLA states that the harm will need to be clearly and convincingly outweighed by public benefits. Officers agree that due to the changes in height and scale to the backdrop of the Conservation Area, there would be an impact, although limited, on the setting of the Conservation. This impact would be less than substantial and to a low extent of this scale as the heritage asset would be conserved and the changes are limited solely to the setting and the setting does not hold significant importance to the asset's significance.

119. The consultation response from Barnet's Heritage Offer took a different view in that the proposed

development, in terms of its excessive scale, mass, bulk and height was considered to have a detrimental impact and cause cumulative harm, albeit less than substantial harm, to the setting of the conservation area. The Barnet Officer set out that they considered that the development of student accommodation does not provide sufficient Public Benefit to outweigh the identified harm caused under this scheme. However, Brent Officers do not agree with this view. While it is acknowledged that C3 housing may provide a greater level of benefit in relation to Brent Council's strategic objectives, PBSA is recognised by the London Plan as forming part of the overall housing need figure and contributing to London's housing. In addition, the scheme delivers a number of other benefits which are set out below.

Conclusion

120. Having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area, the proposal has been assessed against the identified heritage assets as set out above. It is considered that the development proposal will lead to less than substantial harm at a low extent to the Conservation Area. The development delivers significant benefits. Principally, the development would deliver 826 bedspaces of student housing, which is counted as part of housing supply and for which an identified need has been established in the London Plan. Furthermore, the development delivers 35% affordable student housing 289 bedspaces which is a further benefit of the scheme. The provision of PBSA to meet student demand will also have the secondary benefit of freeing up the existing housing stock currently utilised by students for rental accommodation. Externally, the development improves the public realm and connectivity for pedestrians and cyclists, improves the appearance of the architecture with an animated streetscene and active frontage whilst removing an unsympathetic building and large expanse of parking to the area. Additionally, the landscaping and improvements to biodiversity would provide further positive effects. These benefits are considered to outweigh the low level, less than substantial harm identified.

121. Having regard to Policy HC1 of the London Plan, Policy BHC1 of the Brent Local Plan and section 16 of the NPPF, the impact of the development on the Railway Cottages Conservation Area is therefore deemed acceptable.

Impact to Neighbouring Properties

Policy Background

122. In accordance with Local Plan Policy DMP1, any development will need to maintain adequate levels of privacy and amenity for existing residential properties, in line with the guidance set out in SPD1. SPD1 states that development should ensure a good level of privacy inside buildings and within private outdoor space. Separation distances of 18m between directly facing habitable room windows is sought, except where the existing character of the area varies from this. A distance of 9m should be kept from gardens to habitable rooms and balconies. Reduced distances between new frontages may be acceptable subject to considerations of overlooking and privacy, in addition to high quality design solutions that mitigate impacts and allow for efficient use of land. These standards are also applied to ensure that the development does not compromise the redevelopment of adjoining sites, and to individual buildings within large developments.

123. To ensure that new development has an appropriate relationship with existing properties, it is set out in SPD1 that new buildings should sit within a 30 degree line of existing habitable room windows and a 45 degree line of existing rear garden boundaries (it should be noted in this case that the site does not directly adjoin any existing rear gardens).

124. This guidance should be balanced against the policy objectives of London Plan policy D3 which sets out that site capacity should be optimised through the design-led approach. It goes on to set out that this requires the consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planning supporting infrastructure capacity.

125. Where buildings would be within a 25 degree line of existing windows, the Building Research Establishment (BRE) 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.

126. The BRE Guidelines recommend two measures for daylight. Firstly, the Vertical Sky Component

(VSC) assesses the proportion of visible sky and is measured from the centre point of the main window. Secondly, the No Sky Contour or Daylight Distribution assesses the area of the room at desk height (850mm from floor level) from which the sky can be seen. The BRE guide states that daylight distribution calculation can only be carried out where room layouts are known. It states that using estimated room layouts is likely to give inaccurate results and is not recommended.

127. The guidance suggests the existing daylight may be noticeably affected by the new development if: Windows achieve a VSC below 27% and are reduced to less than 0.8 times their former value: and /or Levels of NSL within rooms are reduced to less than 0.8 times their former values

128. The 2022 BRE Guidelines are not materially different from the 2011 Guidelines which they have superseded, in respect of the guidance provided for impacts on neighbouring properties.

129. To assess impacts on sunlight to existing south-facing windows and amenity spaces, assessment of Annual Probable Sunlight Hours (APSH) is recommended. The guidance sets a target for windows of 25% of total APSH including 5% in winter months for windows, Winter Probable Sunlight Hours (WPSH). Sunlighting of the existing dwelling may be adversely affected if the centre of the window:

- receives less than 25% of annual probable sunlight hours and less than 0.80 times its former annual value; or less than 5% of annual probable sunlight hours between 21 September and 21 March and less than 0.80 times its former value during that period;
- and also has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

130. For amenity spaces, it is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area that can receive two hours of sun on 21 March is less than 0.80 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.

131. However, the BRE Guidelines also recognise that different criteria for daylight and sunlight may be used in dense urban areas where the expectation of light and outlook would normally be lower than in suburban or rural areas, and support the use of a 'mirror image' analysis in such cases. The NPPF (2024) also supports a flexible approach to applying standards in order to make efficient use of sites.

Context

132. To the north, the site is bordered by Longley Way and beyond this Wickes, a single storey retail building and a carpark. To the east, the scheme is adjoined by Cricklewood Broadway and beyond this two-storey terraced dwellings on Gratton Terrace. To the south, the site faces Temple Road and immediately opposite, Nos 1-27 Temple Road, two-storey Victorian terraced dwellings, and 1a Temple Road, 307-309 Cricklewood Broadway a collection part 4, part 5-storey buildings occupying predominantly a gym and offices. To the west, the site is bordered by No.1-4 Oswald Terrace and No.1 Stoll Close a terrace of two-storey houses and No.1-32 Williams House, Stoll Close containing a housing development of 2 and 3-storey blocks of flats.

Overlooking and Loss of Privacy

133. To the north, the windows overlooking the Wickes site are not considered significant as this is not a sensitive use. In any case, to not prejudice future development of this site, the carriageway distance of Longley Way and existing footway meet the 18m separation. The proposed scheme would exceed an 18m separation distance southwards between residential windows in Block A and B to front-facing residential windows of existing properties on Temple Road. In addition, there are no affected private rear gardens on Temple Road. The proposed scheme would be set over 30m away from front-facing residential windows of existing properties on Gratton Terrace to the east. To the west, the flank of No.1 Oswald Terrace contains no windows. However, the private residential garden of No.1 Oswald Terrace is set 8m from proposed windows to the student bed spaces/cluster kitchen/living/dining within Block B. In comparison to the extant scheme, Block B previously proposed balconies facing the rear gardens of Oswald Terrace set 6.5m away from the boundary with the main building wall set 8.6m. This was deemed to not be unusual in the dense urban area. The proposed scheme is comparable. It represents a slight improvement due to the removal of balconies and therefore a lesser degree of overlooking due to a greater separation to the rear garden of No.1 Oswald Terrace. While the guidance sets out a 9m

separation should be maintained, on the basis that this is an improvement from the extant consent and the proposed arrangement allows for the efficient use of land with windows placed on the western façade this impact is deemed acceptable.

134. There are limited number of windows (5 windows) located at upper levels on the eastern wall of Nos 1-12 Williams House at the closest point to the proposed development with a 13m separation. The use of these windows has not been confirmed, although they appear to be habitable and serve dual aspect rooms. Elsewhere residential windows of Williams House that overlook the car park are set 20m away from proposed westwards windows. There are shared garden spaces around Williams House that are set approximately 8m away from proposed residential windows, however, the majority of this space sits beyond the northern point of Block B or are comparable to the relationship posed by the balconies in the extant scheme. In comparison to the extant consent, the massing of Block B and C was set 13.5m away from the closest facing windows within Nos.1-12 Williams House. There was, however, a gap of 4.5m which allowed for the windows of Williams House closest to the boundary to retain a more open outlook. Nevertheless, as noted above, these windows appear to serve dual aspect rooms. The separation of the main massing is therefore comparable to the extant consent and despite the façade of Block B not meeting a 9m separation to this shared boundary, this is akin to the approved consent. The 8m separation would not unreasonably preclude the neighbouring site for the coming forward for redevelopment in the future.
135. While distances to Williams House do not meet guidance set out in SPD1 this is limited to a few circumstances affecting a limited number of properties. Reduced distances of 13m between windows and 8m between windows and gardens are not unusual in dense urban areas such as this.

Distancing and Loss of Outlook

136. The height of Block B sets down towards the immediately adjoining neighbouring boundaries of Oswald Terrace and Stoll Close. Along these boundaries the building is a single storey up to a height of 5m high. The height of Block B on this eastern end is then stepped away from the boundary and projects up to 3 storeys to the south towards Temple Road rising to 5 storeys to the rear towards Longley Way.
137. The main massing (3 and 5 storey elements) would broadly be acceptable when considering the 45 degree line from the side wall of No.1 Oswald Terrace's garden. However, there would be an infringement at ground floor due to the height of the substation and plantroom and the uppermost corner part of the third storey of Block B. The height of these single storey elements would introduce a 5m wall along the garden boundary, and would be noticeably higher than the existing fence line. It is noted that the existing Matalan building and adjacent plant sits above the 45 degree line, although it is set away from the shared boundary. The proposed development encroaches on the 45 degree line and therefore does not meet SPD1 guidance. With regard to No.1-32 Williams House, Stoll Close the massing of the proposed scheme would be breached from the closest windows on the projecting wing of the Williams House building and less severely from the rear windows set further back. For the latter, the final storey and the rooftop plant would breach the 30 degree line and towards Longley Way a greater portion of the taller elements of the building would breach the 30 degree line, although these are set back. This would fail to meet SPD1 guidance As with No.1 Oswald Terrace, the 45 degree line would also not be met with the shared amenity spaces around Williams House partly due to the height of the single storey element that would be built along the shared boundary.
138. As with all development, London Plan policy D3 and GG2 require applying a design-led approach to determine the optimum development capacity of sites. As such, while the massing does not meet 30 degree and 45 line guidance, it is acknowledged that effects a limited number of residential gardens and windows. It is accepted that this guidance may not be adhered strictly in all cases to allow for most efficient use of land. The site is allocated for development and the design responds well to the constraints of the urban environment. When compared to the extant scheme, the previous sections did broadly indicate that the scheme would meet the 30 and 45 degree lines, when measured from the same locations. There were, however, infringements of Block B demonstrated for the fourth floor and rooftop plant when measured from Williams House. Overall, the height and proximity of the Matalan building does presently obstruct outlook to amenity spaces of No.1 Oswald Terrace and Williams House and from residential windows in Williams House. The main massing of the building would be set further back, however there would be breaches in SPD1 guidance due to the proposed height of the single storey element at the shared boundary and the height of the development. When balancing the benefits of the scheme and context of environment and site allocation, the scheme this is considered to outweigh the harm.

139. With regards to the residential buildings on the south of Temple Road, and Gratton Terrace, to the east of Cricklewood Broadway is set sufficiently apart to conform with the 30 degree line.
140. As the buildings would be within a 25 degree line of existing windows a Daylight and Sunlight Report has been submitted which is assessed below.

Daylight, Sunlight and Overshadowing

141. The applicant has undertaken a Daylight and Sunlight Assessment which has analyses the following properties:
- 1, 2, 3 & 4 Oswald Terrace
 - 1 Stoll Close
 - 1 to 32 Williams House
 - 1, 3, 3A, 5, 5A, 7, 7A, 9, 9A, 11, 11A, 13, 13A, 15, 15A, 17, 17A, 19, 19A, 21, 21A, 23, 23A, 25, 25A, 27, 27A, 29, 29A, 31 & 31A Temple Road
 - 1A Temple Road
 - 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40 & 40A Gratton Terrace
 - 318 Cricklewood Broadway
 - The Manor Health Club
 - Wickes Cricklewood
142. 1A Temple Road, Wickes Cricklewood, ground to 3rd floor of The Manor Health Club and 318 Cricklewood Broadway are non-domestic buildings which are not considered to have a same expectation or requirement for daylight or sunlight and therefore will not be discussed further.

1, 2, 3 & 4 Oswald Terrace

143. With regards to VSC, all windows tested meet VSC guidelines meaning they achieve a VSC above 27% and are reduced to more than 0.8 times their former value. With regards to Daylight Distribution, NSL figures have not been provided for these properties as the layouts of these properties was not known. However, given the orientation of the windows to the development site, the windows are not considered to be adversely affected.. These properties are orientated broadly north west/south east with the frontage facing Temple Road and the side walls parallel to the developments wall. As such, the windows would have oblique views of the development.
144. With regards to sunlight to windows, all windows tested retain existing levels of sunlight. Similarly, the sunlight levels to rear amenity spaces of Oswald Terrace experience virtually no change and therefore the development is not considered to overshadow these properties gardens.

1 Stoll Close

145. The daylight and sunlight result of 1 Stoll Close are similar to that of Oswald Terrace. All windows tested meet VSC guidelines and retain 0.95 times and over their existing daylight values. The Daylight Distribution has not been tested again because the layouts are not known.
146. With regards to sunlight, all windows tested experience no loss and likewise the garden space experiences no loss of sunlight. The impact to this property is considered negligible.

1 to 32 Williams House

147. With regards to VSC, 109 windows of the 146 tested meet VSC guidelines meaning they achieve a VSC value above 27% or are only reduced a maximum of 0.8 times their former value. Of the 37 that do not mean the BRE guidance, 12 are marginal shortfalls with a before/after ratio of 0.7 and above. Of these 12 marginal cases, 7 windows retain a VSC of 20% or more which is considered generally good for an urban area in London and 2 retain a VSC of 16-17% which is considered acceptable in this context. A further 10 windows also have a VSC of more than 15% which is considered acceptable. Therefore, the majority of windows in breach of BRE guidance for 1 to 32 Williams House are not considered to be adversely affected. Williams House, directly faces Blocks B and therefore, with the proposed capacity of the site allocation it was likely that there would be a level of impact to these facing windows despite the design of the development stepping away from this shared boundary. In addition, the majority of windows are located on the first floor and sit beneath the roof overhang which, as confirmed by the Daylight and

Sunlight report from the extant consent, does have a bearing on the daylight afforded to these windows. It is also important to note that in comparison to the extant scheme, all but one of the same windows were affected by the previous scheme. The one additional window 53 that previously passed but now fails is close to meeting guidance, receiving a ratio of 0.76 times its former amount with a VSC of 26.2%. Overall, considering these factors and the fallback, these VSC infringements are weighed against the location of the development and the context of the siting of these neighbouring properties to the site. The Daylight Distribution has not been conducted for these properties as room layouts are unknown.

148. In relation to sunlight, 121 of the 146 tested achieve BRE guidance for Total Sunlight hours and Winter Sunlight Hours. Of the 25 windows that do not meet guidance, nearly half (11 windows) are in cases where the windows experience smaller transgressions to annual sunlight, retaining annual sunlight between above 17%. 10 of these windows also experience losses to winter sunlight hours but this is also due to low levels of existing sunlight, which means that transgressions experienced are largely because the windows, as existing, receive low levels of winter sunlight with a maximum of 5%. Therefore, any loss is exacerbated as a percentage of this small figure. One further window has a negligible change to total annual probable sunlight hours but has an infringement only to winter sunlight hours. This is also due to low levels of winter sunlight to begin with. Overall, 83% of the windows tested meet BRE guidance and as noted above the expectation of sunlight in dense urban areas must be considered. While the layout of these flats are unknown, they are all a minimum of 2 beds. Elsewhere on this estate, plans of similar flats are shown as dual aspect. As noted above, the design of the building means that the roof overhang does create some existing shading to windows below. In addition, these properties immediately face the development therefore due to their proximity and the orientation of the windows to the west of the development, any significant development was likely to have a sunlight impact on these windows. This is evident as, in comparison to the extant consent, bar 3, all of the same windows within Williams House are affected to a similar degree with the previous designed scheme. The proposed development therefore can be assessed to have an overwhelming similar impact on 1 to 32 Williams House to the existing consent for the site. In this regard and taking into account the locality, the infringements are considered acceptable.

149. The garden spaces to the north-east side of Williams House retain a ratio of above 0.8 times their former value, therefore are considered to continue to receive sufficient sunlight.

1, 3, 3A, 5, 5A, 7, 7A, 9, 9A, 11, 11A, 13, 13A, 15, 15A, 17, 17A, 19, 19A, 21, 21A, 23, 23A, 25, 25A, 27, 27A, 29, 29A, 31 & 31A Temple Road

150. In relation to the terraced properties on Temple Road, 127 windows of the 216 tested meet VSC guidelines meaning they achieve a VSC value above 27% or are only reduced a maximum of 0.8 times their former value.

151. Of the 89 that do not meet the BRE guidance, for the majority, 64% (57 windows) are windows serving hallways. In these cases, these are small ground floor windows to the front door that sit underneath a porch. They often received low levels of daylight, as existing, and it is partly due to their placement beneath this overhang. Therefore, these breaches are not considered to adversely impact the amenity of these residential properties. Discounting the hallway windows aforementioned, a further 27 windows are marginal shortfalls with a before/after ratio of 0.7 and above. Of these 27 marginal cases, 21 windows retain a VSC of 20% or more which is considered generally good for an urban area in London and 6 retain a VSC of 17-19% which is considered acceptable in this context.

152. These instances explain the majority of affected windows for daylight along Temple Road (84 of 89 windows). Even within the remaining windows a further 4 windows tested retain 16%-23% VSC with a before/after ratio of 0.6-0.69, which is not considered to be an adverse breach. Of the one window that does not fit into the criteria above, it is a ground floor bedroom window retain 14% VSC (0.6 times its former value). In this case it forms part of a bay window where one window meets BRE guidance and the other window retains 26 % VSC. As such, the room is likely to continue to be well lit. Overall, taking into consideration the above, the terrace retains good daylight for occupiers of the properties.

153. In terms of Daylight Distribution, 3, 5A, 7A, 9A, 11, 15, 19, 23, 23A, 25, 25A and 31A all have known layouts. All rooms with a requirement for daylight pass the daylight distribution test.

154. In relation to sunlight, 208 of the 216 tested windows meet BRE guidance and retain sufficient sunlight. Of the 8 non-compliant windows, these are ground floor windows at 3, 5, 7 and 9 Temple Road. All affected windows form part of 3 sided bay windows where one window continues to satisfy BRE criteria for sunlight and within the pairs of windows that experience transgressions one window would be considered a minor breach at with a before/after ratio of 0.71-0.72. As such, it is likely that when

considered the sunlight to the room overall, it would not be adversely affected by the development.

155. The gardens of the terraced properties on Temple Road have not been deemed relevant for testing as they sit south of the development.

28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40 & 40A Gratton Terrace

156. With regards to VSC, 136 windows of the 155 tested meet VSC guidelines meaning they achieve a VSC value above 27% or are only reduced a maximum of 0.8 times their former value. Of the 19 that do not meet the BRE guidance, 18 of these are ground floor windows to front doors that serve hallways for the properties 32, 33, 34, 35, 36, 37, 39 and 39 Gratton Terrace. For the majority of these doors, (16 of 18) the windows are recessed within a small porch. The daylight to these windows is therefore often relatively low to begin with in comparison to windows elsewhere on the façade. The remaining two windows that belong to the front doors of No.33 and No.39 Gratton Terrace, the remaining windows on the door continue to BRE guidance and receive sufficient daylight. Therefore, it is unlikely that these spaces will be adversely affected. For the remaining window which is not within a door, this is a living/dining room windows within a three sided bay window. The infringement is a 0.79 ratio of its original value maintaining 25% VSC which is considered a very marginal breach and furthermore the other windows within the bay window continue to receive good levels of daylight. The daylight to main habitable spaces to these properties would therefore not be significantly affected.

157. In terms of Daylight Distribution, all rooms with a requirement for daylight pass the daylight distribution test.

158. In terms of sunlight, 143 of the 155 windows tested meet BRE guidance and retain good levels of sunlight. There are 12 non-compliant windows and similar to the daylight figures, all but one of these windows serves a ground floor hallway. These hallway windows are recorded as having relatively low levels of sunlight to begin with which is a symptom of the placement within front doors and often recessed. It also served to exacerbate any small loss of sunlight. The one remaining windows is a ground floor reception window for No.34 Gratton Terrace. This window sits within a three-sided bay window where the two other windows continue to receive good levels of sunlight when assessed under the BRE guidance. As such, the infringement is not considered to adversely affect the sunlight to this room.

159. The gardens of the terraced properties on Gratton Terrace have not been deemed relevant for sunlight testing.

Summary of Neighbouring Impact

160. Overall, 785 residential windows of the 930 tested pass the VSC test, meaning that they continue to receive good levels of daylight or would not be adversely affected by the development. As noted, a above non-compliance with BRE recommendations is limited to windows within Williams House, Gratton Terrace and Temple Road. Within these cases there are often mitigating factors including features of the existing properties such as a roof overhangs, recessed front doors and porches that limit daylight. With regards to Williams House, it is important to note that the extant planning permission in place for the development of the site, has an overwhelming similar impact on these facing residential windows which demonstrates any dense development on this site would likely have some additional impact. Where room layouts were known all rooms with a requirement for daylight passed the daylight distribution test. Taking into account these factors and the urban environment, the impact to daylight is considered acceptable.

161. With regards to sunlight, 885 residential windows of the 930 tested meet BRE guidance meaning that dwellings will not be adversely affected by the development. The transgressions are limited to 1 to 32 Williams Road, 32, 34, 35, 37, 39 Gratton Terrace and 3,5,7,9 Temple Road. All gardens and open spaces tested meet the BRE recommendations. Taking into account the high level of compliance, the context, the extant consent and the architectural features of the properties, the proposed development is considered acceptable in terms of sunlight to existing windows.

Transport

162. The development sits on Cricklewood Broadway a London distributor road & bus route, and Longley Way & Temple Road which are local access roads. It is within a Controlled Parking Zone "GM" restricted from 10am-9pm Monday to Saturday. On-street parking prohibited at all times along Cricklewood Broadway, with pelican crossing on the eastern frontage. There are shared pay & display /permit holder bays along Longley Way & Temple Road (marked partly on footway). Neither Temple Road nor Longley

Way are heavily parked at night, based on the applicant's surveys conducted in October 2024.

Car Parking

163. Policy T6.1 of London Plan sets out that new residential development should not exceed the maximum parking standards set out in table 10.3. This is also reinforced within policy BT2 of Brent's Local Plan that sets out that developments should provide parking consistent with parking standards in Appendix 4. Car parking standards are the maximum and car free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking.
164. Policy BT2 of the Brent Local Plan 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:
- 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;
 - 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;
 - create a shortfall of public car parking, operational business parking or residents' parking;
- For the retail units, up to one space per 75 sqm would be permitted giving a total allowance of ten spaces for the retail space.
165. With no off-street car parking proposed, maximum standards are complied with. Although students, being temporary residents, would not be entitled to on-street parking permits, a 'car-free' agreement requiring the building owner to notify them of this restriction would be sought anyway, in order to ensure students are under no illusions about parking entitlements when they sign up for flats within the building. Any disabled students with Blue Badges would still be able to park in on-street parking bays. Nevertheless, demand for disabled parking amongst students is expected to be much lower than for the general population, so the absence of on-site parking is not a concern.

Cycling

166. 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.
167. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
168. Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently located, on-street parking facilities such as bicycle hangers.

Use Class	Long-stay (e.g for residents/staff)	Short-stay (i.e. for visitors)
Student Accommodation	0.75 spaces per Bedroom	1 space per 40 bedrooms
Food retail above 100 sqm	1 space per 175 sqm gross external area (GEA)	first 750 sqm: 1 space per 40 sqm; - thereafter: 1 space per 300 sqm (GEA)
Non-food retail above 100 sqm	first 1000 sqm: 1 space per 250 sqm	first 1000 sqm: 1 space per 125 sqm;

	- thereafter: 1 space per 1000 sqm (GEA)	thereafter: 1 space per 1000 sqm (GEA)
Financial / professional services; cafes & restaurants; drinking establishments; take-aways above 100 sqm	1 space per 175 sqm (GEA)	1 space per 40 sqm (GEA)

169. The student accommodation gives a requirement of 620 long-stay spaces and 21 short stay spaces. The retail units require five long long-stay spaces for staff and 20 short-stay spaces for customers (although this may vary depending on the end-use).
170. Two bicycle stores have been shown at ground floor level of the student blocks with an indicative capacity for 536 bikes on a combination of two-tier stands and 'Sheffield' stands, including spaces for non-standard bikes and tricycles. This falls short of the long-stay requirement, although the Transport Assessment suggests that the full standard will be met. Further details of the long-stay bicycle storage are therefore sought as a condition of any approval.
171. For the two commercial units, no details of staff parking are provided, but the Transport Assessment states that they will be accommodated within the units once future occupiers are known.
172. For short-stay parking, 27 bike stands are proposed around the perimeter of the two blocks, to more than meet requirements. Some of these are proposed within the public highway though and these will need to be provided through the S38/S278 highways agreement for the site.
173. A further area is indicated for a bike rental hub within Longley Way, but this is on the public highway and is not therefore directly related to this scheme. It is also likely to conflict with kerbside servicing.

Loading and Servicing and Waste

174. With the lack of car parking, student travel will need to be carefully managed, particularly at the start and end of the college year when students will be moving into and out of the accommodation en-masse.
175. To this end, a Student Housing Management Plan has been submitted, which includes a section on checking-in/checking out. This proposes the provision of welcome packs setting out procedures for checking-in, including the pre-booking of timeslots and the provision of staff, trolleys and signage to assist and direct arrivals to suitable unloading areas. It is anticipated that Longley Way will be primarily used for unloading and with the applicant's parking survey showing low demand for parking space in the street, an estimated minimum of 4 spaces should generally be available along the street. These would provide up to 144 no. 30-minute time slots per weekend (based on 12-hour days) that could be informally offered (plus further slots during the week). While this relies on using existing parking bays, the applicant has demonstrated that these are lightly used and proposes an online booking system for parent helping to even out demand. If problems arose, there is scope to amend the parking bays but at present this is not anticipated. A full student management plan, which includes a detailed move-in/ move-out plan, will be secured through a condition.
176. For servicing, bin stores for the two blocks are shown fronting Temple Road, to allow relatively easy access for collection. It is expected that private refuse collection will be arranged for this student housing. Details will be secured within the legal agreement. With regards to refuse storage capacity, Brent's standards are a combined 120l per bedroom for refuse and recycling, giving a combined requirement for 99,120l equivalent to 91 Eurobins. The storage areas are not shown with indicative capacity within the ground floor plan, however the Delivery, Servicing and Waste Management Plan includes a figure showing approximately 66 Eurobins. As such, additional private refuse collections will be arranged.
177. No off-street servicing space has been shown for the retail units, with Appendix 5 of the Local Plan requiring 12m loading bays for the stores if they are to be used for food retail. This means the site is reliant on on-street servicing, which is proposed on single-yellow lines along Temple Road and Longley Way. As the latter is a cul-de-sac, vehicles will need to turn around in the street and the submitted tracking diagrams show this occurring in the mouth of the access to the pedestrianised street. Adoption of a short spur into the pedestrianised street is therefore also sought, to ensure all turning is accommodated on the public highway. The landscaping will therefore need to be adjusted to incorporate this spur with radius kerbs.

178. Otherwise, about 20 car/van deliveries and 100 bicycle/motorcycle deliveries are anticipated for the student housing each day. A Delivery, Servicing and Waste Management Plan has been prepared to help manage arrangements and this is welcomed, although the scope for meaningful measures is limited for a student housing scheme. The applicant could also consider further measures, such as but not limited to the provision of parcel lockers, to further support delivery and servicing requirements of the site and reduce the impact of the development.

Highways Works

179. The extant consent included extensive highway works around the site, including the stopping-up of the left-turn filter lane from Cricklewood Broadway into Longley Way and the widening of the Temple Road footway. These works are again shown, with the stopping-up of the corner of Longley Way and Cricklewood Broadway needing to be finalised through S247 of the Town & Country Planning Act 1990 before Block A is able to be constructed.
180. The Transport Assessment includes a capacity analysis of the future operation of this junction, based on existing and predicted future flows. This shows the junction continuing to operate with plenty of spare capacity, with the maximum ratio of flow to capacity (rfc) value being calculated at 0.37 (against a maximum recommended value of 0.85).
181. The works to Temple Road include widening to accommodate 2m wide inset parking bays set clear of the existing carriageway of the street, with a 3m wide footway behind. This is welcomed, ensuring that the parking bays along this side of the street will no longer obstruct the footway.
182. The landscaping masterplan also proposes the resurfacing of the adopted footways around the three frontages of the site. This is welcomed in principle, but the materials need to show a clear delineation between the adopted footways and the private forecourts/pedestrian street, rather than the surfacing materials for the private areas encroaching forward over the adopted footways as shown. Revised landscaping plans will be sought to this effect.
183. Planted verges are also proposed between the footway and carriageway along Temple Road and Cricklewood Broadway and these are broadly welcomed to improve the appearance and 'healthy streets' score of the area. However, their acceptance is dependent upon the spaces being easy to maintain and raised planters would not be acceptable in that respect. The applicant has demonstrated that trees are not possible in this location due to underground services. Revised landscaping outside the red line boundary will be sought via condition.
184. All of the highway and footway works, including highway widening and re-alignment of the Longley Way junction, will need to be undertaken through a S38/S278 Highways Agreement, secured through the S106 Agreement for the development.
185. A north-south pedestrian route is also shown through the site as a permissive right of way and this accords with the indicative Masterplan for the area. This will be expected to be secured for public use through the S106 Agreement.

Healthy Streets Assessment

186. A Healthy Streets Assessment was undertaken by the Transport Consultant, both for daytime and night-time, examining the quality of walking and cycling routes to five nearby destinations (Cricklewood shops, Cricklewood station, Willesden Green station, Gladstone Park and Brent Cross West station). A number of potential improvements were identified, although three of these were along stretches of footway within Barnet.
187. Of the other areas for improvement, the closest to the site was at the junction of Temple Road and Cricklewood Broadway, where the need for improved tactile paving was identified for both sides of the street. It is therefore recommended that footway surfacing on the southern side of Temple Road be added to the scope of the S278 works (the works themselves providing significant Healthy Streets improvements around the site frontage anyway).
188. The other recommended improvements in Brent were along Walm Lane (pedestrian refuges at junctions with Blenheim Gardens and Grosvenor Gardens) and at the entrance to Gladstone Park (lighting levels and lack of CCTV coverage), but these are considered too remote from the site to require

any further action from this development.

189. However, the extant consent secured contributions through Healthy Streets schemes. This financial contribution of £5,000 will be carried forward into the proposed scheme to improve streets in the vicinity of the site. This is considered important given anticipated increase in active travel demand compared to the consented scheme, and the likelihood of higher levels of night-time movement associated with student accommodation.

190. The Healthy Streets Assessment also examined accident statistics for the area. A cluster of three serious accidents and a fatal accident was revealed along this stretch of Cricklewood Broadway, reflecting the heavily trafficked nature of the area. None of those accidents involved pedestrians or cyclists.

Trip Generation and Travel Plan

191. In terms of overall trip generation, surveys of four other blocks of student flats across London have been examined from the TRICS database. Applying the resultant average trip rates to this proposal suggests that the student housing would generate 8 arrivals/82 departures in the morning peak hour (8-9am) and 69 arrivals/34 departures in the pm peak hour (5-6pm).

192. With no off-street parking, the level of vehicular traffic expected to be generated is minimal.

193. For other modes, approximately 50-60 trips are estimated to be generated by rail/Underground in each peak hour and about 25-30 trips in each peak hour by bus. Within Stage 1 comments, a contribution of £195,000 was sought by Transport for London (TfL) to mitigate the impact of the development on the surrounding transport network in line with Policy T4. This contribution was calculated based on the additional demand that the proposed development will be placing on the surrounding transport network, expressed as a proportion of the overall capacity of a double decker bus (75 passengers) and the total costs to provide an additional bus over a period of 5 years. When comparing the proposed scheme to the extant, the submitted trip generation indicates that in comparison to the extant scheme the proposed development results in an additional 2 trips during the PM peak hour and a slight reduction in trips during the AM peak hour. Noting the extant consent, and the low level of additional trips generated by the proposed student development in comparison, on this occasion only will TfL not seek a contribution towards bus service enhancements as this was not required by the previous approved residential development.

194. To help students with travel needs, a Travel Plan has been submitted for the development. This proposes to provide students with welcome packs to highlight travel options, such as journey planning advice and cycling/walking initiatives, overseen by a Travel Plan Co-ordinator. It is also proposed to monitor the Travel Plan for a five-year period, with the aim of increasing walking and cycling modal shares by 5 percentage points each.

195. As the scheme is car-free anyway, it is not considered necessary to undertake monitoring though and securing the implementation of the Travel Plan measures as a condition of any approval would suffice.

Construction Logistics

196. Finally, an outline Construction Logistics Plan has been submitted. This anticipates a construction programme lasting 90 weeks, commencing in June 2025, with working hours complying with the standard of 8am-6pm on weekdays and 8am-1pm on Saturdays.

197. At the peak period of construction, about 27 pre-scheduled deliveries are anticipated per day. These will be routed to the site from Staples Croner via Edgware Road and will have space to unload and turn within the site, entering and leaving via Longley Way.

198. There are no concerns with any of the proposals in the outline Logistics Plan, so this can be used to develop a final plan once a principal contractor is in place. It is noted that TfL will not be supportive of any delivery and servicing activity taking place from Cricklewood Broadway. Therefore, any future plan should ensure this is taken into consideration.

Green Infrastructure

199. The scheme has sought to provide a variety of green infrastructure with public realm and private student amenity spaces.
200. The Garden Square to the north of the development adjacent to Longley Way utilises trees, lawn, furniture and planting to draw users to the communal space. It is anticipated that this space can be linked to a mirrored square on the remaining site allocation to the north. It also allows an emergency vehicle access route whilst providing the green space with permeable surfaces.
201. The Boulevard is a north-south pedestrian landscaped path through the scheme that leads to the Garden Square. Functionally, this creates a new green route through the centre of the development with central raised planters and surrounding seating encouraging movement from both residents and staff of the scheme and the wider public. It also serves as an extension of the private outdoor amenity spaces. Visually it creates views between the two buildings from within the ground floor internal student amenity areas. A canopy is proposed linking the student entrances to Block A and B.
202. The Courtyard Gardens are at the centre of each block and provide planting, seating, and trees to provide amenity space for residents as well as attractive green backdrop visible from rooms above as well as adjacent amenity spaces. The spaces include areas for student activity including relaxation and study.
203. The initial design for the scheme also proposed public facing greening at street level to Cricklewood Broadway in the form of green verges. The feasibility of this has been discussed within the Transportation section of this report.

Trees

204. 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.
205. 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.
206. The application is supported by a Tree Survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS).
207. This identifies a number of individual and groups of trees as follows:
- Character Group One – mature offsite (within Barnet) London Plane on the far side of Cricklewood Broadway which provide a buffer between the proposed development site and the Railway Terrace Conservation Area.
 - Character Group Two – smaller trees within small tree pits in the middle of the existing car park. All proposed to be removed to accommodate the development, including the group of trees currently growing on the corner of Cricklewood Broadway and Temple Road.
 - Character Group Three – including several maturing trees within the fenced compound to the rear of the service yard. The only trees to be retained in this area T29 and H01 although being retained, as they are growing offsite, will need to be pruned beyond an extent that would normally comply with good practice to accommodate the building in very close proximity.
208. A number of trees are proposed removed to enable the development including 6 category B trees, 14 category C trees and 6 no. category U trees. None of these are individually of any major significance, other than they are the only trees on the site.
209. Landscape Design Statement identifies a number of proposed landscape features within the site comprising; Garden Square, The Boulevard, East Courtyard Garden and West Courtyard Garden and the Public Realm alongside Temple Road.

210. Overall 41 new trees are proposed across the site, which equates to a net gain of 27 trees. There are no replacement trees proposed on Cricklewood Broadway which the applicant has cited the presence of services. If this was possible a row of London Plane or similar on this western side of the road to create an avenue feature and mirror those on the Barnet side. One isolated tree was initially proposed at the front corner building of Cricklewood Broadway and Temple Road. This obstructs the corner and is unlikely to thrive, due to being in the rain shadow of the building. This will be removed from future landscape plans. Furthermore, an offsite contribution for 4 trees will be sought to offset those removed on the public highway. Additional tree planting should be considered as part of the re-engineering of the Longley Way/Cricklewood Broadway junction.
211. The extant consent also proposed the removal of all trees within the site boundary to facilitate development. Approximately 57 were previously proposed at ground level. The policy requires the total canopy area of new trees at time of planting being equal to canopy area of existing mature trees proposed for removal. To this regard, the Council's Tree Officer has calculated that existing total canopy cover is 542.45. The Urban Greening Factor provides a figure of 2079 for ultimate canopy cover of trees planted, however, this would not be at time of planting. The proposed condition will seek to ensure an equivalent canopy cover at time of planting, this may include more significant sized trees such as 35-40 girth with a canopy width of approx. 2.5m and canopy size 19.64 sqm. Given that the development will create a net gain in trees, and repovide existing canopy cover, the proposed arrangements are considered acceptable.
212. Final landscape plans will be sought via condition to explore all mechanisms to achieve further street tree planting in Cricklewood Broadway and Temple Road and to ensure the quality of The Garden Square, The Boulevard, East and West Courtyards.

Biodiversity Net Gain

213. Development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.
214. Policy BGI1 (d) sets out the need for all developments to achieve a net gain in biodiversity and avoid any detrimental impact on the geodiversity of an area.
215. Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990, for major applications made on or after 12th February 2024. Non-major developments are also required to achieve the net gain in biodiversity for applications made on or after 2nd April 2024.
216. This sets out the need (subject to some exceptions) that every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits.
217. The Statutory Metric has been provided. The baseline habitats have been assessed as modified grassland, urban tree, sealed surface, unsealed surface. This is considered an appropriate assessment of the site. The value of the baseline is 1.02.
218. The metric predicts that the new development will deliver 2.70 habitat units. Equating to 1.68 net gain (164.29%). However, as there is a loss of urban trees (which given the development/design) is not able to be re-provided on site. The Statutory BNG Guidance document states that:
- "Losses must be replaced by area habitat units of either medium band habitats within the same broad habitat type or, any habitat from a higher band from any broad habitat type"*
219. If habitat cannot be provided on site – then offset units will need to be purchased. This is a separate requirement to other tree or landscape requirements. Habitat units will need to be sourced from a third-party provider and most likely outside the borough as Brent has no habitat banks available at this time. Full details of the habitat bank should be provided so that due-diligence can be undertaken to ensure the units are being delivered in a suitable location by a suitable reputable company.

220. There is a range of green roofs on the two proposed buildings:

- 1st floor intensive green roof (one in total)
- 3rd floor extensive green roof (one in total)
- 5th floor extensive green roofs (four in total)
- 7th floor extensive green roofs (three in total)
- 9th floor extensive green roof (one in total)

221. Aside from the intensive roof, all the extensive roofs will have solar PV panels, which is typically termed "BioSolar". This approach is supported given the benefits of greater efficiency to energy creation and the high value habitat that can be created and maintained at roof level. Planting is likely to consist of a mixture of native and non-native species with a wildflower species and sedum species at a ratio of 60:40. Features such as mounded substrate, sand banks, and deadwood will also be incorporated into the design.

222. To ensure success of these roofs, access and maintenance will be further developed at the design stage. This is to enable easy access for maintenance teams that will include ecologists. The applicant will also consider fixed-point cameras - as these could reduce monitoring costs by automatically taking photos to assess condition over the 30 year management period. A Habitat Management and Maintenance Plan in relation to on site works long will be sought through a legal agreement along with the requirement of purchasing offsite BNG units from third party and relevant monitoring fees.

Ecology

223. London Plan policy G6 highlights the need for Sites of Importance for Nature Conservation (SINCs) to be protected.

224. The site allocation to the north adjoins a Wildlife Corridor and a Grade 1 SINC Dudding Hill Loop between Cricklewood and Harlesden. However, as the development is only proposed for the southern part of the site allocation there is an approximate 80m separation between the development site and the protected ecological land. The building is not derelict and there is not a reasonable likelihood of protected species being present. As such, no further information on ecology has been submitted.

Urban Greening Factor

225. Policy G5 highlights the need for an urban greening factor score of 0.4 to be achieved on predominantly residential developments, and a target score of 0.3 for predominantly commercial development (excluding B2 and B8 uses).

226. The applicant has provided a ground floor landscape layout and the calculated urban greening factor. The site scores a UGF of 0.49. This exceeds policy requirements.

Flooding and Drainage

227. Policy BSUI3 highlights that proposals requiring a Flood Risk Assessment must demonstrate that the development will be resistant and resilient to all relevant sources of flooding including surface water. Proposed development must pass the sequential and exceptions test as required by national policy. The design and layout of proposals requiring a Flood Risk Assessment must contribute to flood risk management and reduction and:

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

Proposals that would fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

228. Policy BSUI4 highlights the need to achieve greenfield run off rates for surface water, unless clearly justified by the applicant. Major development proposals or minor developments and changes of use which would impact on the current drainage regime must be accompanied by a drainage strategy.

229. Proposals that would fail to make adequate provision for the control and reduction of surface water run-off will be refused.
230. The site is located in Flood Zone 1. The site is within a Critical Drainage Area and within a surface water Floodzone 3a subject to surface water flooding with some areas of flooding depths up to 0-0.6m during the predicted climate change scenario.
231. The development is accompanied by a Flood Risk Assessment and Drainage Strategy.
232. The assessment concludes that the current site is affected surface water flood risk due the sloped ground levels on the site. The proposed development will be levelling the site to approximately 45.10 m AOD, which will reduce surface water flows and the creation of surface water pooling. The proposed development will elevate floor and threshold levels as high as feasibly possible and water-exclusion features have also been recommended to prevent the ingress of surface water flooding. Compliance to these mitigation measures will be secured via condition.
233. The scheme reduces surface water rates and reduces hardstanding compared to the existing scenario. The inclusion of a SuDS network within the proposed development will also manage and control surface water on the site. The inclusion of SuDS with the levelling of the site will reduce surface water flooding to a manageable level. However, flooding from surface water remains a residual risk due to the potential for rainfall to exceed the design standard of the proposed drainage system and the effects of climate change on the frequency and severity of rainfall events. Nevertheless, the strategy has demonstrated that the site can be managed safely in the 1% AEP plus climate change event which is policy compliant meaning the site is considered acceptable in respect to on site flood risk and increasing flood risk elsewhere.
234. The assessment and strategy sets out that party or persons ultimately responsible for the management and maintenance of drainage assets will be the freeholder for each plot, the shared spaces will be maintained by a private management company (or their successor in title) as part of the wider Site management regime. These specific management and maintenance procedures will be provided as part of the detailed design phase. As such, this information will be sought via condition.
235. Comments were raised from consultees regarding evacuation in emergency flooding situations. The scheme does not include any sleeping accommodation situated on the ground floor and has internal access to higher floors, therefore the risk to occupants is low due to the design of the building. An emergency plan will requested as part of detailed drainage and flooding conditions to ensure the management are signed up to MET Office weather warnings and have on-site emergency flood plans.

Energy and Sustainability

236. 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:
- be lean: use less energy and manage demand during operation
 - be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
 - be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
 - be seen: monitor, verify and report on energy performance.
237. 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.
238. Policy SI2 of the London Plan 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:
- through a cash in lieu contribution to the borough's carbon offset fund, or
 - off-site provided that an alternative proposal is identified and delivery is certain.

239. Policy BSUI1 highlights the requirement for major developments to submit a Sustainability Statement demonstrating how sustainable design and construction methods have been used to enable the development to mitigate and adapt to climate change over its intended lifetime.
240. The application has been accompanied by an Energy & Sustainability Strategy using the Mayor of London's energy hierarchy
241. A fabric first approach will be followed, incorporating passive design measures such as low u-values, low air leakage and high-performance glazing. Active design measures will be incorporated via energy efficient building services, such as 100% low energy lighting, efficient communal ASHP that will be ventilated utilising individual Mechanical Ventilation with Heat Recovery (MVHR) units to minimise distribution loss. A wastewater heat recovery system (WWHRS) will be installed to the showers of the student rooms. An ASHP system will be used for the provision of heating and cooling needs of the student amenity and commercial properties. Roof mounted photovoltaic panels will be also used based on the available roof space as an option to generate a portion of the electricity demand.
242. By incorporating a combination of all the feasible passive measures along with the use of the ASHP systems, the development achieved a CO2 reduction of 60.01 % over Part L as set out below, which fulfils the planning requirements (to comply with Part L of Building Regulations).

Site Wide CO2 Emissions			
Energy Hierarchy	Regulated CO2 Emissions / Annum (tonnes)	% Improvements by Energy Hierarchy	% Cumulative Improvements
Baseline	469.592	-	-
Be Lean	193.190	58.86%	58.86%
Be Clean	193.190	0.0%	0.0%
Be Green	187.806	1.15%	60.01%
Overall CO2 Emissions Reduction:			60.01%

243. Be Lean: A reduction of 64.17 % in CO2 emissions, over the Building Regulations Part L 2021 baseline, has been achieved for the "Be Lean". The total regulated carbon dioxide (CO2) emissions of the residential units by incorporating energy efficiency measures and including the notional PV savings, have been calculated to 156.866 CO2 tonnes per annum, compared to 473.74 CO2 tonnes per annum of the Part L 2021 building regulations baseline emissions. The total regulated carbon dioxide (CO2) emissions of the commercial units by incorporating energy efficient measures and including the notional PV savings, have been calculated to 36.324 CO2 tonnes per annum, compared to 31.846 CO2 tonnes per annum of the Part L 2021 building regulations baseline emissions.
244. Be Clean: The strategy does not provide any Be Clean results are the implemented system of this development is ASHPs not Combined Heat and Power.
245. Be Green: PV panels have been selected as the most suitable technology to emissions. The total regulated carbon dioxide (CO2) emissions of the residential units by incorporating energy efficiency measures and including the notional PV savings, have been calculated to 167.347 CO2 tonnes per annum, compared to 437.74 CO2 tonnes per annum of the Part L 2021 building regulations baseline emissions. The total regulated carbon dioxide (CO2) emissions of the commercial units by incorporating energy efficient measures and including the notional PV savings, have been calculated to 20.459 CO2 tonnes per annum, compared to 31.846 CO2 tonnes per annum of the Part L 2021 building regulations baseline emissions.
246. Be Seen: In line with London Plan policy SI2 the energy performance of completed development is required to be monitored, verified and reported following construction. The 'Be Seen' measures are to be secured by s106 agreement.

Carbon savings

247. The development is estimated to achieve a 60.01% reduction in CO2 emissions compared to 2021 Building Regulations.
248. The development falls short of the net zero-carbon target in Policy SI2, although it meets the

minimum 35% reduction on site required by policy. As such, a carbon offset payment is required to be secured. This is calculated based on a net-zero carbon target using the GLA's recommended carbon offset price (£95/tonne) and is predicted to be £535,230. This will be secured through the S106 legal agreement.

Circular Economy

249. Policy SI7 of London Plan highlights the need for referable applications to promote circular economy outcomes and aim to be net zero-waste. A Circular Economy Statement should be submitted, to demonstrate:

- how all materials arising from demolition and remediation works will be re-used and/or recycled
- how the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life
- opportunities for managing as much waste as possible on site
- adequate and easily accessible storage space and collection systems to support recycling and re-use
- how much waste the proposal is expected to generate, and how and where the waste will be managed in accordance with the waste hierarchy
- how performance will be monitored and reported.

250. A Circular Economy Statement (CES) has been submitted in support of the application. The CES includes information to promote circular economy outcomes. For example, a minimum of 95% non-hazardous waste materials, excavation waste materials and construction waste materials will be diverted from landfill for reuse, recycling or recovery. The applicant will aim to meet the target for recycling 65% of the municipal waste as a minimum. The development will also target 20% recycled content by value for the whole building. Finally, a post-construction CE report will be secured through a condition.

251. The GLA have not responded to the information submitted, however confirmation that the CES sufficiently complies with London Plan policy will be sought prior to Stage 2.

Whole Life Carbon Cycle

252. Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

253. The applicant has submitted a WLC report and template to address London Plan requirements.

254. The WLC sets out a series of reduction principles and proposed actions that have been considered to try and reduce life-cycle carbon emissions. Measures such as, but not limited to the following have been taken:

- Concrete with a high Ground Granulated Blast Furnace Slag (GGBS) (minimum of 50%)
- Steel rebar with a recycled content (20% or higher)
- Highly efficient equipment heating and cooling
- Highly efficient mechanical ventilation with heat-recovery
- Efficient light fixtures
- Local materials such as stone and brick used for development

255. The WLC results have been compared against the GLA benchmarks. The whole life cycle impact related with the proposed Development has been estimated to 23,525 tCO₂ excluding B6 & B7 or 872 kgCO₂/m², with most embodied carbon emissions arising from the superstructure (37%) along with the building services (11%). Operational emissions (stages B6 & B7) amount to 14,854 tCO₂ (551 kgCO₂/m²) for a 60-year period. In particular, the proposed Development is expected to have an embodied carbon impact 27% lower than the current WLC benchmark and is close to the aspiration GLA targets with an increase of 8% which though accounts for a contingency of 15%.

256. The WLC has been shared with the GLA and measures will be reviewed further as part of the Stage 2 referral, and they have recommended post-construction assessment reporting is secured by condition.

Decentralised Energy

257. Policy BSUI1 highlights the requirement for major developments to connect to or contribute towards a decentralised energy system unless it can be demonstrated that such provision is not feasible or the proposed heating system is 100% renewable.
258. To address district energy network (DHN) connectivity, a 25 sqm area has been safeguarded for the future installation of a connection and required plant and interface equipment. This is located within Block A Plant Room as set out within Appendix G of the Energy & Sustainability Strategy. A condition will be secured to confirm that demonstrates this future connection to a DHN. This should include a single point of connection to the district heating network. Drawings should be provided demonstrating space for heat exchangers in the energy centre/centres, and a safe-guarded pipe route to the site boundary, and sufficient space in cross section for primary district heating pipes where proposed routes are through utility corridors.

Overheating

259. The submission includes an Overheating Analysis Report. The report demonstrates a mix of Mechanical Extract Ventilation (MEV), Mechanical Ventilation with Heat Recovery (MVHR) and enhanced MVHR, along with passive ventilation via openable louvre windows is required to achieve compliance with the CIBSE overheating criteria and Approved Document O.
260. The following strategy is proposed to limit the risk of overheating:
- Low Solar Energy Transmittance glazing with a G-Value of 42% to all windows.
 - Purge ventilation via manually openable louvres, opened by occupants when desired if the internal temperature is over 22°.
 - Mechanical Ventilation with Heat Recovery to studios and bedrooms (13l/s), and MEV to shared KDLs (60l/s).
261. The simulation confirms that based on the above strategy:
- 93.41% of the rooms pass (156 out of 167) Criterion A, and 88.74% (134 out of 151) of bedrooms and studios pass CIBSE TM 59 Criterion B for the current climate, considering a G-value of 42% and a mix of MEV and MVHR ventilation.
 - 100% of the rooms pass (167 out of 167) Criterion A, and 92.05% (139 out of 151) of bedrooms and studios pass CIBSE TM 59 Criterion B, with MVHR to failing shared KDLs, and an increased flow rate of 24l/s to the failing rooms.
 - 100% of the rooms pass (167 out of 167) Criterion A, and 94.7% (143 out of 151) of bedrooms and studios pass CIBSE TM 59 Criterion B, with a further increased flow rate of 3ach to the failing rooms.
 - 100% of the rooms pass (167 out of 167) Criterion A, and 100% (151 out of 151) of bedrooms and studios pass CIBSE TM 59 Criterion B, with a further increased flow rate of 4ach to the failing rooms.
262. The results of the Dynamic Overheating Analysis, using the CIBSE TM59 methodology, demonstrate that all units pass DSY 1 assuming a g-value of 0.42 through a mixed mode strategy of natural ventilation via purge vent and MVHR/MEV. No cooling is proposed in any bedrooms, only to amenity spaces. This strategy is welcomed and accepted.
263. To address comments raised by the GLA as part of the Stage 1 referral the Applicant has conducted additional testing using the 2020 versions of the extreme year weather files: DSY2-2003 a year with a very intense single warm spell; and DSY3-1976 a year with a prolonged period of sustained warmth. The risk of overheating in these scenarios could be reduced by using small power electric fans.
264. Overall, the design meets current overheating standards without needing air conditioning in bedrooms. The key strategies employed are glass that blocks some sunlight, window with louvres that can be opened if temperatures exceed 22°C and mechanical ventilation. The simulation results show that with higher air flow, all rooms passed the overheating tests.
265. The applicant has also demonstrated in the report that the developer is committed to reducing overheating risk of the scheme in the next stages of design. This will be assessed ahead of Stage 2 referral.

Water Consumption

266. Policy BSUI4 further highlights the need to meet the target for mains water consumption of 105 litres or less per person per day.
267. The Energy and Sustainability Strategy provides details on proposed measures relating to hot water and waste water. A condition is recommended to ensure the development achieves or exceeds the water consumption targets.

Fire Safety

268. Policy D12b highlights that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.
269. The statement should detail how the development proposal will function in terms of:
- (a) the building's construction: methods, products and materials used, including manufacturers' details
 - (b) 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
 - (c) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
 - (d) 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
 - (e) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
 - (f) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.
270. A Fire Statement has been submitted in accordance with London Plan Policy D12. London Plan Policies D12 and D5 have been taken into account when designing this building. According to Policy D5 of the London Plan, at least one lift should be designed as an evacuation lift. Blocks A and B each have four firefighting cores (i.e., a total of eight firefighting cores); with each core firefighting featuring one firefighting stair, one firefighting lift, one dry rising main and one evacuation lift. The building over 18m in height incorporates two stair cores.
271. Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations. However, HSE has identified some matters that the applicant should try to address, in advance of later regulatory stages.

Environment

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

Air Quality

273. Policy BSUI2 sets out that major developments within Growth Areas and Air Quality Focus Areas will be required to be Air Quality Positive and elsewhere Air Quality Neutral. Where on site delivery of these standards cannot be met, off-site mitigation measures will be required.
274. The submission has been accompanied by an Air Quality Assessment. The assessment includes a Dust Risk Assessment, an assessment of operational traffic and an air quality neutral assessment.
275. The construction phase creates potential for air quality impacts. The report provides good practice dust control measures in order to negate the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction, and trackout activities. Mitigation measures should be incorporated into a construction method plan which will be sought via condition. Provided that these measures are conditioned, the air quality impact from dust during construction is considered to be adequately managed. For the operational phase, the modelled results show that predicted annual mean NO₂, PM₁₀, and PM_{2.5} concentrations at all human receptor locations are below the relevant UK Air

Quality Objectives (AQOs) for the proposed operational year, 2030. Additionally, the development will have a negligible impact on all human receptor locations, in line with 'Land Use Planning and Development Control: Planning for Air Quality' (EPUK-IAQM) guidance. It is noted that PM 2.5 concentrations are predicted to exceed the legally binding target of 10 µg/m³ across the site and receptor locations. This is primarily due to background concentrations already exceeding 10 µg/m³. The development's design (greening across the scheme as a natural barrier, commercial unit at ground floor, student accommodation above ground floor) and best practice and mitigation measures (Construction Management, monitoring travel plan) will help to reduce elevated levels.

276. The assessment has further shown the proposals to be Air Quality Neutral on both Transport and Building emissions. As the development is based on electric air-source chillers and reversible heat pumps, it is considered to be air quality neutral with regards to building emissions. No gas systems, backup generators, or combustion-based equipment are proposed, so the development will not generate NO_x emissions. Furthermore, the development is car-free and will not include on site parking spaces. The trips generated with the development are associated with deliveries to both the commercial and student units, as well as taxis, which are not included in the Transport Emissions Benchmark (TEB) calculations. However, the impact of these trips on air quality was assessed as negligible; therefore, the development is air quality neutral.

Land Contamination

277. Due to the land being highlighted as potentially contaminated, condition will be sought regarding site investigation and any soil contamination remediation measures required. These will ensure the safe development and secure occupancy of the site. The extant permission also identified that there was a high risk posed by unexploded ordnance (UXO) during below ground works. Therefore, a relevant condition will be sought regarding this investigation.

Construction Management

278. Due to the close proximity of residential premises a condition relating to Construction Management will be sought. The Construction Method Statement should outline measures that will be taken to control dust, noise and other environmental impacts of the development to safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

Noise

279. The submission is accompanied by a Create noise and vibration impact assessment and a noise management plan. The design of the building will ensure that internal habitable rooms and external amenity areas will be within the BS8233:2014 noise levels with the design proposed therefore provided the noise mitigation mentioned in the report is implemented there are objections in terms of noise.
280. Further, the proposed mechanical plant for the site should not cause any noise impact to surrounding premises a condition relating to plant together with any associated ancillary equipment will be sought to prevent the transmission of noise and vibration into neighbouring premises. The plant shall thereafter be installed and maintained in accordance with the approved details
281. The construction management within the report should also be following to mitigate noise impact during construction, especially the use of CFA piling.

Training and Employment

282. Brent Local Plan Policy BE1 sets out the requirement for an Employment, Apprenticeship and Training Plan (EATP) for all developments of 5,000sqm or more or sites capable of providing 50 or more residential units, to be prepared in partnership with Brent Works or any successor body.
283. As required by policy, the development will secure an Employment and Training Plan for the provision of training, skills and employment initiatives for residents of the Borough relating to the construction phase and operational phase of the Development. This plan, along with associated support fees will be secured as one of the S106 obligations, and will be a benefit of the proposals.

Equalities

284. 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

285. Following the above discussion, officers consider that taking the development plan as a whole, the proposal is considered to accord with the development plan, and having regard to all material planning considerations, should be approved subject to conditions and completion of Section 106 Agreement.
286. The proposed development would make efficient use of the land, a brownfield site, in a sustainable location, this is in line with national, regional and local policy and is an appropriate form of mixed-use development consistent with the overarching aims of site allocation policy BSES17. Loss of the existing commercial unit has been justified with 800 sqm commercial space re-provided on site.
287. The provision of student accommodation positively contributes to meeting the identified strategic London wide need for this type of accommodation. It will also contribute towards housing targets within the borough. No less than 35% of the student accommodation will be secured as affordable accommodation, through S106 agreement.
288. While the site does not sit within a Tall Buildings Zone, the maximum height is only reached on the rooftop elements on the 9th storey of Block A (ASHP enclosures, extended cores, vents and plant rooms). This area will not cover the entirety of the roofspace. Nevertheless, the proposed scale and massing of the buildings is considered to relate will the surrounding existing townscape and the buildings are of high architectural quality.
289. Limited less than substantial harm has been identified to the designated heritage asset, Railway Terraces Conservation Area due to the change in scale of background views. However, the public benefits outweigh this harm.
290. As the report sets out, owing to the orientation and proximity to neighbouring properties and the dense urban pattern of development in the locality, there is expected to be some adverse effects on daylight and sunlight conditions to some existing residential properties (principally 1 to 32 Williams House). As the report acknowledges these adverse effects would be noticeable in some cases, but commensurate with development of this form which seeks to make efficient use of the land within this high density urban environment and noting the established similar impact by the extant consent, such effects which are to be expected. These effects as well as other planning harm identified must be balanced against the overall planning benefits of the proposal.
291. Post development, a measurable net gain in biodiversity and urban greening factor will be achieved, along with a net increase (27) in the number of trees. The development will facilitate improved north-south connectivity with a new permissive routes and new public realm which will all be beneficial.
292. Economic benefits will result directly through the commercial floorspace being delivered and also through indirect benefits that would be felt locally from the development (both during construction and operation phases). Employment, skills and training commitments secured in the S106 agreement would be a benefit locally.
293. As a car free development this will help ensure the development is sustainable, and it promotes non-car modes of travel. Contributions to support improvements to streets locally will be secured in the S106 agreement which will further support active travel.
294. The energy strategy demonstrates a 60.01% reduction in regulated carbon emissions will be achieved, which exceeds the 35% reduction target. In addition, a carbon offset contribution will be secured to help the policy target to achieve net zero. This combined with the wider sustainability strategy, including the on-site renewable energy, SUDS strategy and improved run off rates will be a benefit.
295. Overall, when weighing the balance of planning matters, the impacts associated with the proposed development are considered be clearly outweighed by the overall planning benefits that would follow, including those identified above.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: **25/0413**

To: Mark Pender
PPM Planning Limited
185 Casewick Road
West Norwood
London
Greater London
SE27 0TA

I refer to your application dated **13/02/2025** proposing the following:

Demolition of the existing building and erection of 2 buildings ranging from 3 to 9 storeys comprising student bed spaces and ancillary facilities with commercial floorspace on the ground floor.

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

at **Matalan Discount Club, Cricklewood Broadway, London, NW2 6PH**

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: 25/07/2025

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:-

National Planning Policy Framework (2024)
London Plan (2021)
Brent Local Plan (2019-2041)
West London Waste Plan (2015)

- 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 material accordance with the following approved drawing(s) and/or document(s):

Existing Drawings

BBP0612-701-GIA Schedule

2412-63-0S REV P1- EXTERNAL LIGHTING SERVICES

BBP0612-010 REV A- Location Plan

BBP0612-011- REV A- Existing Block Plan

BBP0612-100- REV A- Existing Site Plan

BBP0612-300- Existing Elevations

Proposed drawings

BBP0612-200- REV G- Proposed Ground Floor Plan

BBP0612-201- REV G- Proposed Level 1 Plan

BBP0612-202- REV G- Proposed Level 2 Plan

BBP0612-203- REV G- Proposed Level 3 Plan

BBP0612-204- REV F- Proposed Level 4 Plan

BBP0612-205- REV F- Proposed Level 5 Plan

BBP0612-206- REV F- Proposed Level 6 Plan

BBP0612-207- REV F- Proposed Level 7 Plan

BBP0612-208- REV F- Proposed Level 8 Plan

BBP0612-209- REV F- Proposed Level 9 Plan

BBP0612-210- REV F- Proposed Roof Plan

BBP0612-308- Comparison of approved and proposed Cricklewood Broadway elevation

BBP0612-309- Comparison of approved and proposed sections

BBP0612-310- REV C- Proposed Elevations 1 and 2
BBP0612-311- REV C- Proposed Elevations 3 and 4
BBP0612-312- REV C- Proposed Elevations 5 and 6
BBP0612-313- REV D- Proposed Elevations 7 and 8
BBP0612-314- REV C- Proposed Elevations 9 and 10
BBP0612-315- REV C- Proposed Elevations 11 and 12
BBP-0612-504- Facade Design and Materials Specification
L19401-tlp-pa03 Rev A- Landscape Masterplan

Supporting documents

'317 CRICKLEWOOD BROADWAY STUDENT HOUSING - LANDSCAPE DESIGN STATEMENT' dated January 2025 created by thelandscapepartnership

'Energy & Sustainability Strategy' rev 1.1 dated May 2025 created by Mendick Waring Limited

'Overheating Analysis Report' rev 1.0 dated 28/01/2025 created by Mendick Waring Limited

'Pre-development and Post- development Habitat Survey Report for Calculation of Biodiversity Net Gain For Cricklewood, Student Resi (2024)' Rev A dated 21.05.2025 created by thelandscapepartnership

'317 Cricklewood Broadway, London Tree Survey review, Arboricultural Impact Assessment and Arboricultural Method Statement for Ziser London' dated 30.01.2025 created by thelandscapepartnership

'317 Cricklewood Broadway Circular Economy Report' Rev 1.0 dated January 2025 created by Mendick Waring Limited

'Ziser (London) STOLL SQUARE STUDENT ACCOMMODATION Flood Risk Assessment and Drainage Strategy' Final 2 dated February 2025 created by Create Consulting Engineers (Create) Limited

'Ziser London STOLL SQUARE STUDENT ACCOMMODATION Noise and Vibration Impact Assessment' Final issue dated 31/01/2025 created by Create Consulting Engineers (Create) Limited

'Sentinel Security Inc/Ziser STOLL SQUARE STUDENT ACCOMMODATION Noise Management Plan' First issue dated January 2025 created by Create Consulting Engineers (Create) Limited

'317 Cricklewood Broadway Whole Life Cycle Assessment Report' Rev 1.0 dated February 2025 created by Mendick Waring Ltd.

'The Statutory Biodiversity Metric' dated 24th January 2025 created by thelandscapepartnership

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

- 3 The student accommodation hereby approved shall not be occupied other than by Students for a period of not less than 38 weeks in any year unless otherwise agreed in writing by the Local Planning Authority. For the purpose of this condition, Students are defined as any person enrolled on a full time UK accredited and based further education course at a recognised higher education institution for not less than 80 % of the course time unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the accommodation meets an identified need and contributes towards a

balanced community.

- 4 The development hereby approved shall contain 826 student bedspaces, as detailed in the drawings hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

- 5 The development hereby approved shall be built so that no fewer than 10% of the student bed rooms / bed spaces are provided as accessible rooms. These rooms shall be maintained as accessible for wheelchair users for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development achieves an inclusive design.

- 6 The development hereby approved shall contain 800 sqm of commercial floorspace which shall not be used other than for purposes within Class E, unless otherwise agreed in writing by the Local Planning Authority, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification).

Reason: In the interests of proper planning and to ensure the adequate provision of a mix of uses within the site would be in accordance with Brent Local Plan policies.

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

Reason: To protect local amenity and air quality in accordance with London Plan policy SI 1.

- 8 The development hereby approved shall be carried out fully in accordance with the approved Flood Risk Assessment and Drainage Strategy, prepared by Create dated February 2025, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure adequate arrangements for drainage of the site, in accordance with London Plan Policy SI13 and Brent Local Plan Policies BSUI3 and BSUI4.

- 9 All internal and external communal amenity spaces located on the ground floor of the development hereby approved shall be made available to all students, regardless of the type of their accommodation, or the building they reside in.

Reason: In the interests of proper planning and to ensure an equitable distribution of amenity space for future residents.

- 10 The cycle stores, refuse stores and all internal and external areas for communal use by students shall be installed in accordance with the approved plans (or as otherwise agreed in writing by the Local Planning Authority) prior to occupation of each block hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the building hereby approved.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety and to ensure an acceptable form of development.

- 11 The development hereby approved shall be designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption in compliance with London Plan Policy SI 5 and Brent Policy BSUI4.

- 12 The development hereby approved shall be carried out fully in accordance with the approved Tree Survey review, Arboricultural Impact Assessment and Arboricultural Method Statement, prepared by The Landscape Partnership dated 30 January 2025 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.

- 13 Development shall not commence until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- how construction would be carefully co-ordinated with the construction operations of other development projects in the area
- a photographic condition survey of the roads, footways and verges immediately adjacent to the site;
- details of construction access (avoiding Temple Road), including any temporary heavy duty access, and associated traffic management to the site;
- arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
- arrangements for the parking of contractors vehicles;
- arrangements for wheel cleaning;
- a scheme of road-cleaning along construction routes;
- arrangements for the storage of materials;
- timing of deliveries (to avoid peak hours, school drop off/pick up times and to comply with local road restrictions);
- number and type of vehicle movements;
- A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
- size and siting of any ancillary buildings.

The development shall only be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is constructed in an acceptable manner and to accord with London Plan Policy T7.

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

- 14 (a) Prior to the commencement of the development hereby approved (including demolition, site clearance and enabling works) a detailed Construction Method Statement shall be submitted to and agreed in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise, vibration, air quality and other environmental impacts of the development, whilst it is being constructed.
- (b) In addition, measures to control emissions during the demolition, site clearance, enabling works and construction phase(s) should be written into an Air Quality and Dust Management Plan (AQDMP), or form part of a Construction Environmental Management Plan (CEMP), in line

with the requirements of the 'Control of Dust and Emissions during Construction and Demolition SPG'. The AQDMP (or CEMP) should also be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be constructed in accordance with the approved Construction Method Statement, and AQDMP (or CEMP), together with the measures and monitoring protocols implemented throughout the demolition, site clearance, site enabling works and construction phase(s), 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: Nuisance from demolition and construction activities can occur at any time, and adequate controls need to be in place before any work starts on site.

- 15 Prior to the commencement of above ground works (other than demolition, site clearance and laying and enabling works), detailed plans showing and confirming the arrangement of cycle parking / storage within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority.

The submitted details shall set out the following minimum cycle parking/storage provision to be achieved:

- (i) 666 cycle parking spaces to be provided overall, including number of short-stay cycle parking spaces surrounding the building(s);
- (ii) A maximum of 80% of long stay cycle parking spaces provided as two-tier stands
- (iii) Minimum of 5% cycle spaces capable of accommodating adapted cycles;
- (iv) External doors and aisle widths in line with LCDS guidance

The cycle parking details shall be compliant with London Plan standards (Including London Cycling Design Standards).

All of the cycle parking within the development shall be made available for use prior to the first occupation of the relevant building hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the building, unless alternative details are agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is fit for purpose and adequately provides for and encourages uptake of cycling among building users, in accordance with London Plan Policy T5.

- 16 Prior to the commencement of development hereby approved (other than demolition, site clearance and enabling 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 thereafter be completed in accordance with the approved details, 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 Local Plan Policy BSUI1.

- 17 Prior to the commencement of development (other than demolition, site clearance and enabling works) a final Overheating Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall confirm the recommended mitigation measures, as set out in the submitted Overheating Analysis Report Rev 1 (28 January 2025) and any others considered necessary, will be implemented to minimise overheating risk.

The development shall be carried out fully in accordance with the approved Strategy, unless otherwise agreed in writing by the local planning authority.

Reason: To minimise the potential for overheating to occur and ensure the comfort of future residential occupiers.

- 18 (a) Prior to the commencement of development (excluding site clearance and demolition), a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present within that Phase. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of building works that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

(b) Any soil remediation required by the Local Planning Authority shall be carried out in full in accordance with the approved remediation works. Prior to the occupation of the development, a verification report shall be submitted to and approved in writing by the Local Planning Authority stating that remediation has been carried out in accordance with the approved remediation scheme and the land is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

- 19 Prior to commencement of development of each relevant phase hereby approved (excluding demolition, site clearance and the laying of foundations), detailed plans shall be submitted to and approved in writing by the Local Planning Authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development (each of the buildings). The development shall be carried out in accordance with these plans and maintained as such in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

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

- 20 Prior to commencement of development above ground for each building hereby approved, details of materials for all external work to the respective building(s), including samples / sample boards to be made available on site for inspection, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to:

- a. Building envelope materials (including bricks, cladding and coping)
- b. Windows, doors, grilles and glazing systems including colour samples

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.

- 21 No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken fully in accordance with the terms of the approved Statement, unless otherwise agreed in writing by the Local Planning Authority.

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

- 22 (a) Prior to the commencement of development, a detailed Unexploded Ordinance

(UXO) Risk Assessment, written by an appropriately qualified person shall be submitted to the Local Planning Authority, assessing the potential risk of encountering UXO during any site investigations or below ground works during construction. The findings and recommendations of the UXO Assessment shall be implemented in full as to the removal of any identified UXO or implemented in full as to other necessary mitigation and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

(b) If at any time during development of the site, high risk UXO not previously identified is encountered, no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers, residents and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO.

- 23 Prior to the commencement of development (excluding demolition, site clearance and laying of foundations) a Flood Warning and Evacuation Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be fully implemented and adhered to in the event of a relevant flood event.

Reason: To ensure the risk to the development and future users/residents from a reservoir flood event is minimised.

- 24 Prior to the first occupation of the development hereby permitted, confirmation must be provided to the Local Planning Authority that either:

- all water network upgrades required to accommodate the additional flows (surface water and waste water) from the development have been completed; or
- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

- 25 Prior to first occupation of the student accommodation hereby approved, an updated (final) Student Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The updated plan shall include but is not limited to;

- details of the student accommodation management provider appointed to manage the student accommodation;
- details of a dedicated community liaison contact for the development, and procedures for reporting of noise/nuisance complaints associated with the approved use;
- details of how students would be encouraged and facilitated to recycle waste where practical to do so;
- details of how access to communal student spaces including external areas, refuse and cycle

storage areas will be managed and how these areas will be maintained;

- details of access control measures to ensure safety of students and other users of the building;
- details of management arrangements for student move in / out procedures so as to minimise impact on the Cricklewood Broadway and Temple Road and prevent congestion during these periods;
- details of on-site staff presence 24/7;
- details of how deliveries will be managed;
- emergency contact details and procedures to be employed during an emergency event;
- CCTV provision;

As well as any other information considered relevant to the management of the student accommodation.

The approved Student Management Plan shall be implemented for the lifetime of the development from first occupation of the student accommodation, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is appropriately managed to minimise potential detrimental impacts on surrounding properties.

- 26 Prior to the occupation of the development, the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it should be submitted to, and approved by the Local Planning Authority in writing.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings Whole Life-Cycle Carbon assessment informative Once the GLA's Whole Life-Cycle Carbon Assessment is approved by the LPA, the Applicant should provide this Assessment together with any supporting information to the GLA at: ZeroCarbonPlanning@london.gov.uk.

- 27 Prior to the occupation of the development, a post-construction monitoring report should be completed in line with the GLA's Circular Economy Statement Guidance. The report should be submitted to and approved by the Local Planning Authority in writing.

Reason: In order to maximise the re-use of materials and in the interests of sustainable waste management.' [order of reason reversed to emphasise CE over waste] Post-construction monitoring report informative Once the Post-Construction Monitoring report is approved by the LPA, the Applicant should provide the approved post-construction monitoring report and any supporting information to the GLA at circulareconomystatements@london.gov.uk

- 28 Prior to any above ground development, a detailed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

1. A statement of landscape and biodiversity design objectives and how these will be delivered over a minimum 30-year period in line with the Habitat Management and Maintenance Plan and Biodiversity Net Gain Plan as approved.
2. A masterplan showing how BNG measures integrate with Urban Greening (UGF), including retained habitats and green infrastructure (e.g. green roofs, walls, SuDS).
3. An updated Biodiversity Net Gain Assessment in line with statutory guidelines, identifying habitat areas and methods of creation.
4. Soft landscaping details including:
 - Planting plans showing retained and proposed vegetation with species and sizes.
 - Demonstration that equivalent tree canopy cover to existing at time of planting as far as possible (e.g. significant sized trees such as 35-40 girth with a canopy width of approx. 2.5m and canopy size 19.64 sqm)
 - At least 60% native species by number and diversity, with planting to support pollinators, seasonal interest, and structural variety.
 - Water features and green infrastructure elements (e.g. green/biosolar roofs, rain gardens, biodiverse lawns, herb planters, etc).

5. Hard landscaping details including:

- Existing/proposed levels and ground modelling.
- Materials, boundary treatments, and permeable surfaces.
- Tree pit designs, SuDS, street furniture and services layouts.
- Roadways, pathways and any vehicular parking spaces.

All landscaping shall be completed prior to first occupation, and thereafter maintained in accordance with the approved management plan.

Reason: To secure high-quality landscaping and biodiversity.

- 29 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.

- 30 In the event that one or more of the commercial uses hereby approved are occupied by a business / operator that makes use of odour control and / or extract ventilation systems, details of such equipment, including all details of any external or internal ducting and measures to minimise noise and vibration impacts when in use shall be submitted to the Local Planning Authority for approval in writing.

The approved equipment shall thereafter be operated at all times and maintained in accordance with the manufacturer's instructions.

Reason: in the interest of neighbour amenity and to ensure an acceptable appearance of the development is maintained in the interest of visual amenity.

- 31 Prior to first occupation or use of the development hereby approved, a detailed Delivery, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This Plan shall set out measures to ensure that all delivery and servicing activities associated with students moving into and out of the development can be safely accommodated without adversely affecting conditions on the highway network, or pedestrian safety in the area, and commit to a concierge for all student accommodation deliveries with due consideration to further measures such as but not limited to the provision of parcel lockers.

Details shall also include appropriate measures to support sustainable and active freight at this site.

All delivery and servicing activity associated with the development hereby approved shall thereafter be carried out, and the development operated in accordance with the approved Plan, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that all delivery and servicing activities can be safely accommodated without adversely affecting conditions on the highway network or pedestrian safety, in accordance with London Plan Policy T7 and Brent Local Plan Policy BT3.

- 32 Prior to the commencement of above ground works to Block A, further details of the exterior of

the non-residential ground floor frontages shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to:

- a) windows, doors, shop fronts and glazing systems including colour samples; and
- b) details of where advertisements would be applied notwithstanding that the advertisements themselves may require separate advertisement consent
- c) size and siting of any projecting box signs
- d) design, siting of any roller shutter (inclusive of the shutter box and guide rails)

At least 50% of the area of the windows on the non-residential frontages shall be kept free from anything that would obscure views through the window including but not limited to applied lettering and screens, posters, screens set behind the windows.

The works shall be carried out in accordance with the approved details and shall be retained thereafter for the lifetime of the development, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality and to ensure the non-residential elements provide an active frontage in the interests of natural surveillance and the viability and vitality of the area.

- 33 Prior to the commencement of development above ground level further details of the external lighting shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- a) highway street lighting;
- b) other public realm lighting;
- c) communal amenity space lighting;
- d) lux levels;
- e) measures to minimise light spillage to sensitive receptors

The works shall be carried out in accordance with the approved plans prior to first occupation and shall be retained for the lifetime of the Development.

Reason: These details are required to ensure that public and private spaces are adequately lit for pedestrian and highway safety and to prevent light pollution

INFORMATIVES

1 - The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition)” that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Brent Council. Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.

2 - 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.

3 - The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall

shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the government website:

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

4 - Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any

- (a) illuminated fascia signs
- (b) projecting box signs
- (c) advertising signs
- (d) hoardings

5 - Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building(s) are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.

6 - The following highways licences may be required: crane licence, hoarding licence, on-street parking suspensions. The applicant must check and follow the processes and apply to the Highway Authority.

7 - The Council recommends that the maximum standards for fire safety are achieved within the development.

8 - Secure by Design advice is that standard BS 5489-1:2020 is to be achieved for external lighting.

9 - Public sewers are crossing or close to the development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures Thames Water have suitable and safe access to carry out maintenance and repairs. Please refer to Thames Water guide on working near or diverting pipes:

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Please ensure to apply to determine if a build over agreement will be granted.

10 - The developer can request information to support the discharge of Thames water Infrastructure condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](https://www.thameswater.co.uk/preplanning).

11 - Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

12 - If the developer is planning on using mains water for construction purposes, it is important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](https://www.thameswater.co.uk/buildingwater).

13 - The proposed development is located within 5m of a strategic water main. Thames Water do not permit the building over or construction within 5m, of strategic water mains. Thames Water have a guide 'working near our assets' to ensure workings will be in line with the necessary processes to follow if the developer is considering working above or near pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Should further information be required please contact Thames Water.

Email: developer.services@thameswater.co.uk .

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