

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

10 December, 2025
04
25/1069

SITE INFORMATION

RECEIVED	2 April, 2025
WARD	Barnhill
PLANNING AREA	Brent Connects Kingsbury & Kenton
LOCATION	Havenwood Garages opposite 1-9, Havenwood, Garages at Davy House, Einstein House, Faraday House, Car Parks next to Darwin House and Harvey House and Electricity Sub Station next to Currie House, Darwin House, Kingsgate, Wembley
PROPOSAL	Demolition of existing garages and redevelopment of the site to provide 5x residential blocks (Use Class C3) and relocation of the existing substation, together with associated car parking, cycle storage, refuse storage, amenity space and landscaping.
PLAN NO'S	Please refer to 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_173027</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 "25/1069" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

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

1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance.
2. Notification of material start 28 days prior to commencement.
3. Provision of 100% affordable housing, broken down as:
 - 61 units for Social Rent (18 x 1 bedroom, 28 x 2 bedroom, 11 x 3 bedroom, 4 x 4 bedroom)
4. Sustainability and Energy;

Detailed design stage energy assessment based on Part L 2021 of Building Regulations with a minimum 35% reduction on site. Initial carbon offset payment to be paid prior to material start if zero-carbon target not achieved on site.

Post-construction energy assessment. Final carbon offset payment upon completion of development if zero-carbon target not achieved on site.

Be seen' energy performance monitoring and reporting

5. Highways Works / Highway related;
 - (a) A financial contribution of £30,000 towards the introduction of a CPZ in the area;
 - (b) A 'car-free' agreement withdrawing the right of future occupiers of the development to on-street parking permits;
 - (c) Submission of a Full Travel Plan including reasonable endeavours to secure the provision of a Car Club to operate from the site;
 - (d) Highway works to be undertaken through a S38/278 Agreement under the Highways Act 1980 to amend the highway layouts along Kingsgate and Havenwood to provide an increased number of perpendicular parking bays along their eastern side with footways behind and to amend the turning head at the northern end of Kingsgate and provide a footway to a minimum width of 2m around all sides of the turning head, in accordance with a revised indicative highway works and adoption plan to be agreed;
 - (e) A financial contribution of £60,578.50 towards Healthy Streets Improvements in the vicinity of the site.
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 of the Development;

(c) Financial contribution (£16,775); calculated in accordance with Brent's Planning Obligations SPD) to Brent Works for job brokerage services.

7. Biodiversity Net Gain – Submission of a Biodiversity Gain Plan and Habitat Management and Monitoring Plan to ensure 30-year maintenance of biodiversity improvements as well as a fee of £29,081 to monitor the maintenance and management of the significant habitat on site.

8. Tree planting – financial contribution to street tree planting to mitigate for loss of trees on site (£26,292.00).

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

10. Any other planning obligation(s) considered necessary by the Head of Planning.

That the Head of Planning or other duly authorised person is delegated authority to negotiate the legal agreement indicated above.

That in the event that the Section 106 Agreement is not completed, the Head of Planning or other duly authorised person is delegated authority to refuse the application due to the lack of a completed Section 106 Agreement.

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

Conditions

Compliance

1. 3 years consent
2. Approved Drawings
3. Number of Units
4. Water Consumption
5. Sustainable Drainage Measures
6. NRMM
7. Parking, Refuse Storage and Cycle Storage
8. Communal amenity spaces
9. Access to Bicycle Parking for Existing Residents
10. Tree Protection
11. Accessible Units
12. Air Quality Mitigation
13. Preliminary Ecological Appraisal Compliance

Pre-commencement

14. Construction Logistics Plan
15. Construction Method Statement
16. Site Investigation
17. District Heat Network
18. Piling

Post-commencement

19. Balcony Screens
20. External materials
21. Hard and Soft Landscaping

- 22. Car Park Management Plan
- 23. Delivery and Servicing Plan
- Pre-occupation or use*
- 24. Lighting
- 25. Plant Noise

Informatives

- 1. BNG Development
- 2. CIL Liability
- 3. Party Wall Act
- 4. Building Adjacent to Boundary
- 5. Thames Water Details
- 6. London Living Wage
- 7. Fire Informative
- 8. Quality of Imported Soil
- 9. Stopping Up

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.

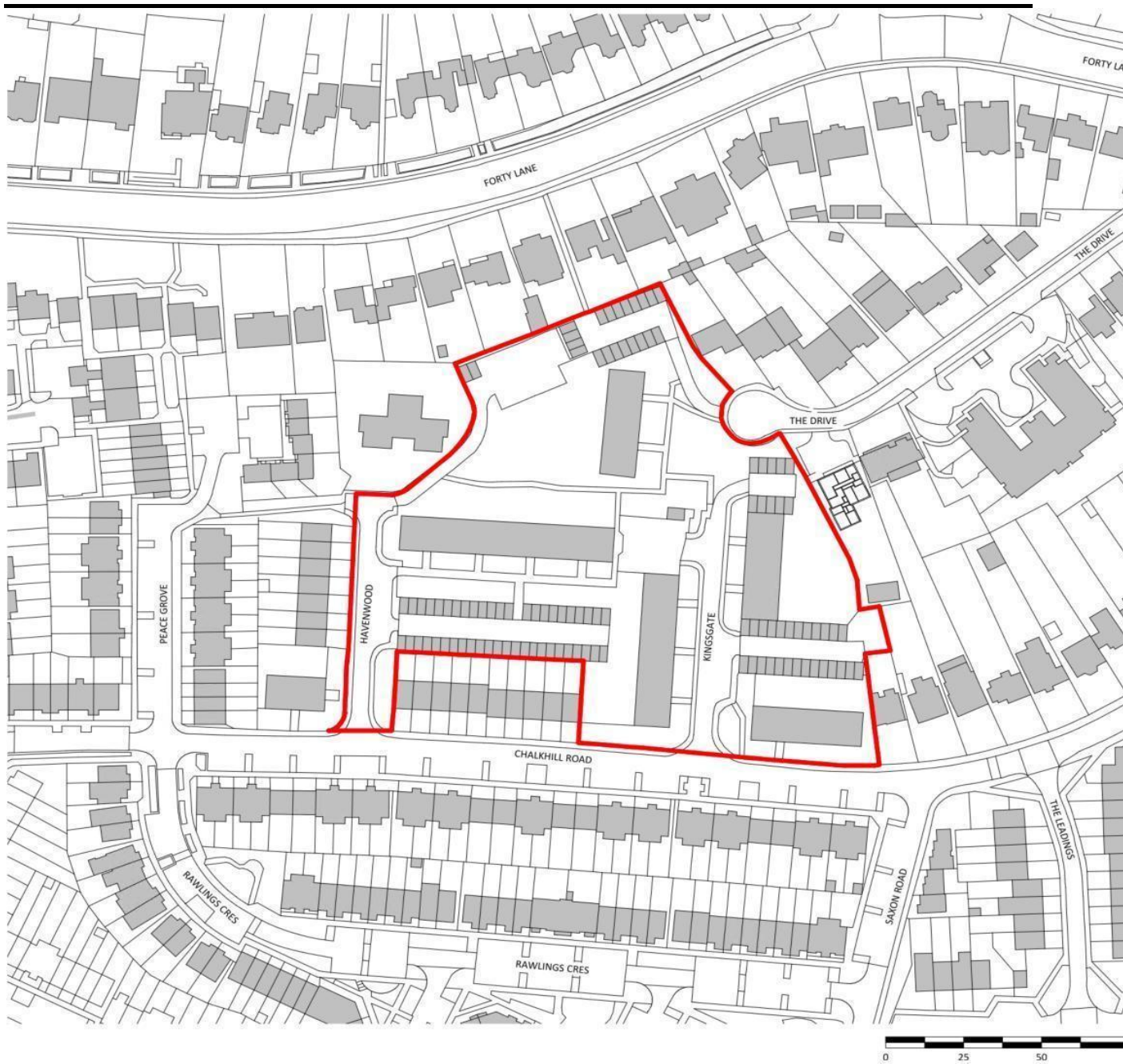
SITE MAP



Planning Committee Map

Site address: Havenwood Garages opposite 1-9, Havenwood, Garages at Davy House, Einstein House, Faraday House, Car Parks next to Darwin House and Harvey House and Electricity Sub Station next to Currie House, Darwin House, Kingsgate, Wembley

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This map is indicative only.

PROPOSAL IN DETAIL

The proposal seeks full planning permission for the demolition and redevelopment of the existing garages within the site to provide 5 residential blocks, comprising 61 new homes. Each new unit would be social rent in tenure.

The proposal includes the following mix of homes:

Size	Number
Terrace A	
2 bedroom 3 person	6
3 bedroom 6 person	4
4 bedroom 7 person	4
Total	14
Block B	
1 bedroom 2 person	1
2 bedroom 3 person	1
2 bedroom 4 person	4
Total	6
Block C	
1 bedroom 2 person	3
2 bedroom 3 person	6
2 bedroom 4 person	1
Total	10
Block D	
1 bedroom 2 person	9
2 bedroom 3 person	1
2 bedroom 4 person	4
3 bedroom 5 person	4
Total	18
Block E	
1 bedroom 2 person	5
2 bedroom 3 person	4
2 bedroom 4 person	1
3 bedroom 5 person	3

Total	13	
Site Wide		Percentage
1 bedroom	18	29.5%
2 bedroom	28	45.9%
3 bedroom	11	18%
4 bedroom	4	6.6%
Total	61	100%

The scheme would also include ancillary landscaping, cycle parking and refuse stores. The existing substation would also be moved to the north of Kingsgate, between the proposed Blocks D and C.

Summary of amendments since submission

Amended and additional plans and documents were received during the course of the application, these include the following key changes:

1. Updated elevations to capture the following:
 - The use of stack bond bricks for inset panels and piers has been amended to a stretcher bond;
 - Omission of 'handmade' brick;
 - Simplification of spandrel panels, removing vertical mullions with opaque panels;
 - Omission of spandrel panels on rear elevations;
 - Omission of brick piers at block corners.

EXISTING

The application site measures 1.77 hectares, and forms part of the Chalkhill Estate in Wembley. Currently, the site comprises of 5x 1960's era, 3 and 4-storey residential blocks (Curie House, Darwin House, Davey House, Faraday House and Einstein House), together with 5x garage courts (105 garages), located on the northern side of Chalkhill Road. There is a significant change in ground levels of approximately 10m from north to south.

North of the site, accessed via a public footway, is Forty Lane. To the east is The Drive, a cul de sac through which the garage court in the northeast corner of the site is accessed and also providing pedestrian access. To the south is Chalkhill Road.

There are 104 existing dwellings, with 46 being leasehold, 2 affordable rent and 56 social rent. There are no works proposed to the existing homes.

Of the garages on site, we have been advised that 71 of these are unoccupied. A total of 60 garages are currently secured by Metropolitan Thames Valley Housing (MTVH), with the remainder to be secured by vacant possession.

There are a total of 69 trees on site, with 17 trees (or groups) covered by TPOs.

The site has a PTAL score of 2 to 4, with the nearest bus stops located to the north (Forty Lane) and east (Blackbird Hill), and on Bridge Road to the west. Wembley Park Station is 600m to the west.

A small area of the site (to the south of Havenwood) is located within Floodzone 3a (surface water)

The site is not located within a Conservation Area, nor are any of the properties within the site or its curtilage designated as listed buildings.

SUMMARY OF KEY ISSUES

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

Representations received: A total of 322 neighbouring properties were consulted, and the application was advertised via site notices and local press. Five public objections were received, and these are summarised in detail within the 'Consultation' section below. Statutory consultees comprising the Health and Safety Executive and Local Lead Flood Authority raised no objections, though some requested conditions or further information. These details and responses from other consultees are set out within the consultation section of this report.

Principle of the redevelopment of the site: The proposal would provide 61 new homes that would meet an identified need within the borough, in accordance with London Plan Policy H1 and Brent Policy BH1. Whilst the entirety of the site is not located within a priority area for new homes, it has been concluded that the site is located within suitable proximity to nearby services and transport links.

Affordable housing and housing mix: The scheme proposes 100% affordable housing, comprising 61 units for Social Rent (184 habitable rooms) which aligns with both London Plan and Brent Local Plan policies. The tenure split is acceptable, and the scheme qualifies for the fast-track route, avoiding the need for a viability assessment at application stage. Furthermore, 15 family sized units are proposed, meeting the 1 in 4 target set by Policy BH6.

Design, layout and height: The proposed development would comprise of 5x infill residential blocks within the existing housing estate. These would range from three to five storeys, respecting the existing building heights within the estate. The building designs are of good architectural quality which are successfully broken down by their height, massing and architectural design. The layout would improve activity and permeability within the estate, and would incorporate the improvement of the existing open space.

Quality of the resulting residential accommodation: All proposed units exceed minimum space standards, with 95% of the units being dual aspect. Any single aspect units that would be south facing would be appropriately ventilated as set out within the 'Sustainability' section of the report. The internal layouts proposed are efficient, and the scheme includes 10% wheelchair accessible units (6 units) in line with policy. While there is a shortfall in on-site private amenity space, this would be appropriately mitigated against through the improvement of the open space on site, which is considered to overcome the identified shortfall in line with Policy BH13. This is discussed further in the body of the report.

Neighbouring amenity: The development would contain separation distances from existing properties which would not fully comply with the guidance set out in Brent's SPD1 document, and would therefore be expected to cause some impact upon the existing levels of outlook, privacy, daylight and sunlight however the degree of this impact is considered to be acceptable, as discussed in the body of this report. A detailed daylight and sunlight assessment shows that some windows within the estate and on neighbouring site would experience reductions in daylight/sunlight. However, the level of impact is not considered to be unduly detrimental given the context of the infill development and the urban nature of the scheme. The overall impact of the development is considered acceptable, particularly in view of the wider benefits of the scheme in terms of the Council's strategic objectives for the delivery of affordable housing.

Highways and transportation: The proposal would be "car-free" except for six disabled bays within the site, meeting London Plan standards. The existing estate of 128 flats currently has 38 on-street/hardstanding spaces and 105 garages (surveys provided show only 18 are used for parking), plus additional bays nearby. Surveys show demand for around 79 spaces, while the proposal removes a 14-space car park but adds new perpendicular bays, increasing capacity for existing residents to 74 spaces. The twenty spaces retained in the private car park would be managed through a Car Park Management Plan to ensure these spaces are not used by residents of the new development. The 61 new flats would generate demand for about 38 spaces, so a car-free agreement and a £30,000 contribution towards a Controlled Parking Zone (CPZ) would be secured as part of the S106 Agreement. Electric vehicle charging is provided for four bays, with passive provision for others. Cycle parking meets London Plan standards with 113 long-stay spaces and 36 short-stay spaces. Existing residents would be given access to the new cycle stores to compensate for the loss of informal storage in demolished garages. Refuse storage would be appropriately provided for, and would be subject a Refuse Management Plan to ensure minimal disruption is caused to residents on pick-up days. Servicing and construction logistics are acceptable in principle subject to conditions securing further detail. A full Travel Plan and a £60,578.50 Healthy Streets contribution would be secured via S106 Agreement.

Environmental impact, sustainability and energy: The application would achieve an 65% reduction in carbon emissions beyond the baseline conditions, with an estimated financial contribution of £53,804 sought to achieve net-zero, in line with London Plan Policy. Subject to appropriate conditions, the scheme would not have any detrimental impacts in terms of air quality, land contamination, noise and dust from construction, and noise disturbance to existing/future residential occupiers.

Landscape, ecology and biodiversity: The scheme would require the removal of 10x trees, 1 of which is protected by a Tree Preservation Order (this is however noted to comprise dead wood in its lower crown and contain a severe lean towards the proposed Block E). 51 new trees would be planted which, given the maturity of the trees to be removed, would result in a canopy cover loss of 492.3sqm. In order to ensure an equivalent canopy cover is provided for in line with Policy BG12, a financial contribution of £26,292 would be secured for new tree planting within the vicinity of the development. Otherwise, a Biodiversity Net Gain of over 10% is achieved on-site, and the Urban Greening Factor exceeds the 0.4 target.

Flooding: Flood risk has been assessed, and no objections are raised by the Local Lead Flood Authority. A range of SuDS measures are proposed to address surface water management, with further details of the drainage strategy to be secured by condition(s).

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

Site Designations

Relevant site designations:
Air Quality Management Area Floodzone 3a (Surface) T1-T17 Tree Preservation Orders G1-G5 Tree Preservation Orders Adjacent to: Forty Lane Intensification Corridor Chalkhill House Site of Archaeological Importance

Land Use Details

Site area (ha):	1.77ha
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Parking

	Car Parking Spaces (General)	Car Parking Spaces (Disabled)	EVCP	Bicycle Spaces	
				Short stay	Long stay
Existing	38 on-street 105 garages 34 car park 177 total	0	0	0	0
Proposed	54 on-street 0 garages 20 car park 74 total	6	20 spaces	36	115

Environmental performance

	Policy target	Proposed
Energy		
Percentage of on-site carbon savings beyond Part L of Building Regulations (2021)	35%	65%
Percentage of on-site carbon savings achieved through energy efficiency measures	10%	23%
Off-site reduction (%) and/or carbon offset contribution	Shortfall to net-zero (Residential)	£53,804.00
Sustainability		
Urban Greening Factor (UGF)	0.4	0.43
Biodiversity Net Gain (BNG)	Positive	Positive

RELEVANT SITE HISTORY

No relevant planning history.

CONSULTATIONS

A total of 322 letters were sent out to the existing properties within the application site and neighbouring properties within the vicinity of the application site on the 06/05/2025.

7 site notices were erected within the vicinity of the site on the 30/04/2025.

A press notice was printed on 01/05/2025.

A total of 5 objections have been received.

Summary of Objections

<u>Comments</u>	<u>Response</u>
Design	
The scale of the development is excessive for the capacity of the area and would result in over development and overcrowding.	The proposal would help to meet an identified need for homes in the borough, specifically affordable homes. Policy DMP1 confirms the acceptability of developments subject to it satisfactorily addressing the issues identified, in order to secure development that improves the economic, social, and environmental conditions in Brent. The scale of development is discussed further in the body of this report.
Amenity	

Overlooking and loss of privacy	Please refer to the ' <i>Impact on Neighbouring Residential Amenity</i> ' section of the report.
Loss of daylight/sunlight	Please refer to the ' <i>Impact on Neighbouring Residential Amenity</i> ' section of the report.
There is no safe place for children to play in the area and having more housing/social housing in the area will have more of an issue.	Please refer to the ' <i>Quality of Accommodation – Play Space</i> ' section of the report.
Block E would have a disproportionate impact on Einstein House than the other blocks when considering its positioning and mass.	Please refer to the ' <i>Impact on Neighbouring Residential Amenity</i> ' section of the report.
Impact on mental wellbeing and quality of life of existing residents due to reduced daylight, increased noise, loss of privacy, and general overdevelopment.	Please refer to the ' <i>Impact on Neighbouring Residential Amenity</i> ' section of the report.
The removal of current secured gates at the rear of Einstein House and their replacement with a public footpath would be detrimental to residents' privacy, safety and wellbeing, encouraging anti-social behaviour, noise and disturbance.	The gate identified currently provides access to the open space to the rear of Faraday House. A replacement gate would be provided as part of the application to provide continued, secure access to this space. Moreover, the proposal has been reviewed by the Designing out Crime Officer (Metropolitan Police) and no objection was raised. Please also refer to the ' <i>Impact on Neighbouring Residential Amenity</i> ' section of the report.
Increase in antisocial behaviour	The proposal has been reviewed by the Designing out Crime Officer (Metropolitan Police) with no objection raised. Officers consider the proposed development to improve the quality of the public realm, through enhancements to the usability of open areas, natural surveillance and lighting.
The proposed footpath lighting, whilst intended for safety would further affect residents in ground floor flats through light pollution and reduced sleep quality.	Please refer to the ' <i>Environmental Considerations – Lighting</i> ' section of the report. A condition would be attached requiring details of illumination levels when measured from the residential windows on site.
There is no detail on how the new public space will be managed or maintained to ensure current resident's safety.	The proposed development would improve the quality of the public realm, through enhancements to the usability of open areas, natural surveillance and lighting. No further details of management is considered to be

	necessary.
The play area would be close to the proposed parking area with an access road running beside it, which might impact the safety of children playing there.	A landscaping condition would be included with any consent to ensure the northern car park is appropriately separated from the play area through the use of planting and boundary treatment.
Increased construction noise.	A construction method statement would be secured by condition requiring details of construction to ensure noise disruption is appropriately mitigated.
Transport	
The development will further exacerbate parking pressures in the area, and no Controlled Parking Zone or traffic management scheme is proposed. The application lacks a comprehensive Transport Assessment to evaluate local capacity, and it is unclear if new residents will be restricted from using existing street or estate parking.	<p>Please see the '<i>Transport and Highway Considerations</i>' section of the report below.</p> <p>Any approval would be subject to a car-free' agreement withdrawing the right of future occupiers of the development to on-street parking permits. A financial contribution would also be secured as part of any consent to go towards the introduction of a CPZ in the area.</p>
Concerns in relation to maintained access for existing residents, emergency vehicles and care home staff during the construction phase.	A Construction Logistics Plan has been submitted with the application which details construction vehicles routing and construction traffic management to ensure the impact on highways is minimised. Please see ' <i>Transport and Highway Considerations</i> ' section of the report.
This development is not suited to the constraints of The Drive or the wider surrounding area and will have a negative impact during and after the building phase.	Please see the ' <i>Transport and Highway Considerations</i> ' section of the report.
The proposed parking sites will not be safe for the current residents at night time as these are away from the flats.	A Lighting Strategy has been submitted with the application. This confirms that existing external lighting would be retained, whilst additional light sources would be provided through the external areas of the site. Further details would also be required by condition.
Although the new residents will not have parking, concerns on the impact from visitors and deliveries for them.	A Delivery and Servicing Plan has been submitted as part of the application. Please see the ' <i>Transport and Highway Considerations</i> ' section of the report.

Other matters	
Residents were not meaningfully consulted on key elements of the proposal and were not properly informed or engaged. Several important documents were not shared during the consultation period. This raises serious concerns about the transparency and fairness of the process, considering the significant impact the scheme will have on existing residents' lives.	<p>The application has been accompanied by a Statement of Community Involvement which sets out the extent of public consultation ahead of the submission in accordance with Brent's Statement of Community Involvement.</p> <p>Moreover, public consultation was undertaken by Brent Council for a minimum period of 21 days. Letters were sent to residents from the 06/05/2025. 7x site notices was displayed on 30/04/2025 and a press notice was published on 01/05/2025. These advised that the plans and associated documents were publicly available on the council's website.</p>
Loss of clear air	In relation to air quality, please refer to the ' <i>Environmental Considerations</i> ' section of the report.
The proposal would increase the demand on already stretched public services, including local GPs, schools, waste management and transport.	Infrastructure requirements are identified through the preparation of local plan documents and through consultation with statutory consultees on individual schemes. New development also provides funding towards infrastructure improvements through the Community Infrastructure Levy (both Brent and Mayoral CIL) and s106 planning obligations. A significant amount of infrastructure has been delivered or secured within Wembley via other major development proposals. Contributions have been secured towards highway work and healthy streets improvements within the vicinity of the site as part of this application.
MTVH seem to struggle to keep up with the repairs and replacements of promised kitchens and bathrooms.	This is not a material consideration relevant to the determination of this planning application.
The existing refuse provision is not adequate as bins are overflowing on a regular basis, and bigger items are left near the bins which are collected weekly.	Please refer to the ' <i>Refuse</i> ' section of the report

Internal/External Consultation

Environmental Health – No objection raised, conditions recommended in relation to air quality, contaminated land, construction management and plant noise.

Local Lead Flood Authority – No objection raised following further information provided regarding how the proposed system can safely contain a 1 in 100 year storm event (plus 40% allowance for climate change).

London Fire Brigade – No objection raised, technical recommendations provided for Building Control stage of development. These have been passed on to the applicant.

Metropolitan Police (Designing out Crime Officer) – No objection raised, security recommendations for later regulatory stages provided. These have been passed on to the applicant.

Thames Water – No objection raised subject to conditions and informatives.

POLICY CONSIDERATIONS

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

The development plan is comprised of the:

London Plan 2021
Brent Local Plan 2019-2041

Key policies include:

London Plan 2021

Policy D3 Optimising site capacity through the design-led approach
Policy D4 Delivering good design
Policy D5 Inclusive Design
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D8 Public realm
Policy D11 Safety, security and resilience to emergency
Policy D12 Fire safety
Policy H1 Increasing housing supply
Policy H4 Delivering affordable housing
Policy H5 Threshold approach to applications
Policy H6 Affordable housing tenure
Policy H7 Monitoring of affordable housing
Policy S4 Play and informal recreation
Policy G5 Urban greening
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands
Policy SI 1 Improving air quality
Policy SI 2 Minimising greenhouse gas emissions
Policy SI 3 Energy infrastructure
Policy SI 4 Managing heat risk
Policy SI 13 Sustainable drainage
Policy T2 Healthy Streets
Policy T5 Cycling
Policy T6 Car parking
Policy T6.1 Residential parking
Policy T7 Deliveries, servicing and construction

Local Plan 2019-2041

DMP1 - Development Management General Policy
BD1 - Leading the way in good design
BH1 - Increasing Housing Supply
BH2 – Priority Areas for Additional Housing Provision within Brent
BH5 - Affordable Housing
BH6 - Housing Size Mix
BH13 - Residential Amenity Space
BGI1 - Blue and Green Infrastructure in Brent
BGI2 - Trees and Woodland
BSUI1 - Creating a Resilient and Efficient Brent
BSUI2 - Air Quality
BSUI4 - On-site Water Management and Surface Water Attenuation

BT1 - Sustainable Travel Choice
BT2 - Parking and Car Free Development
BT3 - Freight and Servicing, Provision and Protection of Freight Facilities

Other material considerations include:
National Planning Policy Framework 2024
National Planning Practice Guidance

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

DETAILED CONSIDERATIONS

Principle of Development

1. Policy BH1 sets out the need for the Council to maximise the opportunities to provide additional homes in the period to 2041, with a minimum 23,250 homes in the period 2019/20-2028-29 and a minimum of 46,018 homes in the period 2019-20-2040/41. The policy identifies Growth Area, site allocations and appropriate windfall sites to support the delivery of the additional homes.
2. Policy BH2 sets out priority areas for additional housing provision within Brent. In addition to Growth Area and Site Allocation, policy BH2 identifies town centres, edge of town centres, areas with higher levels of public transport accessibility levels and intensification corridors as priority location where the provision of additional homes would be supported.
3. The principle of development is assessed against the adopted Local Plan, London Plan and national guidance. Development should make efficient use of land, respect local character and deliver high-quality design in accordance with Policy DMP1 and BD1 of the Brent Local Plan and the London Plan's Good Growth objectives.
4. The application site is located within an area which contains PTAL scores ranging from 2 to 4, and is approximately 250m from the edge of the Wembley Park Town Centre. The nearest bus stops are located to the north (Forty Lane), east (Blackbird Hill), and on Bridge Road to the west. The site is within a 400m walk of Asda Superstore and 700m walk of Wembley Park Station. Whilst the entirety of the site is not located within a priority area for additional housing provision, the proposed infill development is considered to be well located with suitable access to nearby amenities. On this basis, the proposed development is supported in principle and would contribute to the provision of 23,250 homes in the period 2019/20-2028/29.

Affordable Housing

5. London Plan Policies H4, H5 and H6 set out the Mayor's commitment to delivering 'genuinely affordable' housing. Policy H5 establishes a threshold approach to applications where a policy compliant tenure mix is proposed*, where viability is not tested at application stage if affordable housing proposals achieve a minimum of:
 - 35% Affordable Housing; or
 - 50% Affordable Housing on industrial land** or public sector land where there is no portfolio agreement with the Mayor.

* other criteria also applicable.

** industrial land includes Strategic Industrial Locations, Locally Significant Industrial Sites and non-designated industrial sites where the scheme would result in a net loss of industrial capacity

6. In line with the above, a 35% affordable provision threshold therefore applies.
7. Policy H6 requires affordable housing provision to include a minimum of 30% low cost rented homes, allocated according to need and for Londoners on low incomes (Social Rent or London Affordable Rent); a minimum of 30% intermediate products; and 40% to be determined by the borough based on identified

need.

8. Brent's Local Plan Policy BH5 supports this approach and sets a target of 70% of affordable homes being for social rent or London Affordable Rent and the remaining 30% being for intermediate products. This split marries up with London Plan Policy H6 by design, with Brent having considered that the 40% based on borough need should fall within the low cost rented homes category.
9. Fast tracked applications are not required to provide a viability assessment at application stage. To ensure an applicant fully intends to build out the permission, the requirement for an Early Stage Viability Review will be triggered if an agreed level of progress on implementation is not made within two years of the permission being granted (or a period agreed by the borough).

Proposed Scheme – Affordable Housing Requirements

10. Based on the above requirements, the scheme would meet the threshold for not being viability tested if 64 (35%) of its 184 habitable rooms are provided for affordable housing and if those habitable rooms are allocated such that 45 (70%) of them are for London Affordable Rent or Social Rent and that 19 (30%) of them are for intermediate products. This would represent a proposal that is compliant with both London and Brent affordable housing policy.
11. A proposal for fewer affordable homes than this, or for a less desirable split between low cost rented housing and intermediate housing, would only be acceptable if such an offer could robustly be proven to represent the maximum viable amount of affordable housing deliverable, as demonstrated through an agreed financial viability assessment.

Proposed Scheme – Affordable Housing Offer

12. The proposed development would comprise 61 affordable units and 184 affordable habitable rooms, significantly exceeding the policy target of 35%. The applicant has opted to provide all of the units as Social Rent, exceeding the low-cost affordable tenure requirement. When measured against the policy requirement, this is set out in the table below:

Homes	Number of homes required by policy (BH5 / H5)	Proposed number of homes	Degree of policy compliance
Social Rent	15	61	46 homes in excess of policy requirement
Intermediate	6	0	6 homes short of policy requirement

Habitable Rooms	Number of habitable rooms required by policy (BH5 / H5)	Proposed number of habitable rooms	Degree of policy compliance
Social Rent	45	184	139 habitable rooms in excess of policy requirement
Intermediate	19	0	19 habitable rooms short of policy requirement

13. Whilst it is noted that the proposed development would not include any intermediate product, Policy H6 notes that the fast-track route is also available to applicants that elect to provide low-cost rented homes in place of intermediate homes, provided the relevant threshold level is reached. In this case, the proposed level of affordable housing would significantly exceed the 35% threshold, and social rent would be proposed in place of an intermediate product. As such, no viability information was required with the application submission.
14. In summary, the development is proposing affordable housing above the policy target amount and tenure split. Beyond the requirements of the policy, the scheme provides 46 additional social rent homes and 136 social rent habitable rooms.
15. As per Policy H5, an Early-Stage Review would normally be included as part of the s106 agreement. However, given the number of Social Rented homes, this is not considered to be required in this

instance.

16. In conclusion, the affordable housing proposals comply with both GLA and Brent policies and deliver substantially more affordable housing than what is expected by policy. This is strongly supported and is a significant benefit of the scheme. The affordable housing offer should therefore be accepted, subject to a s106 agreement to secure the provisions.

Housing Mix

17. Policy BH6 states that the council will seek to deliver a target of 25% of new homes as family sized (3 bedrooms or more) dwellings. For every four dwellings included within developments at least one must be 3 bedrooms or more. Exceptions to the provision of family sized dwellings will only be allowed where the applicant can show that:
 - a) the location or characteristics of the development are such that it would not provide a high quality environment for families, or
 - b) its inclusion would fundamentally undermine the development's delivery of other Local Plan policies
18. Of the 61 dwellings proposed, 15 would be family sized meeting the 1 in 4 target. Four of the family sized units would also contain 4 bedrooms which is a significant benefit. These larger units, which would also be for social rent, are of a great identified need for the borough, and the provision is strongly supported.

Design, Character and Impact on the Street Scene

19. Policy DMP1 sets out the need for development proposals to be:
 - (a) of a location, use, concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity and complements the locality.
 - (f) safe, secure and reduces the potential for crime
20. Policy BD1 highlights the need for all new development must be of the highest architectural and urban design quality. Innovative contemporary design will be supported where it respects and complements historic character but is also fit for the future.
21. In delivering high quality design, development proposals will be expected to show how they positively address all the relevant criteria within London Plan design policies and the Brent Design Guide SPD1.
22. The proposed design language is considered acceptable as it responds positively to the site's context and reinforces local character in accordance with Policy BD1 of the Brent Local Plan and the Brent Design Guide SPD1. The use of complementary materials, coherent proportions, and a clear architectural rhythm ensures the development integrates with its surroundings while delivering a contemporary interpretation of traditional forms. The scheme achieves human scale, visual interest, and active frontages, meeting the principles of good urban design set out in the London Plan and NPPF. Overall, the design promotes high-quality, sustainable development without causing harm to the established character of the area. This is discussed in more detail below.

Height, Bulk, Massing and Layout

Site Layout

23. The proposed development would consist of five blocks located across the site. The location of these buildings has been informed by the siting of the existing buildings on site, to act as an infill development of the wider housing estate. Detailed discussion of the siting and appearance of each of the five new blocks is set out in more detail below.
24. In terms of the wider site, pedestrian access would be retained via the existing pedestrian footways on Havenwood and Kingsgate. A new footpath would be provided behind Darwin House (connecting to Chalkhill Road), which would allow for pedestrian access to Terrace A and an additional access route to Curie House. Access to The Drive would also be retained through a series of reconfigured footpaths whilst access to the Forty Lane footpath would be significantly improved through a much clearer, more defined route. Officers note from the resident engagement undertaken by the applicant that this forms

an importance route for existing residents on site, and so its improvement is welcomed. The Landscape Statement submitted also outlines that the footpaths within the site would be upgraded to allow for better usability, and details of this would be secured by condition.

25. A new play area would be provided to the north of Curie House and to the west of Davy House which would be well overlooked by existing windows and balconies to improve the sense of natural surveillance. Other existing green spaces on site would be retained and improved in order to provide more usable spaces for both future and existing residents. Full details of the proposed hard and soft landscaping can be found later in this report.
26. Overall, with regard to the site layout, it is considered that this would improve the pedestrian permeability of the site, whilst increasing its density to provide more well-defined routes to key local areas.

Terrace A

27. Terrace A would be located on the site of the existing Havenwood garages (to be demolished). It would comprise of 3 storeys and would be rectilinear in footprint, providing 8x duplex units at ground and first floor level (4 x 4 bed units and 4 x 3 bed units). The 4 bed units would be located towards the core of the building, while the 3 bed units would be located to the flanks of the building. Each of these units would benefit from an individual front door and entrance area, improving activity along the street. The central core would provide access to 6 x 2-bedroom units at second floor level, with deck access serving each of these units.
28. The building at 3 storeys, when considering the ground level changes from north to south, would successfully mediate between the building heights of Curie House and the existing three storey terraced units fronting onto Chalkhill Road.

Block B

29. Block B would be located to the north-east of the site in place of the existing garages (to be demolished). It would adjoin Davy House and would contain 3 storeys. Two access points would be provided at ground floor level from the east and west which would provide clear entrance points visible from the main routes through the site. There would be two units located at ground floor level. The access to the western-most of these units would be via a chamfered corner to improve the sense of arrival. At first and second floor level, access to each of the two flats would be at opposite ends of the core. The proposed building would directly overlook the Forty Lane footpath, providing natural surveillance to an area which has previously been raised as a concern by residents for anti-social activity.
30. Otherwise, the proposed height at 3 storeys is considered to successfully continue the stepped appearance of Davy House and the wider site.

Block C

31. Block C would be located to the north of Faraday House in place of the existing garages (to be demolished). It would contain 4 storeys and would have two residential access points from the east and the west, providing access to the amenity space behind Faraday House. A 2-bedroom unit would be accessible from the core at ground floor level whilst 3 units would each be accessible from the core at first, second and third floor levels.
32. The proposed height at 4 storeys is considered to successfully respond to the stepped transition of building heights across the site.

Block D

33. Block D would be the tallest building on site, containing 5 storeys and located on the site of the existing car park and substation between Curie House to the east and Darwin House to the north. The block would be located at the intersection of 4 routes across the Site, and, by virtue of its height, would act as a 'marker' building for the estate. The proposed massing is also considered to respond well to Blocks B and C, creating a clear courtyard area which also provides access to The Drive. The block's ground floor arrangement would provide two access points for residents, providing permeability between the east and west of Block D.

34. 2 units would be located at ground floor, accessed individually from the east and west. At each upper floor level, 4 units would be located off the core, providing 18 units in total.

Block E

35. Block E would contain 3 storeys and would be located on the site of the Kingsgate garages to the south of Faraday House. The residential entrance lobby would be located to the west of the building, with clear access denoted from Kingsgate. 3 residential units would also be located at ground floor with individual entrances to the south. At upper floor levels, there would be 4 units on each floor, with access via a northern deck access. This is not considered to provide worsened levels of daylight/sunlight for the associated units, which would benefit from unfettered access to the south.
36. The proposed height at 3 storeys is considered to continue the successful mediation of building heights on site.

Substation Relocation

37. The existing substation is proposed to be moved to the north of Kingsgate. The submission outlines that this is due to several constraints on the site, such as mature trees, site levels, services and cable routes, it was concluded that the most appropriate location for the new substation would be at the end of Kingsgate, between the proposed Blocks D and C. The footprint of the substation would be approximately 20sqm and would be in a brick-built enclosure, to ensure that its external appearance is in keeping with the proposed buildings. The structure would be approximately 7.5m from the closest habitable dwellings with buffer planting to the front.

Materials

38. SPD1 states that the use of durable and attractive materials is essential in order to create development that is appealing, robust and sustainable and fits in with local character. Developments should also have a clear base, middle, and top.
39. The proposed materials for the new buildings predominantly comprises of buildings with brick facades. The selected palette for the proposed buildings includes the same two bricks for all blocks: a buff brick as the main colour/material and a darker brick for the recessed panels and parapet. Metalwork proposed for balconies, window frames and doors would be in a distinctive colour to make each block unique as per the existing blocks on the site. The 'colour wheel' has been utilised to assist in determining the appropriate colour for the new buildings.
40. The appearance of the proposed scheme derives inspiration from the existing flat blocks, to ensure that the appearance of all blocks on site is cohesive. The intention is for the chosen brick to be complementary of the existing and to borrow the colour coding concept and use it for balconies, railing, frames and entrances as per the existing flat blocks. This is considered to be a successful approach, ensuring integration with the existing buildings on site, while enhancing the site's overall appearance.
41. A condition would be secured which would require samples of the materials to be reviewed and approved by officers, to ensure that a high-quality development would be delivered.

Impact on Neighbouring Residential Amenity

Separation Distance and Privacy

42. Any development is required to maintain adequate levels of privacy and amenity for existing residential properties, in line with the guidance set out in SPD1. SPD1 recommends that directly facing habitable room windows will normally require a minimum separation distance of 18m, except where the existing character of the area varies from this. A distance of 9m should be kept between gardens and habitable rooms or balconies.

Terrace A

43. The fenestration on the northern elevation of Terrace A, would be set 16.7m away from the windows on the south elevation of Currie House, and by 15.8m from their balconies at ground and first floor levels. At second floor, due to the recessed elevation, a distance of 18.6m would remain to the southern elevation of Currie House and of 17.62m to their projecting balconies. The southern elevation of Terrace

A would be located between 17m to 18.8m from the rear fenestration of the properties at Nos. 47-65 Chalkhill Road due to their staggered elevations, and a distance of 7m would remain to these dwellings rear gardens. Whilst the separation distances for Terrace A to the north and south do not fully comply with the 18m and 9m requirements, the shortfall is minimal and is not unusual in dense urban areas such as this. The proposed building is considered to be optimally located between the properties to the north and south in order to minimise impact on the neighbouring privacy of each set of receptors. Additionally, some tree planting is proposed in between Terrace A and Currie House, which would provide some screening.

44. Otherwise, the proposed building would be set 23.14m from Nos. 3 and 5 Havenwood to the west and 13.15m from Darwin House to the east. As there are no flank windows proposed, there would be no undue impact upon the level of privacy received by these properties.

Block B

45. In relation to Block B, a distance of over 20m would be maintained between the proposed northern fenestration and the rear elevations of Nos. 23, 25 and 27a Forty Lane. The proposed northern balconies would be sited between 7.7m to 8.6m away from the rear gardens of these properties. Whilst this falls slightly below the 9m requirement, tree planting is proposed adjoining the rear gardens of the dwellings on Forty Lane, which would help mitigate any overlooking. The eastern elevation of Block B would not be directly facing any flank windows at No. 16 the Drive, while a distance of 9.2m would remain to the edge of this property rear garden. As such, the impact of Block B is considered, on balance, acceptable in terms of neighbouring amenity.

Block C

46. In relation to Block C, there would be a distance of over 32m remaining between the northern fenestration to the rear elevations of Nos. 14 and 16 The Drive, while a distance of at least 32m would also remain to the flank windows on the eastern elevation of Davy House, although these would not directly face the development. With regard to the eastern elevation, a distance of 7.7m would be retained to the flank wall of No. 27 the Drive. However, there would be no windows directly facing the existing fenestration of the flats at No. 27, which serve a kitchen and a staircase at ground and first floors. A distance of 4.2m would remain to the forecourt of No. 27, which is used as a parking. As this relates to a servicing area rather than usable amenity space, this is considered acceptable. The separation distance between Blocks C and D would be approximately 22m, whilst a distance of 18.3m between windows to balconies. This would align with the guidance set out within SPD1.

Block D

47. With regard to Block D, the nearest residential properties are the flats at Faraday House to the east. Block D would maintain a minimum distance of 20.9m to the front elevation of this neighbouring block, and of approximately 20m to their balconies. This would retain a similar relationship to the existing between Darwin and Faraday House, in line with SPD1 requirements. As outlined above, the north east elevation of Block D would also face Block C, with a distance of about 22m between windows and of 18.3m from windows to balconies. There are no windows on the southern elevation of Davy House, that would face Block D, while a distance of about 14m would remain between private balconies, which would exceed the 9m distance required by SPD1.

Block E

48. The nearest residential properties in relation to Block E are the flats at Einstein House to the south. For the most part, there would be a distance of 18.2m remaining to the northern elevation of this neighbouring block. The western part of Block E facing south would be set 11.9m away from Einstein House, nevertheless, the windows on this part of the building would face Einstein House at an angle to help achieve a direct facing distance of 19m, with tree planting also proposed in between the two buildings. With regards to terraces and balconies, a minimum distance of 14.5m would remain to the balconies serving the flats of Einstein House. There would be no windows directly looking towards the rear elevation of No. 41 Chalkhill Road, and while the proposed eastern balconies could have some views to this property rear garden with a distance of 3.5m remaining, details of balcony screening would be secured by condition to mitigate this. This would be acceptable in daylight and sunlight terms, as the balcony would continue to benefit from unfettered access to sunlight from the south.
49. In relation to No. 39 Chalkhill Road, a distance of 10m would remain between the flank windows and the

boundary with this neighbour garden, which exceeds the 9m guidance. The northern fenestration on Block E would not directly face any neighbouring windows or on Faraday House and would have limited views on the closest second floor balconies due to the window positioning. With regard to Darwin House, there would be a distance of 21m between directly facing habitable room windows. As such, the impact of Block E complies with SPD1.

Outlook and Daylight

50. The building envelope of the proposed development should be set below a line of 30 degrees from the nearest rear habitable room window of adjoining existing property, measured from height of two metres above floor level. Where proposed development adjoins private amenity / garden areas then the height of new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of two metres. SPD1 further highlights the 1:2 rule for two storey extensions for commercial developments next to residential as well as between residential developments applies.
51. Terrace A would be in breach of the 45-degree and 30 degree angles when measured from the rear gardens of Nos. 47-65 Chalkhill Road (58 degrees and 36 degrees respectfully). Nevertheless, it is noted that these north facing gardens are currently sited directly adjacent to the existing garages along Havenwood, which sit approximately 4.63m above the rear garden ground level. When considering the set-back distance of the proposed Terrace A from these gardens (7m), the degree of non-compliance with the 45-degree guidance (58 degrees), is considered on balance to be an improvement over the existing situation. Otherwise, the building would comply with the 30-degree rule when measured from Curie House.
52. Block B would comply with the 30- and 45-degree rules in relation to No. 25 Forty Lane. It would also comply with the 45-degree rule when measured from No. 16 The Drive. It is noted that No. 16 The Drive contains two west facing windows, and the building would fail to comply with the 30-degree rule relating to these windows (41 degrees). Based upon approved planning application drawings related to the site, these windows serve a lounge and a kitchen diner. Both the lounge and kitchen diner would feature additional windows/doors to the front and rear respectively which would continue to benefit from good access to outlook, daylight and sunlight. The overall impact on this basis is considered acceptable.
53. Block C would not be located in direct proximity to any private amenity space, and therefore the 45-degree rule is not applicable to this block. It is noted that No. 27 The Drive, which contains six flats as approved under application ref: 11/3313, contains two flank windows (ground and first floor level) which serve kitchen/dining rooms. However, these windows would not directly face the relevant portion of the proposed development, and the associated rooms would continue to benefit from daylight/sunlight/outlook to the north. On this basis, the proposed relationship is considered acceptable.
54. Block D would comply with the 30- and 45-degree rules in relation to Faraday House. Davy House does not contain any flank facing windows and is therefore not material for assessment.
55. Block E would breach the 45-degree rule in relation to the rear garden at No. 41 Chalkhill Road; however, this would affect only the very end of the garden (approximately 1m), and the impact is therefore considered minimal. It would also breach the rear garden of No. 39 Chalkhill Road (50 degrees) although this would only be for a small portion of the garden to its staggered boundary. With regard to Einstein House, the parapet of the building would sit above the 30 degree line of the nearest habitable window by 2 degrees (32 degrees). The impact in terms of loss of light and outlook is therefore regarded as minimal.
56. Overall, while there would be some loss of outlook and privacy for existing properties as set out above, the degree of impact is considered to be relatively minor given the nature and scale of development proposed. Additionally, the impact on neighbouring windows has been assessed in more detail within the daylight and sunlight considerations below.

Daylight and Sunlight Assessment

57. Policy D6 (part D) of London Plan highlights the need for development to provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
58. Where buildings would be within a 25-degree line of existing windows, the Building Research Establishment considers that levels of light to these windows could be adversely affected and

recommends further analysis of the impacts. A more detailed assessment of daylight and sunlight impacts based on the BRE's Site Layout Planning for Daylight and Sunlight (BRE209) 2022 guidance is required where the 25-degree test is not met. This guidance supersedes the 2011 version, however the advice in relation to assessing the impact on neighbouring properties remains consistent with the earlier version.

59. In support of the application a Daylight and Sunlight Report has been submitted, which assesses the effect of the proposed development on surrounding properties as well as within the proposal itself (discussed below).
60. In terms of impacts on daylight and sunlight to neighbouring properties, BRE Guidelines recommend two measures for daylight. Firstly, the Vertical Sky Component (VSC) assesses the proportion of visible sky and is measured from the centre of the main window. If this exceeds 27% or is at least 0.8 times its former value, residents are unlikely to notice a difference in the level of daylight. In addition, existing daylight may be affected if levels of No-Sky Line (NSL) within rooms are reduced to less than 0.80 times their former values.
61. In respect of direct sunlight and overshadowing, the 2022 BRE guidance recommends that a space should receive a minimum of 1.5 hours of direct sunlight on a selected date between 1st of February and 21st of March with cloudless conditions. It is suggested that 21st March (equinox) be used for the assessment.
62. To assess impacts on sunlight to existing south facing windows and amenity spaces, assessment of Annual Probable Sunlight Hours (APSH) is recommended. Adverse impacts occur when the affected window receives less than 25% of total APSH including less than 5% in winter months and that the amount of sunlight, following the proposed development, is reduced by more than 4%, to less than 0.80 times its former value.
63. The BRE guide defines criteria by which to assess the impact of a proposed development on open spaces using the sunlight amenity test. This test quantifies the area of each space that receives at least two hours of sunlight on the 21st of March, in both the existing and the proposed situations. The 21st of March is chosen as it represents the mid-point of the sun's position throughout the year (equinox). The guidance suggests that, for a space to appear adequately sunlit throughout the year, at least 50% of its area should receive two or more hours of sunlight on the 21st of March. If the space fails to meet the above, then the area receiving at least 2 hours of sunlight should not be reduced to less than 0.80 times its former area.
64. However, the BRE also recognise that different criteria 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 the NPPF also supports a flexible approach to applying standards in order to make efficient use of sites. Where existing buildings have windows close to the site boundaries, the BRE suggests that a new building of similar height and proportions could be assumed in order to derive 'mirror image' target values for VSC. Where the proposed development would affect other newly consented developments, the impact on the Average Daylight Factor (ADF) achieved for those developments can also be used as an alternative means of assessing the impact of the proposed development.
65. Officers are satisfied that the report successfully identifies all neighbouring properties which could be affected by the proposed development (both within and outside of the red line boundary), which are summarised as follows:
 66. 1, 3, 5, 7, 9, 11 & 15 Havenwood
 - 1 to 15, 17 to 31 & 33 to 47 Darwin House
 - 1 to 6 Garnet Court
 - 1 to 8 Boyle House
 - 1 to 8 & 9 to 16 Einstein House
 - 2 to 16 & 18 to 32 Faraday House
 - 2 to 64 Curie House
 - 12, 14, 16 & 25 The Drive
 - 17 to 63 Harvey House
 - 18 to 48 Davy House
 - 25, 27, 27a, 29, 31 & 33 Forty Lane
 - 37, 39, 41, 47, 49, 51, 53, 55, 57, 59, 61, 63 & 65 Chalkhill Road

1, 3, 5, 7, 9, 11 & 15 Havenwood

- These properties are located to the west of the application site, and would be sited approximately 23m from Terrace A of the proposed development. 58 windows were identified as being potentially affected and were tested for daylight impact.

67. 58 windows (100%) would retain VSC levels in accordance with BRE guidance.

68. In terms of sunlight, all windows pass the Annual Probable Sunlight Hours test.

1 to 15, 17 to 31 & 33 to 47 Darwin House

69. These properties comprise of flats located within Darwin House, approximately 13m to the east of Terrace A and directly south of Block D. 194 windows were identified as being potentially affected and were tested for daylight impact.

70. 188 windows (97%) would retain VSC levels in accordance with BRE guidance. Where the 6 windows would fall short of this guidance, they would experience absolute losses ranging from 3.6% to 8.7%, which is considered to be generally immaterial.

71. In terms of sunlight, 191 windows (98%) would pass the Annual Probably Sunlight Hours Test.

1 to 6 Garnet Court

72. Garnet Court comprises 6 flats, located approximately 5m to the east of Block C. 44 windows were identified as being potentially affected and were tested for daylight impact.

73. 40 windows (91%) would retain VSC levels in accordance with BRE guidance. Where the 4 windows would fall short of this guidance, they would retain absolute VSC levels ranging from 19.8% to 25.4% .

74. In terms of sunlight, 30 windows (69%) would pass the Annual Probably Sunlight Hours Test.

1 to 8 Boyle House

75. Boyle House comprises 8 flats, located approximately 28m to the south-west of Terrace A. 9 windows and were identified as being potentially affected and were tested for daylight impact.

76. 9 windows (100%) would retain VSC levels in accordance with BRE guidance.

77. In terms of sunlight, all windows pass the Annual Probable Sunlight Hours test.

1 to 8 & 9 to 16 Einstein House

78. Einstein House comprises of 16 flats, located approximately 18m to the south of Block E. 49 windows were identified as being potentially affected and were tested for daylight impact.

79. 36 windows (73%) would retain VSC levels in accordance with BRE guidance. Of the 13 remaining windows, 8 would retain VSC levels ranging from 22% to 26.9%. The 5 remaining windows would experience absolute reductions ranging from 4.3% to 7.9%.

80. In terms of sunlight, all windows pass the Annual Probable Sunlight Hours test.

2 to 16 & 18 to 32 Faraday House

81. Faraday House contains 16 flats located approximately 20m to the east of Block D and directly south of Block C. 133 windows were identified as being potentially affected and were tested for daylight impact.

82. 102 windows (77%) would retain VSC levels in accordance with BRE guidance. Of the 31 remaining windows, 9 would retain VSC levels ranging from 21.4% to 26.7%. The remaining windows would experience absolute reductions in VSC ranging from 2.9% to 8.9%.

83. In terms of sunlight, 118 windows (89%) would pass the Annual Probably Sunlight Hours Test.

2 to 64 Curie House

- 84. Curie House comprises a block of flats located approximately 16m to the north of Terrace A. 251 windows were identified as being potentially affected and were tested for daylight impact.
- 85. 206 windows (82%) would retain VSC levels in accordance with BRE guidance. Of the 45 remaining windows, 33 would retain values within 0.7 to 0.8 times their former value, which is marginally short of the 0.8 times target. The remaining 12 windows would experience absolute losses in VSC of between 7.7% and 10%.
- 86. In terms of sunlight, 230 windows (92%) would pass the Annual Probably Sunlight Hours Test.

12, 14, 16 & 25 The Drive

- 87. Nos 12 to 16 The Drive are large detached dwellinghouses located approximately 9m to the east of Block B. No. 25 The Drive is a large detached dwellinghouse located approximately 19m to the east of Block C. 96 windows were identified as being potentially affected and were tested for daylight impact.
- 88. 94 windows (98%) would retain VSC levels in accordance with BRE guidance. The 2 windows that would not meet guidance would comprise secondary windows to the ground floor dining room/kitchen located at No. 16 The Drive, where this room would contain two further windows benefitting from daylight levels in accordance with BRE guidelines. The proposed impact is therefore considered acceptable, on the basis that this room would continue to receive a strong level of daylight.
- 89. In terms of sunlight, all windows pass the Annual Probable Sunlight Hours test.

17 to 63 Harvey House

- 90. Harvey House contains 23 flats located approximately 46m to the south-west of Block B. 59 windows were identified as being potentially affected and were tested for daylight impact.
- 91. 9 windows (100%) would retain VSC levels in accordance with BRE guidance.
- 92. In terms of sunlight, all windows pass the Annual Probable Sunlight Hours test.

18 to 48 Davy House

- 93. Davy House contains 20 flats located approximately 14m to the north of Block D and directly south of Block B. 131 windows were identified as being potentially affected and were tested for daylight impact.
- 94. 128 windows (98%) would retain VSC levels in accordance with BRE guidance. The 3 remaining windows would achieve VSC values of between 0.7-.078 times their former value, which falls marginally short of the 0.8 times target.
- 95. In terms of sunlight, 130 windows (99%) would pass the Annual Probably Sunlight Hours Test.

25, 27, 27a, 29, 31 & 33 Forty Lane

- 96. These properties are located to the north of the site, approximately 20m to the north-west of Block B. 103 windows were identified as being potentially affected and were tested for daylight impact.
- 97. 103 windows (100%) would retain VSC levels in accordance with BRE guidance.
- 98. In terms of sunlight, all windows pass the Annual Probable Sunlight Hours test.

47, 49, 51, 53, 55, 57, 59, 61, 63 & 65 Chalkhill Road

- 99. Nos. 47-65 Chalkhill Road are terraced dwellinghouses located approximately 17m to the south of Terrace A. 93 windows were identified as being potentially affected and were tested for daylight impact.
- 100. 42 windows (45%) would retain VSC levels in accordance with BRE guidance. These would generally be

located towards the second floor of each of these properties. 48 of the remaining 51 windows would retain VSC levels of between 21.1% and 26.3%. The remaining 3 windows would retain VSC levels of between 15% and 19.4%.

101. In terms of sunlight, all windows pass the Annual Probable Sunlight Hours test.

37, 39 & 41 Chalkhill Road

102. Nos. 37-41 Chalkhill Road are large, detached dwellinghouses located approximately 13m to the south-east of Block E. Nos. 33 windows were identified as being potentially affected and were tested for daylight impact.

103. 33 windows (100%) would retain VSC levels in accordance with BRE guidance.

104. In terms of sunlight, all windows pass the Annual Probable Sunlight Hours test.

Overshadowing to Outdoor Amenity Spaces

105. The application has considered the impact of development on the outdoor amenity spaces serving Nos. 37-41 and 47-65 Chalkhill Road, Nos. 25-33 Forty Lane, Nos. 12-16 and 25 The Drive, and the existing communal amenity spaces on site.

106. All of the garden/communal areas would receive two or more hours of sunlight to 50% of its area on the 21st of March or retain sunlight values within 0.8 time of their former value aside from the open spaces to the north and south of Curie House. It is noted that the space to the north of Curie House is already relatively compromised in terms of sunlight, achieving two or more hours on sunlight to only 14% of its area on 21st March. Following development, this would be reduced to 4%. The space to the south of Curie House also comprises an access route through the development, rather than a formal area for amenity purposes. The wider communal space across the site would also perform strongly, providing alternative areas of sunlight for existing/proposed residents. The overall degree of impact is therefore considered to be acceptable.

Summary

107. Overall, while there are a number of windows and a small portion of open space which do not achieve BRE guidelines, the scheme provides a generally high compliance with BRE guidance as a whole, and these results are considered to be acceptable given the context of the proposal that is an infill to a relatively dense urban area, located close on the edge of a town centre. It is also worth setting out that the NPPF highlights a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.

108. While the assessment identifies some transgressions against BRE guidance for daylight and sunlight to neighbouring properties, these are limited in extent and primarily affect secondary windows rather than main habitable rooms. The breaches arise from the constraints of the urban context and the need to optimise housing delivery on a site allocated for growth. The overall design has sought to minimise harm through careful massing and articulation, and the majority of affected rooms retain levels of light that are considered reasonable for an urban setting. In line with the flexible approach advocated by the NPPF and Brent SPD1, and having regard to the significant public benefits of the scheme including the delivery of new homes and improved site efficiency. The impacts are considered acceptable on balance.

109. Furthermore, it is noted that a number of the windows are currently compromised by existing projecting balconies and overhangs. The features already restrict daylight and sunlight, so any new obstruction causes a proportionately larger reduction.

110. The overall benefits of the development which seeks to optimise the use of this existing estate, including the delivery of 61 new social rented units, would outweigh the limited harm identified above.

Quality of Accommodation

111. Policy D6 of London Plan sets out that housing developments should be of high quality design and provide adequately sized rooms with comfortable and function layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Part (c) highlights that housing

developments should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.

112. Part F of Policy D6 sets out that housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.
- 1) Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.
 - 2) A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.
 - 3) A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.
 - 4) A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m.
 - 5) Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).
 - 6) Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.
 - 7) A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.
 - 8) The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.
113. All of the proposed dwellings within the development would meet or exceed the minimum space standards set in policy D6, with bedroom sizes meeting or exceeding the minimum 7.5 sqm for a single bedroom and 11.5 sqm for a double bedroom. The homes would all achieve a minimum ceiling height of 2.5 m for at least 75% of the gross internal area of each dwelling. 95% of the homes proposed would be dual aspect. The single aspect units would be located within floors 1-3 of Block D and would be south facing, which is a positive in terms of daylight and sunlight. While overheating could be a concern, the application has been accompanied by an Energy and Overheating Statement, which sets out the measures proposed to ensure overheating does not occur. This is set out in more detail within the 'Sustainability' section of this report. The overall layout of the residential development proposed is considered acceptable in this regard.
114. The proposed development delivers a good standard of residential quality in line with Policy BH13 of the Brent Local Plan, the London Plan's Housing Quality Standards, and Brent's Residential Amenity Space and Place Quality SPD. All units meet or exceed the nationally described space standards, with layouts that provide functional, well-proportioned rooms and adequate storage. Dual aspect provision and appropriate floor-to-ceiling heights ensure good levels of daylight and ventilation, while private and communal amenity spaces contribute to residents' health and wellbeing. Although there is a minor shortfall in private outdoor space for some units, this is mitigated by high-quality communal areas and proximity to public open space. On balance, the scheme achieves a good standard of living conditions and is considered acceptable.

Residential Daylight and Sunlight

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

116. The updated 2022 BRE 209 guidance provides two methodologies for assessing the internal daylight amenity to new residential properties. These assessment methods are known as 'Daylight Illuminance' or 'Daylight Factor'. A daylight and sunlight report was submitted with the application. For the purpose of this assessment, the applicant has used the daylight factor method, which is a ratio between internal and external illuminance expressed as a percentage.
117. The UK National Annex gives specific minimum recommendations for habitable rooms in dwellings in the United Kingdom. These are intended for 'hard to light' dwellings, for example in basements or with significant external obstructions or with tall trees outside, or for existing buildings being refurbished or converted into dwellings. The National Annex, therefore, provides the UK guidance on minimum daylight provision in all UK dwellings.
- The UK National Annex gives illuminance recommendations of:
118. 100 lux in bedrooms,
- 150 lux in living rooms and
 - 200 lux in kitchens.
- These are the median illuminances, to be exceeded over at least 50% of the assessment points in the room for at least half of the daylight hours.
- Non-daylit internal kitchens should be avoided wherever possible, especially if the kitchen is used as a dining area too. Daylight levels in kitchen areas should be checked. If the layout means that a small internal kitchen is inevitable, it should be directly linked to a well daylit room.
119. The illuminance method daylight results show that 144 of the 184 rooms assessed (78%) meet the suggested median lux levels for their room use.
120. Where rooms fall short, they are generally located within areas served by inset balconies which limit the available daylight reaching the fenestration. This is commonly the case for high density schemes, where the provision of private external amenity space that is accessed directly from a living space is a critical requirement in order to ensure that flats have an appropriate quality and quantity of external space. It is considered that the provision of this external space for each flat outweighs the harm associated with the reduction in daylight that typically does result from this provision.
121. Additionally, the contour data provided shows that the design of the units prioritised the main living areas to be located closer to the windows in order to enjoy higher daylight levels, whilst most likely the kitchen spaces would benefit from additional task lighting.
122. With regard to direct sunlight levels which are more orientation specific, based on the BRE guidelines the target is to have at least one habitable room, preferably a main living room, to achieve at least 1.5 hours of direct sunlight on March 21st. In the case of the proposed development, 53 of the 61 units would have a habitable room receiving a total of at least 1.5 hours of sunlight on 21 March, whilst 52 of the 61 units have at least one habitable room window facing within 90 degrees of due south and 43 units have a living room window facing within 90 degrees of due south. Generally, a very high proportion of the units meet this criterion and given the constraints of the site, it is considered that the design maximises sunlight availability, as far as practically possible, and that the BRE exposure to sunlight recommendations for groups of dwellings have been met.
123. In relation to the sunlight quality to the proposed amenity areas, the BRE guide recommends that, for an open space to appear adequately lit throughout the year, at least 50% of its area should receive two hours of sunlight on 21 March. Contour drawings have been provided to show the overshadowing to the gardens to Terrace A. This indicates that 69% or more of the area of each ground floor private amenity space would receive at least two hours of sunlight on 21 March. This would exceed the BRE recommendation of at least 50%.
124. Overall, the assessment of the light for the future occupants demonstrates an acceptable level of adherence to the daylight assessment, whilst also demonstrating a good level of sunlight will be achieved.

Accessibility

125. Policy D7 requires at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user

dwelling' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

126. The plans provided identify that 6 of the dwellings proposed would provide an M4(3) level fit out in accordance with Policy D7. These would be distributed amongst the different unit sizes and would include a 3-bedroom accessible dwelling within Block E. They would also be dispersed throughout the various blocks proposed to provide a range of locations. Due to the lack of lifts within the development, owing to the relatively low-rise nature of the development, all M4(3) units would be located at ground floor which is accepted. 45 of the remaining units would provide an M4(2) fit out in accordance with policy. The submission does note however that 10 units across the development would need to provide an M(1) fit out, due to some of the blocks not having a lift. Officers note the high on-going service charges of lift provision, and in smaller schemes this from a policy perspective can be considered acceptable as provided by the exception in Para 3.7.6 of the London Plan. A condition is recommended to secure details of the accessible units.

Privacy

127. Given the orientation between the proposed units, no harmful overlooking would occur between new homes within the development. The impact on the existing dwellings within the application site is set out in more detail above.

External Amenity Space

128. Policy BH13 sets out that all new dwellings will be required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This is normally expected to be 50sqm per home for family housing (3 bedrooms or more) situated at ground floor level and 20 sqm for all other housing.
129. Policy D6 of London Plan sets out that a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.
130. The policy highlights that new developments should provide private amenity space to all dwellings, accessible from a main living room without level changes and planned to take maximum advantage of daylight and sunlight. Where sufficient private amenity space cannot be achieved individually for each dwelling to meet the full requirement of the policy, the remainder should be supplied in the form of communal amenity space.
131. In line with Policy BH13, the scheme would be required to provide a total of 1,490sqm private external amenity space for the new residents (50sqm per ground floor family sized unit, 20sqm per all other units). 8 of the 15 the family sized homes would be located within Terrace A's maisonettes where each of these units would benefit from a rear garden that would fall marginally short of the 50sqm required. The other ground floor units across the development would benefit from external terrace areas facing onto the public realm within the site. To ensure an appropriate sense of privacy, boundary hedges are proposed to the edge of each of these spaces, which is considered to be a positive move in maintaining openness, while preserving privacy. To ensure these objectives are sufficiently met, further details of boundary treatment would be secured by condition. Otherwise, all upper floor units would have access to a private balcony that meets or exceeds London Plan Policy D6 standards for private external amenity space.
132. Notwithstanding the above, there would be a shortfall against policy of private external amenity space for new residents of 662.3sqm. Where sufficient private amenity space cannot be achieved individually, policy sets out that the remainder should be supplied in the form of communal amenity space. It is also noted that due to the age of the existing flats on site, private external amenity space for existing residents is relatively limited, and existing residents are also likely to seek use of communal space on site.
133. The site as existing contains large quantities of open green space around the existing buildings and garages, which the applicant sets out are used for communal amenity purposes. However, the quality of these spaces is relatively poor, with little to no provision of play equipment, areas for social activity, etc.

Following the introduction of the new dwellings, approximately 6,439sqm of open space (excluding roads, car parking and paths) would remain within the site. In quantitative terms, Officers acknowledge that this provision is sufficient to offset the identified shortfall in private amenity space for future

residents. However, to ensure that this space is genuinely usable and meets the needs of both existing and new occupiers, the scheme incorporates a series of enhancements. These include a new purpose-built play area located between Curie House and Davy House, additional 'Play on the Way' equipment along the proposed pedestrian route linking Chalkhill Road to Terrace A and Curie House, and communal allotments positioned to the south of Block E. Further play facilities would also be introduced within the open space east of Faraday House. Collectively, these measures will improve functionality, encourage social interaction, and deliver high-quality communal amenity in accordance with Policy BH13 of the Brent Local Plan and the Residential Amenity Space and Place Quality SPD.

134. To ensure that the communal amenity space on site is of an appropriate quality for both future and existing residents, an Amenity Space Quality Statement, in accordance with Brent's Residential Extensions and Alterations SPD, has been submitted. This sets out how the development would respond to the specific user needs of the building, and measures the development against specific health and wellbeing, community and belonging, vibrant and inclusive and sustainability objectives. Upon review of this document in line with Section 8.3 of the Amenity Space SPD, the proposed development would achieve a score of 'Satisfactory'. The submission demonstrates a design response that has met the baseline requirement for high quality design and quality of life. The approach to design quality outcomes, relevant policy and best practice context is explored, demonstrating a design concept that is considered acceptable.
135. While the proposal results in a shortfall of private amenity space against the standards set out in Policy BH13 of the Brent Local Plan and the Residential Amenity Space and Place Quality SPD, this is considered acceptable on balance. The scheme delivers significant qualitative improvements to the existing communal open space within the estate, ensuring that the remaining 6,439sqm is of a sufficient type, size, and usability to meet the needs of both existing and future residents. Enhancements include new purpose-built play areas, 'Play on the Way' features, communal allotments, and additional recreational facilities, which will improve functionality, accessibility, and social interaction. These measures not only mitigate the shortfall for new residents but also provide a clear benefit to existing occupiers, aligning with the SPD's emphasis on high-quality, inclusive spaces that promote health and wellbeing. When weighed against these improvements and the wider public benefits of the development, the under-provision of private amenity space is considered acceptable.

Play Space

136. London Plan Policy S4 requires development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. Further detail is provided in the Mayor's 'Shaping Neighbourhoods: Play and Information Recreation' Supplementary Planning Guidance (SPG), which sets a benchmark of 10sqm of usable child place space to be provided per child and makes clear that playspace must not be segregated by tenure.
137. The child yield of the development is projected as a total of 58 children requiring the need for a total of 581sqm of playspace. This is further broken down as follows:
138. 24.2 children aged 0-4 (242sqm of playspace needed)
- 19.2 children aged 5-11 (192sqm of playspace needed)
 - 14.7 children aged 12+ (147sqm of playspace needed)
- Play provision would be set across three areas on site. This would include the Central play area (380sqm), the Play on the Way equipment to the south of the site (194sqm) and further play equipment located to the east of Faraday House (102sqm). In total, this would comprise 676sqm of playspace, exceeding the policy requirement of 581sqm set out above.
139. In terms of provision, the Multi-generation Play Space would comprise the main area of play on site. This would include facilities such as nest swings and tower structure play for ages 2+, a basketball court for ages 3+ and outdoor fitness equipment for ages 13+. The Play on the Way and Faraday House spaces would include tree logs, balancing beams and posts for ages 3+. Overall, the range of provision is considered acceptable and would suitably meet the needs of future children on-site, while also providing improved facilities for existing residents.

Transport and Highway Considerations

Car Parking

140. 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.
141. Policy BT2 highlights that additional parking provision should not have negative impacts on existing parking, highways, other forms of movement or the environment. The removal of surplus parking spaces will be encouraged. Development will be supported where it does not:
- a) add to on-street parking demand where on-street parking spaces cannot meet existing demand such as on heavily parked streets, or otherwise harm existing on street parking conditions;
 - b) require detrimental amendment to existing or proposed CPZs. In areas with CPZs access to on-street parking permits for future development occupiers other than for disabled blue badge holders will be removed or limited;
 - c) create a shortfall of public car parking, operational business parking or residents' parking;
142. For the existing residential properties on the estate the maximum car parking allowance would be between 96 and 128 spaces, depending on the proportion of 1-/2-bed flats and 3+bed flats. The existing provision of 38 on-street and hardstanding spaces and 105 garages would exceed maximum allowances either way. It should also be noted that there are a further five existing on-street parking spaces marked in bays along Kingsgate, six along Havenwood and twelve spaces along Chalkhill Road fronting the site that have not been marked on the drawings.
143. A Transport Statement has been submitted with the application, which considers parking further. This includes updated overnight parking surveys at Appendices D and E that were undertaken in December 2023. These identified 60-72 cars parked along the lengths of Havenwood and Kingsgate and in the adjoining car parks/garage courts. This significantly exceeds the technical capacity of 53 spaces, due to parking in front of garages, on footways and garage access roads or on double yellow lines. As such, Kingsgate and Havenwood are noted as being fully parked at night at the present time. The parking bays along the lengths of Chalkhill Road adjoining the site were also noted as being fully parked.
144. The Transport Statement has also examined 2011 Census data for the local ward, but this is not considered to be up-to-date or sufficiently localised to provide reliable results. Brent's officers have therefore examined more recent data from the 2021 Census for the immediate output areas (three different areas cover this site). This shows car ownership for flats in the immediate area averaging between 0.43-0.69 cars/flat, with a weighted average of 0.616 cars/flat. This would translate to approximately 79 cars for the 128 existing flats within the application site, which broadly corresponds to the levels of parking identified in the parking surveys.
145. The applicant has advised that only 18 of the 105 existing garages are used for car parking, with 60 being unoccupied and 27 used for general storage, so the loss of the garages is not considered likely to result in a huge displacement of parking onto these streets. However, the 14-space car park adjoining Curie House that would be lost to Block D would displace a significant amount of parking onto surrounding streets. To address this displacement, the proposals include extensions to perpendicular parking bays along the eastern sides of both Havenwood and Kingsgate, utilising lengths of soft landscaping flanking Curie House, Einstein House and 65 Chalkhill Road. This would increase the total number of perpendicular bays in these streets from 10 to 28, which would help to compensate for the loss of off-street parking in these streets.
146. Adding the new perpendicular spaces to the existing on-street parking bays along the streets fronting the site (incl. Chalkhill Road) and the 20-space car park retained at the northern end of Havenwood would give a total capacity of 74 spaces. This is broadly sufficient to meet the existing estimated demand for 79 spaces and there may be scope for existing residents to make use of some of the numerous parking bays along the southern side of Chalkhill Road opposite the site (which they may already do). It is therefore concluded that the proposal would displace parking onto existing heavily parked streets, but that the additional parking bays would largely (although not entirely) absorb this displacement.
147. The 61 proposed new flats would increase the car parking allowance by 49 spaces and likely parking demand by 38 spaces. Given the above conclusions regarding the lack of spare parking capacity in the area to safely absorb any additional parking demand, mitigation is required to cap car ownership

amongst new residents. In this respect, the site is located within the Wembley Stadium Event Day Parking Zone (CPZ), so permits to park on Stadium event days can be withheld from new residents, with this restriction communicated through the lease and tenancy agreements. Such an agreement would be secured within the Section 106 (S106) Agreement. For this to be fully effective though, a more regular CPZ would need to be in place and a financial contribution of £30,000 towards the introduction of a CPZ into the Chalkhill area is also required in order to support the development. This contribution would also be secured via the S106 Agreement to be paid prior to the material start of the development.

148. Twenty of the proposed car parking spaces would be located in the parking court served from the northern end of Havenwood. These are not within the public highway, so clarity on how parking spaces would be allocated to residents is sought through a Car Park Management Plan (to be secured by condition) and it is essential that measures are taken to ensure these are not available for use by residents of the proposed new blocks.
149. Any Blue Badge holding residents would be exempt from a car-free agreement, so they would still be able to purchase permits to park on-street. The proposed car parking layouts include a total of six marked disabled bays to provide dedicated parking space for Blue Badge holders. This level of provision is sufficient to meet the London Plan requirement of a space for 3% of dwelling for both the existing and new flats.
150. It is noted that four Electric Vehicle Charging Bays are proposed to be located within the parking court and these are welcomed. The remainder of the bays would be provided with passive provision and these spaces would be secured by condition.

Cycling

151. 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. The relevant standards are set out below:

Use Class		Long-stay (e.g. for residents)	Short-stay (e.g. for visitors)
C3-C4 LSPBSL	Dwellings (all)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2-person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

152. 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.
153. 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.
154. The 61 new flats would require a minimum of 113 long-stay cycle parking spaces and 4 short-stay spaces. The long-stay requirements for each new block are as follows:

Block A	28 spaces
Block B	12 spaces
Block C	19 spaces

Block D	32 spaces
Block E	24 spaces

155. The plans provided identify suitable provision within ground floor storerooms in Blocks B-E on a mixture of two-tier and 'Sheffield' stands. The terrace of eight houses in Block A would have individual bike lockers within their amenity space, whilst the upper floor flats would be provided with a shared 12-space store at the eastern end of the block.
156. A further 18 external 'Sheffield' stands are also proposed across the development for visitors, providing 36 spaces to more than meet short-stay requirements and thus provide some surplus parking for the existing flats too.
157. It is also noted that the garages on site, which would be demolished, provide informal bicycle storage for existing residents. To address this displacement, a condition would be included with any consent requiring the applicant to also provide existing residents access to the proposed bicycle stores.

Refuse

158. Policy D6 of London Plan highlights the need for housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste. This is reinforced within policy DMP1 that highlights the need for developments to provide high levels of internal and external amenity and does not unacceptably increase exposure to smells and waste.
159. Brent's "Waste and Recycling Storage and Collection Guidance for Residential Properties" sets out the following requirements:

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

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

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

- The proposed development would require the following:

Block A	4 Eurobins 4 Wheeled bins
Block B	7 Wheeled bins
Block C	2 Eurobins 1 Wheeled bin
Block D	4 Eurobins 2 Wheeled bins
Block E	2 Eurobins 6 Wheeled bins

- Internal bin stores are proposed to the front of Blocks C, D and E, providing appropriate storage capacity in easy-to-access locations.

163. Proposed storage for Block A would comprises 8 Eurobins – four at each end of the terrace. This is significantly more storage than needed to meet requirements. However, the bins at the eastern end of the block would not be accessible to refuse vehicles, so bins would need to be moved to the western end on collection days by a management team and this has been acknowledged by the applicant.

164. The storage for Block B is external to the building and is located approximately 20m from the turning

head of The Drive. This is beyond the maximum acceptable drag distance of 10m for Eurobins, so movement of the bins would be required ahead of collection. To this end, a Refuse Management Plan would be secured by condition. This shall include details of bin movement, and measures provided to ensure minimal disruption to the amenities of residents on site.

165. A total of 31 x 1,100l bins are proposed for the site based on the Council's existing refuse capacity requirements it would be expected that both existing and proposed number of bedrooms would be 284. It is noted that the proposal includes 123 bedrooms, however it is likely that the existing 128 flats have more than 150 bedrooms in total. Notwithstanding this, there is evidence to indicate that the level of refuse storage available to existing residents as result of the proposals would be similar to its current level with the proposed flats meeting their minimum refuse capacity requirements and together with an improved appearance of refuse storage this would be acceptable.
166. Tracking diagrams have been submitted to show that refuse vehicles are able to access all parts of the site and turn at the end of Havenwood and Kingsgate, using the existing turning heads. The turning stub at the end of Kingsgate (which currently acts as the entrance to the car park) would be narrowed from 7.5m to 4.8m, with a 1.3m-1.65m wide footway along the rear of the turning head.
167. A clear 2m wide footway would be provided around the turning head, while the substation doors proposed would open inwards in line with Section 153 of the Highways Act. The wider highway works proposed have been agreed with Brent's Highways department in principle and would be developed further as part of the S38/278 agreement secured as part of the S106 Agreement.

Emergency Access

168. The turning heads at the ends of Havenwood and Kingsgate have also been tracked for fire appliances and are acceptable, as such vehicles are smaller than refuse vehicles.
169. However, the eastern end of terrace Block A (as well as the eastern end of Curie House) are both well beyond the maximum fire hose distance of 45m. In the case of Curie House, this is an issue that has arisen due to the loss of the car park on Plot D, which currently allows access to the eastern end of the block. To address this, the plans propose to upgrade an existing gated emergency access route along the southern side of Curie House to serve the block and Terrace A. No turning head would be provided, so fire appliances would need to reverse into the route. A dry riser system is also proposed to be installed. The London Fire Brigade have been notified of this arrangement and raised no objection.

Trip Generation

170. The Transport Assessment submitted with the application includes predicted trip analysis. This used comparison sites (affordable housing developments in London) to produce trip rates. Based on this assessment, the 61 proposed flats are estimated to generate 5 arrivals/63 departures in the morning peak hour (8-9am) and 22 arrivals/11 departures in the evening peak hour (5-6pm). Of these, 4 arrivals/13 departures in the morning peak hour and 5 arrivals/3 departures in the evening peak hour would be by vehicle drivers. These totals are not considered significant enough to have a noticeable impact on highway capacity in the area.
171. Furthermore, a 'car-free' agreement and CPZ contribution as secured within the S106 Agreement would restrain car use and ownership would push people onto other modes of transport. The Transport Assessment has therefore considered the impact if trips are reallocated to other modes.
172. In terms of public transport, 35 additional trips are estimated in the morning peak hour and 11 trips in the afternoon peak hour. The development is not large enough to be referred to the London Mayor and Transport for London for assessment. Nevertheless, as the number of additional passengers amounts to less than one person per bus/train passing through the area, the impact on public transport services is not considered to be significant.

Travel Plan

173. A Travel Plan has been submitted with the application to apply to the whole estate, which is welcomed. Whilst the whole site is not defined, it is assumed to include the 128 existing flats within the application site boundary. The Travel Plan uses 2011 Census data to determine the existing baseline modal split, with 37% of trips to work assumed to currently be by car.

174. The Travel Plan includes targets, but they are not specific or time bound. The principal target should always be a specific target for reducing car use over a period of time, with targets for increasing the use of other modes helping to identify where measures should be targeted. Targets need to be set for three years and five years after occupation to assess progress and these may be set separately for the existing and new flats, or as an overall average across the site.
175. The Travel Plan does not commit to any measures, aside from providing the bicycle parking that would be required anyway. Key elements that are missing include the management of the car parking spaces within the site and the consideration of the benefits of a Car Club and whether one could be attracted to the site. The other measures that are listed as being considered relate to the provision of information on travel alternatives, so would have only a limited material impact. The Travel Plan is also non-committal with regard to future monitoring. It does indicate that targets would be reviewed every other year as is standard practice, but this requires the setting of targets in the first place, as outlined above.
176. On this basis, the submission and approval of a revised Travel Plan would be required as an obligation within the S106 Agreement to incorporate the above measures.

Healthy Streets

177. Policy T2 of the London Plan sets out that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Proposals should:
178. Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;
179. Reduce the dominance of vehicles on London's streets whether stationary or moving;
- a) Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.
- b) An Active Travel Zone Assessment was submitted with the application which identifies routes to three destinations:
- c) Preston Manor High School (via Forty Lane and Forty Avenue)
180. Wembley Park Station (via Chalkhill Road and Bridge Road)
- i) Neasden Lane Post Office (via The Drive and Blackbird Hill)
- ii) These routes also pass other trip generators such as Asda and Lidl supermarkets and ARK Academy Secondary School, so are considered appropriate.
- iii) The assessments were carried out for the daytime and after dark and identified a number of problems with regard to car-dominated roads (resulting in noisy and polluted places to walk), crowded footways and lack of natural surveillance. However, whilst the route assessments scored poorly on these points, no recommended measures to address these concerns and as such, the assessment is considered to be incomplete.
181. Nevertheless, one particular area of note is the double mini-roundabout junction of Forty Lane/Blackbird Hill/Salmon Street/Tudor Gardens, which is notoriously difficult and unsafe for pedestrians to negotiate. This junction lies along route 3 of the assessment and is within 300m of the site, whilst also being en-route to the nearest bus stop on route 302. The Council has aspirations to improve the Healthy Streets rating of the junction and has commissioned a study into signalling the junction with the introduction of pedestrian crossing facilities. However, there is insufficient funding available to progress with implementation of the scheme, so funding is therefore being sought from nearby developments in the area. To remain consistent with the sums secured from other sites, a sum of £60,578.50 would be secured via S106 Agreement.
182. No Healthy Streets Assessment was undertaken for routes within the site, but the proposed site layout does introduce some new pedestrian footpaths across the strip of open space behind Curie House and Davy House, so that new play facilities in the area and the off-street car park are well linked to the housing blocks. These new footpaths are welcomed and would help to improve the pedestrian permeability of the estate and the segregation between vehicles and pedestrians.
183. It should be noted though that proposed Block D severs a pedestrian link between Havenwood and Kingsgate along the southern side of Curie House, which would also improve pedestrian access to Terrace Block A. This pedestrian route is not defined as a formal public right of way, but may have

acquired right of way status if it has been open for continuous uninterrupted use for 20 years. If this is the case, then the footpath may need to be formally stopped up before Block D is able to be built. An informative would be included to this effect.

Servicing

184. The applicant has submitted a Delivery and Servicing Plan which includes an assessment of service vehicle trip generation for the 61 proposed homes. This suggests that the development would generate 19 deliveries per day (although some may be in vehicles already serving the other flats in the estate). The majority of the deliveries would be by vans and these would be expected to be able to be accommodated without significant concerns. As a residential development, the applicant's ability to influence delivery impacts is limited in any case.

Construction Logistics

185. The application has been accompanied by an outline Construction Logistics Plan (CLP). This includes proposed vehicle routing to the site, which is reasonable. It includes a prediction that each block would generate around 7 construction vehicle trips per day although it is not clear if the construction phasing would involve construction of all blocks simultaneously, or in a sequence.
186. Otherwise, Appendix A only details the stages up to construction, rather than providing any detail on the overall construction timetable. It also provides limited details on construction site compound layouts and whether these could accommodate the predicted 7 vehicles per day to each site. The remainder of the CLP has broad principles, but with little commitment. To clarify, the Local Planning Authority would require wheel washing facilities, a commitment to only allowing construction vehicles to access and egress the site between the hours of 9.30am to 3pm and to not allow construction deliveries on Wembley Stadium event days within four hours of an event. On this basis, the submission and approval of a full CLP would be conditioned as part of any consent.

Green Infrastructure

Trees

187. 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.
188. 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.
189. The Tree Survey submitted identifies 69 trees existing trees on site. Of these, 14 individual trees and 4 groups of trees are protected by a Tree Preservation Order (TPO).
190. The application has been accompanied by an Arboricultural Impact Assessment, Method Statement and Tree Protection Plan. Of the 69 existing trees, 10 would be removed to accommodate the proposed development. These comprise 8 Category C trees (trees of low quality) and 2 Category U trees (those in such a condition that they cannot be realistically retained). 1 of these trees (T78 Ash Tree) is protected by Tree Preservation Order, but is noted to comprise dead wood in its lower crown and has a severe lean towards the proposed Block E. The removal of this tree protected by TPO has been agreed by Brent's Tree Officer, noting its current condition.
191. 51 new trees are proposed on site as part of the development, which would have a total canopy cover of 93.5sqm (21x trees with a 1.2m diameter canopy and 29x trees with a 1.75m diameter canopy). While only 10 trees would be removed to accommodate the proposed development, this would result in an overall canopy cover loss at the time of planting of 492.3sqm (trees to be removed with a canopy cover of 585.8sqm). On this basis, the applicant has undertaken a CAVAT assessment in line with Policy G7

of the London Plan to quantify the value of the trees to be removed and planted. This identifies a total value of £58,968.00 for the existing trees and £32,676 for the proposed trees. The financial difference of £26,292 would be secured as a financial contribution within the S106 Agreement to allow for tree planting elsewhere in the borough. The proposal would therefore be acceptable in terms of Policy BG12, as the financial contribution would be equivalent in value to the trees canopy cover lost. It should also be noted that the canopy cover, when the 51 new trees reach maturity, will be significantly greater than that of the 10 trees that will be lost.

192. In terms of the trees to be retained, adequate protection measures during construction have been agreed with the Council's Tree Officer and are set out within an amended Tree Protection Plan. Compliance with this document would be secured via condition.

Ecology

193. London Plan policy G6 highlights the need for Sites of Importance for Nature Conservation (SINCs) to be protected.
194. Where harm to a SINC is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:
- 1) avoid damaging the significant ecological features of the site
 - 2) minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site
 - 3) deliver off-site compensation of better biodiversity value.
195. Development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.
196. Policy BG11 (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.
197. The Preliminary Ecological Appraisal (PEA) dated August 2025, identifies that the habitats and land-use within the site comprises a mixture of grassland, scattered trees, multi-storey flats, garages, fencing, roads, and footpaths which are considered to provide a relatively low biodiversity value. The numerous buildings have been assessed as having moderate potential for roosting bats and given proximity to mature trees, gardens and within the wider landscape Welsh Harp and Fryent Country Park, officers considers this to be a valid assessment. Further surveys are recommended to ensure legislation is adhered too and these have been agreed to be undertaken post determination and via condition given the low species/numbers of bats likely to be present. If bats are found to be roosting in any building, mitigation will need to be put in place, depending on the type of roost, species and numbers of bats. Based on the PEA, hedgehogs and breeding birds are the only other relevant species to be considered on site. Precautionary methods should be followed to protect nesting birds and hedgehogs during any habitat clearance works. This would be secured through a Construction Ecology Management Plan (CEMP) condition.
198. There are four statutory designated sites of national significance within 2km of the site boundary, comprising Fryent Country Park (LNR), Brent Reservoir / Welsh Harp (LNR), Brent Reservoir (SSSI), and Mason Fields (LNR). The report provided confirms that there would be no impact on these given that they are at least c.615 m from the survey area and are spatially separated by a predominantly urban environment comprising hard standing and built-up residential settlements with no hydrological links.
199. There are a total of nine non-statutory designated sites within 1 km of the site boundary, all of which are Sites of Importance for Nature Conservation (SINC), with the nearest one being Quainton Street Open Space approximately 230m south of the development. Given the build-up nature of the intervening landscape, the development has no likely impact pathway to the designated site and would therefore have no impact on it. The assessment provided confirms that the development would also not affect any of the other SINCs due to their distance from application site and the absence of impact pathways. This is therefore in line with the London plan and policy BG11 of the Local Plan.
200. The inclusion of green roofs on all the new blocks and areas of meadow and community garden proposed would help to improve habitats within the site. The PEA also indicates that habitat enhancements could include irregular mowing of grassland, planting of native scrub, creating hibernacula using deadwood, and installing artificial roost/nest boxes for bats and birds which would

further enhance the biodiversity value of the site. These enhancement measures would be secured by condition.

Biodiversity Net Gain

201. 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.

202. 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.

203. The application has been accompanied by a Biodiversity Metric, which outlines that the development would deliver the mandatory 10% net gain in biodiversity entirely on site. This is based upon the following metrics:

Habitat Units Baseline	Habitat Units Proposed Development	Habitat Units Net Change	Habitat Units Net Gain (%)	Trading Rules Met?
2.37	3.32	0.94	39.75%	Yes

204. The proposed development would enhance the biodiversity of the site by introducing neutral and modified grassland, new trees and green roofs to all new buildings. The proposal also seek to retain existing hedges and improve the existing amenity lawn and grass verges with planting. As a result, a net gain of 39.7% in biodiversity would be achieved through the site, which would be a surplus to the TCPA requirements. A habitat monitoring fee of £29,081 would be secured as part of the s106 agreement, as well as the submission of a Habitat Maintenance and Management Plan to ensure appropriate management for a minimum 30 year period for Significant Enhancement Habitats (green roofs, retained and proposed trees and other neutral grassland).

205. The proposed development is considered to comply with Policy G6 of the London Plan and Local Plan Policy BG11. Conditions would be imposed to ensure that details of the landscaping and biodiversity enhancements are secured, and therefore a net gain BNG is achieved.

Urban Greening

206. Policy G5 highlights the need for an urban greening factor score of 0.4 to be achieved on predominantly residential developments.

207. The application has been accompanied by a Landscape Statement which indicates that the proposed landscaping strategy is expected to achieve an Urban Greening Factor of 0.43 and would therefore have a positive impact on the environment in accordance with Policy G5 of the London Plan and Policy BG11 of the Local Plan.

Sustainability

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

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

209. 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.
210. Policy SI2 sets out that a minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:
- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
 - 2) off-site provided that an alternative proposal is identified and delivery is certain.
211. An Energy & Overheating Statement has been submitted with the application stipulating that A 'Lean, Clean, Green' approach has been adopted and the development achieves an improvement in savings from energy demand reduction at 23% at the 'Be Lean' stage and an overall improvement in regulated emissions at 65% above Part L 2021 standard, through the adoption of high standards of insulation, mechanical ventilation for each residential block, energy efficient lighting and air source heat pumps. The remainder of the carbon off setting would need to be secured as a payment in lieu. Such details would be secured within the Section 106 Agreement to any forthcoming consent, and the application is acceptable on this basis.
212. With regard to overheating, the assessment sets out that the following design measures have been included:
- Mechanical ventilation (balanced with heat recovery)
213. Tempered Fresh Air System
214. As a summary, the overheating calculations listed in the appended overheating report are showing that 100% of the assessed dwellings are meeting the Chartered Institution of Building Services Engineers (CIBSE) TM59: 2017 requirements.

Environmental Considerations

- 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

215. 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.
216. The application site is not located within a Growth or Air Quality Focus Area. In this regard, the proposal would need to be Air Quality Neutral. It is however located within an Air Quality Management Area. The application has been accompanied by an Air Quality Assessment, by Cass Allen.
217. The information submitted has considered the suitability of the site for introducing new residential occupants. The impact of construction activity associated with the development has been identified as Medium Risk and Low Risk of dust soiling and health effect. Suitable best practice mitigation measures for the relevant activities' risk levels have been recommended and have been detailed in Appendix 5 of the report, including the location of machinery and dust causing activities away from receptors or erecting solid barriers/screens around dusty activities. No significant residual air quality impacts are expected from construction with these mitigation measures being implemented, which would be secured by condition. With regard to construction traffic, the reports confirms that construction phase flows are not expected result in significant residual effects.
218. With regard to occupation, the assessment conducted indicates that the modelled predicted pollutant concentration at the proposed development in 2026 would fall well below the relevant annual Air Quality Objectives for all of the proposed ten receptors locations. The site is therefore considered to be suitable for the proposed use, without the need for additional mitigation measures.
219. In addition, the application has been accompanied by an Air Quality Neutral Assessment (AQN) which

indicates that the proposed development would not include significant new combustion sources for heat/power purposes. As a result, the development would be air quality neutral in relation to building emissions. With regard to transport emissions, the AQN assessment undertaken for traffic generation indicates that the total 11,315 yearly trips predicted fall substantially below the applicable benchmark of 27,267 trips. Therefore, no mitigation measures are required.

220. Officers in Environmental Health have reviewed the air quality information and have raised no objections subject to conditions relating to a Construction Method Statement and Non-Road Mobile Machinery.

Construction Noise and Dust

221. As noted above, the development is within an Air Quality Management Area and located close to other residential properties. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours.

222. In relation to these matters, it should be noted that although there is control through Environmental Health Legislation and planning cannot duplicate any controls that are available under other legislation. However, the council's regulatory services team have recommended a condition requiring a Construction Method Statement to be submitted for approval before works start. This will need to include management of dust through wheel washing and other mitigation measures such as noise restrictions.

223. A further standard condition is also attached requiring all non-road mobile machinery to meet low emission standards, as set out within the London Plan.

Lighting

224. The Landscape Statement provides details of a lighting Strategy within the site. This consists of retaining existing light columns around the access roads, parking areas and routes in front of the existing buildings. The new routes are proposed to be illuminated with 4m high pole top fittings with spacing to ensure a even spread of light, appropriate with existing levels. Bollard lighting is proposed for residential amenity areas and communal gardens. The additional lighting proposed within the site would enhance natural surveillance and help prevent antisocial behaviour.

225. A condition is recommended to be attached requiring further details of lighting levels within the site, and details of luminance levels at the nearest residential windows.

Flooding

226. 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.

227. 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. A Flood Risk Assessment, Drainage Strategy and Foul Sewage Statement has been submitted with the application. The application site is located within Flood Zone 1, and as such has an annual probability of fluvial (river) flooding of less than 1 in 1000 (0.1). There is also a very low risk of pluvial (tidal) and negligible risk of groundwater flooding. On this basis, no mitigation measures are required.

Sustainable Drainage

229. 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.

230. Proposals that would fail to make adequate provision for the control and reduction of surface water run-off will be refused.
231. Proposals for minor developments, householder development, and conversions should make use of sustainable drainage measures wherever feasible and must ensure separation of surface and foul water systems.
232. The proposed drainage strategy has been designed to achieve a discharge rate equal to 2 L/s per development block, equating to a site wide discharge rate of 10 L/s. This equates to a 95% improvement on the existing Brownfield Rate. The Greenfield Rate for the site is 24.55 l/s, and the proposed development would provide an improvement on this thereby exceeding the expectations set out within Policy BSUI4.
233. The SuDS strategy proposed to achieve these rates clearly demonstrates compliance with the drainage hierarchy, incorporating attenuation basins, swales, rain gardens and permeable/porous paving. While no confirmation has been provided the surface and foul water would be separated, this would be required at Building Control stage. A SuDS maintenance schedule has been provided to ensure that the sustainable drainage measures would be managed and maintained for the lifetime of the development by an appropriate managing body. It is considered that the sustainable drainage measures are acceptable and in accordance with policy BSUI4. Such details are recommended to be conditioned to any forthcoming consent. The LLFA is satisfied with the findings of the drainage report.
234. Thames Water were consulted during the course of the application and confirmed that they would have no objections in relation to surface water drainage based on the information provided. They have also raised no objection with regard to the impact of development on foul water network. The proposed development be located within 15m of Thames Water assets and further information regarding piling would be required condition.

Fire Safety

235. 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.
236. The statement should detail how the development proposal will function in terms of:
- 1) the building's construction: methods, products and materials used, including manufacturers' details
 - 2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
 - 3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
 - 4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
 - 5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
 - 6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.
237. It is considered that the submitted fire statement sufficiently addresses the matters set out within policy D12b of London Plan. It should also be noted that the development would still be subject to building regulations where a detailed assessment of fire safety would be carried out.

Employment and Training

238. 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.
239. A commitment to submit an 'Employment and Training Plan' to the Council for its approval prior to the

material start of the development would be secured by way of a Section 106 obligation. This obligation is required of all major development schemes within the borough which comprise of 50 or more dwellings or at least 5,000sqm of floor space.

240. As set out in Brent's Planning Obligations SPD (2022), the obligations in this respect require that 1 construction job (for a minimum period of 26 weeks) for an unemployed Brent resident is secured per ten C3 homes delivered and per each 500sqm of commercial floorspace delivered, and that 50% of those jobs should be secured as apprenticeships for Brent residents, for a minimum period of 52 weeks. It also requires that a minimum of 20% of the operational phase jobs within commercial uses should be secured for Brent residents. The operational job requirements are set out in the Homes and Communities Agency Employment Density Guidance 3rd Edition (2015), requiring 1 operational job per 15-20sqm of commercial floorspace.
241. When applying these standards to the proposed development, it is projected that 6 construction jobs would need to be secured for unemployed residents, with at least half of these jobs being in the form of apprenticeships for Brent residents. In addition, reasonable endeavours must be used to secure a minimum of 20% of jobs, one operational, for Brent residents. Projected construction and operational phase jobs shall be set out in an accompanying Employment and Training Plan, secured via s106 agreement.
242. The SPD also sets out a requirement for financial contributions to deliver support fees for each of the Brent residents' jobs to be secured. This contribution would be £16,775.00 for the construction and operational jobs. This would also be secured within the Section 106 Agreement.
243. If the job targets are not met, an additional payment of £5,000 per the number of jobs below the target is to be secured to help secure other job opportunities for Brent residents. If the applicant fails to meet the job targets but can demonstrate that reasonable endeavours were undertaken to seek to meet the job targets, an increase in the base contributions would not be required. On the other hand, if the number of apprenticeship positions delivered for Brent residents exceeds the apprenticeship target, a reduction in the base contribution of £1,000 per additional apprenticeship would be applied.

Equalities

244. 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

245. The proposed development would result in the provision of a number of new homes (61 in total), with 100% of these being affordable (Social Rent). As the application would provide 100% of affordable housing, with an acceptable tenure split when considering the Policy H5 requirement for major residential development to deliver a threshold level of 35% affordable housing, no viability testing is required as part of the application submission. 1 in 4 of the homes would also be family sized which meets a specific Brent need as set out by Policy BH6.
246. The proposal would result in the provision of a high quality public realm, with routes and spaces proposed at ground level which are publicly accessible and represent a significant benefit of the scheme. The architectural quality of the buildings proposed is considered to be high, and the approach to building height, massing and composition is well considered.
247. The quality of the homes is considered to be good, with homes meeting internal space standards and other quality factors considered and discussed in this report. Whilst there would be a shortfall against the Council's targets for private external amenity space, this would be appropriately provided for through the delivery of improved open space and facilities on site. This would also include high-quality children's play space, as required by Policy S4 of the London Plan.
248. The proposal would result in some daylight, sunlight, privacy and outlook impacts, some of which would go beyond targets within BRE guidance and Brent's SPD1 document. However, the level of impact is not considered to be excessive given the nature of the infill development proposed, and the benefits of the scheme are considered to outweigh the harm.

249. The development would provide 18 additional car parking spaces on site to re-provide for the demolition of the existing garages, creating a total capacity of 74 spaces when considering the existing on-street bays along the site frontage. Brent's Highways department consider this sufficient to meet the estimated demand for 79 spaces from existing residents on site. A financial contribution of £30,000 would be secured to implement a Controlled Parking Zone in the area. In the meantime, existing residents would be unable to purchase a parking permit, which would be required for event day parking. Sufficient blue-badge provision would be provided as well as 4 active and 16 passive EVCPs.
250. The proposal is within an area of low risk to flooding. A surface water drainage strategy has been worked up to ensure that the proposal will result in a significant reduction in surface water runoff from the site.
251. The proposal is considered to accord with the development plan when read as a whole. There are some impacts that go beyond guidance levels (such as the light received by some properties). However, the benefits of the scheme are considered to significantly outweigh the harm. It is recommended that the planning committee resolve to grant permission subject to the stage 2 referral to the Mayor of London, the completion of a legal agreement as set out above and subject to the conditions listed below.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: **25/1069**

To: Mr Dominique Mirepoix
Jones Lang LaSalle
30 Warwick Street
London
W1B 5NH

I refer to your application dated **02/04/2025** proposing the following:

Demolition of existing garages and redevelopment of the site to provide 5x residential blocks (Use Class C3) and relocation of the existing substation, together with associated car parking, cycle storage, refuse storage, amenity space and landscaping.

and accompanied by plans or documents listed here:
Please refer to Condition 2.

at **Havenwood Garages opposite 1-9, Havenwood, Garages at Davy House, Einstein House, Faraday House, Car Parks next to Darwin House and Harvey House and Electricity Sub Station next to Currie House, Darwin House, Kingsgate, Wembley**

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: 02/12/2025

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 development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

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

47789_T REV 0	TOPOGRAPHIC SURVEY
HKG-BPTW-S01-00-DR-A-01000 REV C02	SITE LOCATION PLAN
HKG-BPTW-S01-00-DR-A-0101 REV C02	EXISTING SITE PLAN
HKG-BPTW-S01-00-DR-A-0104 REV C02	DEMOLITION PLAN
HKG-BPTW-S01-ZZ-DR-A-0141 REV C02	EXISTING ELEVATIONS - EINSTEIN AND
DARWIN HOUSE	
HKG-BPTW-S01-ZZ-DR-A-0142 REV C02	EXISTING ELEVATIONS - FARADAY
HOUSE AND GARAGES	
HKG-BPTW-S01-ZZ-DR-A-0143 REV C02	EXISTING ELEVATIONS - CURIE HOUSE
AND GARAGES	
HKG-BPTW-S01-ZZ-DR-A-0144 REV C02	EXISTING ELEVATIONS - DAVY HOUSE
AND GARAGES	
HKG-BPTW-T01-00-DR-A-1001 REV C03	TERRACE A - GROUND FLOOR PLAN
HKG-BPTW-T01-01-DR-A-1011 REV C02	TERRACE A - FIRST FLOOR PLAN
HKG-BPTW-T01-02-DR-A-1021 REV C02	TERRACE A - SECOND FLOOR PLAN
HKG-BPTW-T01-03-DR-A-1031 REV C02	TERRACE A - ROOF PLAN
HKG-BPTW-T01-ZZ-DR-A-2001 REV C05	TERRACE A - PROPOSED ELEVATIONS -
SHEET 1	
HKG-BPTW-T01-ZZ-DR-A-2011 REV C05	TERRACE A - PROPOSED ELEVATIONS -
SHEET 2	
HKG-BPTW-T01-ZZ-DR-A-2210 REV C02	TERRACE A - PROPOSED SECTIONS
HKG-BPTW-B01-00-DR-A-1002 REV C03	BLOCK B - GROUND FLOOR PLAN
HKG-BPTW-B01-ZZ-DR-A-1012 REV C02	BLOCK B - FIRST AND SECOND FLOOR
PLAN	
HKG-BPTW-B01-03-DR-A-1032 REV C02	BLOCK B - ROOF PLAN
HKG-BPTW-B01-ZZ-DR-A-2002 REV C05	BLOCK B - PROPOSED ELEVATIONS -
SHEET 1	
HKG-BPTW-B01-ZZ-DR-A-2012 REV C05	BLOCK B - PROPOSED ELEVATIONS -
SHEET 2	
HKG-BPTW-B01-ZZ-DR-A-2220 REV C02	BLOCK B - PROPOSED SECTIONS
HKG-BPTW-B02-00-DR-A-1003 REV C03	BLOCK C - GROUND FLOOR PLAN
HKG-BPTW-B02-ZZ-DR-A-1013 REV C02	BLOCK C - FIRST AND SECOND FLOOR
PLAN	
HKG-BPTW-B02-03-DR-A-1033 REV C02	BLOCK C - THIRD FLOOR PLAN
HKG-BPTW-B02-04-DR-A-1043 REV C02	BLOCK C - ROOF PLAN
HKG-BPTW-B02-ZZ-DR-A-2003 REV C05	BLOCK C - PROPOSED ELEVATIONS -
SHEET 1	
HKG-BPTW-B02-ZZ-DR-A-2013 REV C05	BLOCK C - PROPOSED ELEVATIONS -
SHEET 2	
HKG-BPTW-B02-ZZ-DR-A-2230 REV C02	BLOCK C - PROPOSED SECTIONS
HKG-BPTW-B03-00-DR-A-1004 REV C02	BLOCK D - GROUND FLOOR PLAN
HKG-BPTW-B03-ZZ-DR-A-1014 REV C02	BLOCK D - FIRST TO THIRD FLOOR

PLAN	
HKG-BPTW-B03-04-DR-A-1044 REV C02	BLOCK D - FOURTH FLOOR PLAN
HKG-BPTW-B03-05-DR-A-1054 REV C02	BLOCK D - ROOF PLAN
HKG-BPTW-B03-ZZ-DR-A-2004 REV C05 SHEET 1	BLOCK D - PROPOSED ELEVATIONS -
HKG-BPTW-B03-ZZ-DR-A-2014 REV C05 SHEET 2	BLOCK D - PROPOSED ELEVATIONS -
HKG-BPTW-B03-ZZ-DR-A-2040 REV C02	BLOCK D - PROPOSED SECTIONS
HKG-BPTW-B04-00-DR-A-1005 REV C03	BLOCK E - GROUND FLOOR PLAN
HKG-BPTW-B04-ZZ-DR-A-1015 REV C02 PLAN	BLOCK E - FIRST AND SECOND FLOOR
HKG-BPTW-B04-03-DR-A-1035 REV C02	BLOCK E - ROOF PLAN
HKG-BPTW-B04-ZZ-DR-A-2005 REV C05 SHEET 1	BLOCK E - PROPOSED ELEVATIONS -
HKG-BPTW-B04-ZZ-DR-A-2015 REV C05 SHEET 2	BLOCK E - PROPOSED ELEVATIONS -
HKG-BPTW-B04-ZZ-DR-A-2250 REV C02	BLOCK E - PROPOSED SECTIONS
HKG-BPTW-B05-ZZ-DR-A-1006 REV C04 DRAWINGS	PROPOSED ANCILLARY BUILDING
HKG-BPTW-B06-ZZ-DR-A-1007 REV C04	PROPOSED SUBSTATION DRAWINGS
HKG-BPTW-S01-ZZ-DR-A-0130 REV C02	PROPOSED SITE PLAN
HKG-TML-ZZ-00-DR-L-0200 REV P17	LANDSCAPE LAYOUT PLAN

Supporting Documents

Air Quality Assessment (Cass Allen, Rev 02, 05 November 2024)

Arboricultural Impact Assessment & Method Statement (ACD Environmental, Rev F, 25/07/2025)

Energy and Overheating Assessment (Stantec, Rev P01, 26/11/2024)

Flood Risk Assessment, Drainage Strategy & Foul Sewage Statement (Stantec, Rev 001, 15/11/2024)

Preliminary Ecological Appraisal and Preliminary Roost Assessment Report (RSK Biocensus, Rev 04, August 2025)

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

- 3 The scheme hereby approved shall contain 61 residential dwellings within Use Class C3 as detailed in the drawings hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

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

Reason: In order to ensure a sustainable development by minimising water consumption.

- 5 The works shall be carried out in full accordance with the recommendations set out within the approved Flood Risk Assessment, Drainage Strategy & Foul Sewage Statement (prepared by Stantec, Rev 001, November 2024) in relation to the proposed surface water drainage strategy. The measures shall thereafter be maintained in accordance with the SuDS Maintenance Schedule throughout the lifetime of the development, unless an alternative strategy is submitted to and approved in writing by the Council and thereafter implemented in full.

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

- 6 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance

“Control of Dust and Emissions During Construction and Demolition” dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/> ”

Reason: To protect local amenity and air quality in accordance with Brent Policies BSUI1, BSUI2 and London Plan Policy SI1.

- 7 The development hereby approved shall not be occupied unless the car parking spaces (including the provision of 4 active electric vehicle charging points and passive provision of the remaining car parking spaces), cycle storage and refuse stores have been completed in full accordance with the approved drawings and made available to residents of the development and shall not be used other than for purposes ancillary to the flats hereby approved.

Reason: To ensure a satisfactory standard of accommodation.

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

Reason: To ensure a satisfactory standard of accommodation.

- 9 The cycle parking spaces within the communal cycle stores hereby approved shall be made available at no cost to those persons who previously occupied the garages to be demolished as part of this development for the purposes of cycle storage, and to any subsequent occupiers of their residential addresses, for the lifetime of the development.

Reason: To ensure continuity of secure cycle parking provision for former garage occupiers and associated households, in the interests of promoting sustainable travel and maintaining accessibility, in accordance with Policy T5 of the London Plan (2021) and Policy BT2 of Brent's Local Plan (2019-2041).

- 10 The development shall be implemented in strict accordance with the Tree Protection Plan and recommendations as set out within the approved Arboricultural Impact Assessment & Method Statement (ACD Environmental, Rev F, 25/07/2025) throughout the construction of the development, unless alternative measures are submitted to and approved in writing by the Local Planning Authority, and the scheme is thereafter implemented in full accordance with the alternative measures.

REASON: To ensure that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with DMP1 and BGI 2.

- 11 The development hereby approved shall be built so that no fewer than 6 of the residential homes achieve Building Regulations requirement M4(3) - 'wheelchair user dwellings, and the remaining ground floor homes shall be built to achieve Building Regulations requirement M4(2) - 'accessible and adaptable dwellings'. All upper floor residential units in a building containing no lift shall achieve Building Regulations requirement M4(1) - 'visitable dwellings'.

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

- 12 The development hereby approved shall be carried out in full accordance with the mitigation measures stipulated in the approved Air Quality Assessment (Cass Allen, Rev 02, 05 November 2024), unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To appropriately mitigate air quality impact.

- 13 The development hereby approved shall be undertaken in accordance with the recommendations set out within the Preliminary Ecological Appraisal (RSK Biocensus, Rev 05, August 2025) hereby approved.

Reason: To ensure biodiversity net gain in accordance with Policy BGI1 of the Local Plan and Policy G6 of the London Plan, and general ecological safeguarding enhancements.

- 14 Prior to commencement of the development hereby approved (including site clearance and demolition works), a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority. The CLP shall include, but is not limited to the following:
- i. Construction programme, forecast construction trip generation (daily) and mitigation proposed;
 - ii. Site set up and access arrangements and booking systems, ensuring vehicle loading and unloading takes place clear of the highway;
 - iii. Vehicular routes to the site;
 - iv. Parking of vehicles of site operatives and visitors;
 - v. Storage of plant and materials used during the construction period;
 - vi. Wheel washing facilities;
 - vii. Any temporary lighting;
 - viii. Protection of the carriageway and any footway users at all times during construction;
 - iv. Erection of hoardings, security fencing and scaffolding on/over and pavements and carriageway;
 - x. Contact details of personnel responsible for the construction works
 - xi. A commitment to only allowing construction vehicles to access and egress the site between the hours of 9.30am to 3pm and to not allow construction deliveries on Wembley Stadium event days within four hours of an event.

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

Reason: To ensure the development is constructed in an acceptable manner and in the interests of pedestrian and highway safety. The condition relates to details of construction, which need to be known before commencement of that construction.

- 15 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

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

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

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

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

- 17 Prior to the commencement of development (excluding demolition and site clearance) hereby

approved, 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 and the development shall be completed in accordance with the approved details.

Reason: To ensure the development is in accordance with the principles of London Plan Policy SI 2.

- 18 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) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

In the event that no piling is required, there is no requirement to submit the above information for approval 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.

- 19 Prior to the commencement of the relevant part of the development, details of a screen on the edge of the balcony facing eastwards for units 01_08 and 02_08 within Block E shall be submitted to and approved in writing by the Local Planning Authority. The work shall be carried out in accordance with the approved details 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 or result in overlooking and loss of privacy.

- 20 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing above ground level. The work shall be carried out in accordance with the approved details, unless alternative details are first agreed in writing by the Local Planning Authority.

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

- 21 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.
 - Details of ecology enhancement measures as set out within the Preliminary Ecological Appraisal (RSK Biocensus, Rev 03, November 2024) including those features highlighted on Page 30.
4. Soft landscaping details including:
 - Planting plans showing retained and proposed vegetation with species and sizes. This shall include for a minimum of 51 trees.

- 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.
- Bicycle parking facilities.
- Roadways, pathways and play equipment .

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 enhancements, in accordance with the Brent Local Plan.

- 22 Prior to first occupation of the development hereby approved, a Car Park Management Plan for the existing car park to the north-west of the site shall be submitted to and approved in writing by the Local Planning Authority. This shall set out how these parking spaces would be allocated to existing residents, outlining measures undertaken to ensure that these spaces are not available for use by residents of the new residential blocks hereby approved.

Reason: To ensure that parking spaces are allocated to existing residents and ensure the proposed development is car free.

- 23 Prior to first occupation of the development hereby approved, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of how the refuse bins for Block B would be conveyed to within 10m of the public highway on collection days, and relevant measures undertaken to minimise disruption to residents. The approved details shall thereafter be implemented in full from first occupation of the development.

Reason: In the interest of the free and safe flow of traffic on the highway network.

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

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

- 25 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to and approved in writing by the Local Planning Authority. The plant shall thereafter be installed together with any necessary mitigation measures and maintained in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

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

INFORMATIVES

1 - The 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 - The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.

5 - The applicant is advised of the following by Thames Water:

Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures.
<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes>

Should you require further information please contact Thames Water.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Public sewers are crossing or close to your 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 we have suitable and safe access to carry out maintenance and repairs. Please refer to our guide on working near or diverting our pipes:
<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes>

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

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

7 - The submission/approval of the Fire Safety Statement does not replace the need for building regulation approval in relation to fire safety, nor does it convey or imply any approval under those regulations.

8 - The applicant is informed that, in relation to the discharge of conditions regarding the remediation of

contaminated land, the quality of imported soil must be verified by means of in-situ soil sampling and analysis.

We do not accept soil quality certificates from the soil supplier as proof of soil quality.

Any person wishing to inspect the above papers should contact James Mascal, Planning and Regeneration,
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 2209