

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 February, 2019
05
18/2984

SITE INFORMATION

RECEIVED	27 July, 2018
WARD	Welsh Harp
PLANNING AREA	
LOCATION	6 & 6A Coombe Road, London, NW10 0EB
PROPOSAL	Demolition of the existing buildings and redevelopment of the site comprising the erection of a part three, five and six storey building providing 727 sqm of flexible employment workspace (Use Class B1), 42 self-contained flats (17 x 1bed, 14 x 2bed and 11 x 3bed) with associated car and cycle parking spaces, refuse and recycling stores, amenity space, landscaping and associated development.
PLAN NO'S	Please see Condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_141168</p> <p><u>When viewing this as a Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "18/2984" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

A. That the Committee resolve to GRANT planning permission subject to:

The prior completion of a legal agreement to secure the following planning obligations:

- Payment of the Council's legal and other professional costs
- Notification of material start 28 days prior to commencement.
- *Affordable Housing* – 35% by unit comprising 11 units for affordable rent (3 x 1bed, 5 x 2bed and 3 x 3bed) and 4 units for shared ownership (3 x 1bed and 1 x 2bed)
- *Pre implementation financial review mechanism* if construction works do not commence within 18 months of the committee resolution to grant permission, to reasonably capture any improvement in viability for deferred affordable housing planning obligations.
- *Commuted sum towards Affordable Workspace provision* – £99,362
- *Highway works* - Provision of public footpath to adoptable standard at rear of site for adoption by the Highway Authority
- *Training and employment of Brent residents* - Prior to a material start to inform in writing Brent Works of the projected amount of construction jobs, training opportunities and provide a copy of the Schedule of Works. And, prior to a Material Start the submission and approval of 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 and in relation to the operational phase of the Development.
- *Carbon Off-setting and Sustainability compensatory measures* – Submission and approval of a sustainability implementation strategy to demonstrate how the scheme will meet London Plan energy and water use targets and financial contribution towards a local carbon offsetting scheme to achieve the targets for carbon reduction on residential development, should those targets not be met through on site measures (including initial contribution of £65,901, post-completion energy review and, if required, final contribution).

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

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

Conditions

1. Time limit for commencement (3 years)
2. Approved Plans
3. Construction Management Plan
4. Site meeting with Tree Officer
5. Details of Electric Vehicle Charging Points
6. Site investigation for land contamination
7. Flood Resilience and Protection Plan
8. Materials samples
9. Landscaping scheme
10. Compliance with Building Regulations M4(2) and M4(3)
11. Provision of meanwhile use strategy for commercial units
12. Remediation measures and verification for land contamination
13. Assessment of plant noise
14. Sound insulation scheme
15. Internal noise levels for residential units
16. Surface water network upgrades
17. Details of PV panels
18. Highway works - reinstatement of footway, provision of loading bay and parking bays
19. Communal TV and internet
20. No PD rights for conversion from C3 to C4
21. No PD rights for conversion from commercial floorspace to C3

Informatives

1. CIL Liability
2. Highway crossover works
3. Thames Water underground assets


4. Groundwater discharge
5. Thames Water water pressure
6. Environment Agency Flood Risk Activity Permit

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

E. That, if by the "expiry date" of this application (subject to any amendments/extensions to the expiry date agreed by both parties) the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

F. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: 6 & 6A Coombe Road, London, NW10 0EB</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.



PROPOSAL IN DETAIL

The application seeks permission to demolish the existing industrial units and to redevelop the site to provide a part three-, four- and five-storey building comprising two duplex commercial units on the ground and first floors, and 42 residential units on the first to fifth floors, together with associated parking, cycle parking, refuse storage and landscaping including a public footpath along the bank of the River Brent.

The proposal was originally submitted with the description:

"Demolition of the existing building and redevelopment of the site comprising the erection of a part 3, 5 and 6 storey building providing 482sq.m of commercial floorspace (B Use Class) and 45 no. residential units (17 no. 1 bed, 18 no. 2 bed, 10 no. 3 bed), with associated on site car and cycle parking, refuse and recycling areas, amenity spaces, landscaping, and associated development"

Following discussions with officers, amended plans were submitted on 5 November 2018, addressing a number of concerns with the original proposal. The main amendments related to a change in ground floor layout, reduced ground floor footprint, revised access to Core B, increased commercial floorspace through provision of duplex units, reduced number of residential units, relocation of balconies from northern to southern elevation, reduced footprint of fourth floor and increased footprint of fifth floor, increased on-site parking provision and provision of on-street loading bay and relocated cycle storage.

EXISTING

The existing site consists of a pair of single storey industrial units, currently in use as a reclaimed brick merchant and a scaffolding service, and associated areas of hardstanding.

The site is located on the northwestern side of Coombe Road, a cul-de-sac with pedestrian access to Harp Island Close further to the north, and its rear boundary is with the River Brent. Coombe Road is mixed in character, consisting of a small number of large-scale buildings including a residential flatted development (Roger Stone Court) adjacent to the site to the northeast, commercial storage and distribution buildings to the east and southwest (including Shurgard House adjacent to the site) and a fast food restaurant to the south. The wider surrounding area includes the A4088 Blackbird Hill to the south, residential areas to the west and east, and the Welsh Harp Reservoir and large areas of open space to the north.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

Objections from neighbouring properties: Three neighbour objections have been received, in response to two consultation exercises each consulting a total of 280 neighbouring properties. The concerns raised are addressed in the relevant sections of the report.

Principle of development: The proposal would provide new employment floorspace which exceeds the current floorspace on site, together with new residential units to contribute towards Brent's housing target and a financial contribution to affordable workspace. Despite some areas of concern in relation to Policy DMP14, the emerging policy context strongly supports the mixed use redevelopment of this site.

Affordable housing and housing mix: The proposal includes 26% family-sized housing in compliance with Policies CP2 and CP21. The proposed affordable housing provision of 35.7% with a policy-compliant tenure split is considered by your officers to exceed the proportion of affordable housing that can viably be delivered on the site. This is considered to be a significant planning benefit of the scheme.

Design, scale and appearance: The design approach provides a strong active frontage along the street and successfully modulates the bulk and mass of the building, while the height and contemporary architectural style are considered to be appropriate to the surrounding context and to provide a high quality development.

Residential living standards: The proposal would provide a high standard of accommodation, including generously sized units, a high proportion of which would be dual aspect, and a combination of private and communal amenity space.

Relationship with neighbouring properties: The proposal would have some impact on eight side-facing windows at Roger Stone Court but these would still receive reasonable levels of daylight for an urban context.

There are no other concerns in relation to the impact on neighbouring properties, and the proposal allows sufficient separation distances to allow adjoining sites to come forward for redevelopment.

Flood risk, drainage, trees and biodiversity and relationship with River Brent: The proposal has been designed to minimise the risk of flooding on site and in the surrounding area, and the findings of the Flood Risk Assessment are supported by the Environment Agency subject to conditions. A 3m buffer strip will be retained at the rear of the site to ensure that built development maintains an 8m distance from the River Brent, and this will be accessible as part of a public footpath along the riverside. There are no concerns in relation to trees and biodiversity, subject to conditions.

Environmental Health: There are no concerns on environmental health grounds, subject to conditions relating to internal noise criteria for residential properties, noise insulation between residential and commercial elements, assessment of plant noise, site investigation and remediation of contaminated land, and a construction management plan.

Sustainability and energy: The proposal achieves a 29% reduction in regulated energy emissions against the 2013 Building Regulations baseline, using a combination of energy efficiency measures and renewable energy. The remaining emissions will be offset via a financial contribution of £65,901 to Brent's carbon offsetting fund to achieve a zero carbon residential development. The commercial floorspace does not meet the 1,000sqm threshold to require a BREEAM Excellent rating but benefits from the reduced emissions achieved for the building as a whole.

Transportation, parking and servicing: The proposal provides on-site parking for 69% of the residential units, which is considered by Transportation officers to be appropriate within the context of local census data on car ownership. A redundant crossover will be reinstated to footway and on-street parking bays will be provided along the site frontage, together with an on-street loading bay for the commercial units, all at the applicant's expense. The number of vehicle movements is predicted to reduce compared to the existing use. Adequate provision has been made for cycle storage and bin storage. The 3m buffer strip at the rear of the site will be provided as an adoptable footpath, linking to existing sections of footpath and allowing a through route along the riverbank to be opened up. This is considered to be a significant planning benefit of the scheme.

MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Assembly and leisure	0		0	0	
Businesses / research and development	0		0	0	
Businesses and light industry	0		0	0	
Businesses and offices	688		688	752.8	64.8
Drinking establishments (2004)	0		0	0	
Financial and professional services	0		0	0	
General industrial	0		0	0	
Hot food take away (2004)	0		0	0	
Hotels	0		0	0	
Non-residential institutions	0		0	0	
Residential institutions	0		0	0	
Restaurants and cafes	0		0	0	
Shops	0		0	0	
Storage and distribution	0		0	0	

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Flats û Intermediate)										
PROPOSED (Flats û Market)	13	14	6							33
PROPOSED (Flats û Intermediate)	4	4	4							12

RELEVANT SITE HISTORY

No relevant planning history.

CONSULTATIONS

280 neighbouring properties were consulted for a period of 21 days on 6 August 2018 and again on 6 November 2018. A site notice was posted on 8 August 2018 and a press advert was published on 20 September 2018. Two objections were received to the first consultation and one objection (from a different address) to the second. The concerns are summarised below:

Comment	Officer response
Height is too imposing in relation to existing structure and nearby residential streets. Will dominate neighbouring properties, particularly during winter when leaves fall from trees. High rise development not appropriate to the area.	See 'Design, Scale and Appearance', paragraphs 24 to 27
Design is unimaginative, does not complement or blend with existing environment.	See 'Design, Scale and Appearance', paragraph 28
Not clear whether proposed building is higher than existing trees.	See 'Design, Scale and Appearance', paragraphs 24 to 27
Crowding, overlooking, loss of privacy and blocking of light to existing residential properties and views from existing properties onto street.	Loss of view is not a material planning consideration. See 'Relationship with neighbouring properties' for other considerations, paragraphs 39 to 44
No appreciation for Welsh Harp Reservoir.	The site is located 400m distant from the Reservoir and the development would have no impact on it other than by facilitating the provision of a public footpath to allow pedestrian access along the riverbank.
Proposal will increase the impact of flooding on neighbouring properties. This is not detailed in the documents.	See 'Flood Risk', paragraphs 45 to 50
Noise and disturbance during construction process, including at anti-social hours	Construction noise and other impacts are controlled through environmental nuisance regulations, which include restrictions on the hours of construction work. Furthermore, a Construction Management Plan will be required to ensure adequate controls are in place.
Not clear whether more or fewer trees will remain.	See 'Trees and Biodiversity', paragraph 56
Increased traffic due to at least 60 extra cars using Coombe Road, which cannot accommodate such traffic and is not wide enough to allow easy traffic flow.	See 'Transportation, servicing and parking', paragraph 74
Increase in residents will lead to increased noise disturbance at anti-social hours in local area.	There is no evidence to support this assertion, and anti-social noise disturbance is controlled by environmental nuisance regulations.

Document Imaged

Will lead to increase in fly-tipping, overcrowding and poorly maintained street environment.	There is no evidence to support this assertion.

Internal, external and statutory consultees

Cllr Harbi

Suggests the development could include a community space

Affinity Water

No response

Environment Agency

Initial objection on grounds of flood risk, and the lack of a safe means of access and / or egress in the event of flooding.

Objection withdrawn subject to condition requiring detailed flood resilience and flood proofing plan.

Secure by Design Officer

Raised concerns in relation to initial proposal, due to access arrangements for Core B and degree of natural surveillance of ground floor amenity space.

Thames Water

Requests condition regarding surface water network upgrades required to accommodate additional flows to avoid sewer flooding and / or potential pollution incidents.

No objection with regard to foul water sewage network infrastructure capacity or water network and water treatment infrastructure capacity.

Informatives requested regarding proximity to underground assets, ground water discharges.

Local Lead Flood Authority

No objection - the Flood Risk Assessment meets the LLFA's requirements and the proposal includes appropriate measures to mitigate flooding on site and within the area.

Environmental Health

No objection subject to conditions regarding noise, contaminated land and construction process.

POLICY CONSIDERATIONS

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the 2010 Brent Core Strategy, the 2016 Brent Development Management Policies Document and the 2016 London Plan (Consolidated with Alterations since 2011).

The following are also relevant material considerations:

The National Planning Policy Framework 2018

Mayor of London's Housing SPG 2016

Mayor of London's Sustainable Design and Construction SPG 2014

SPD1 Brent Design Guide 2018

Brent Waste Planning Guide 2013

Brent Employment Land Demand Study 2015

All of these documents are adopted and therefore carry significant weight in the assessment of any planning application. In addition, Shaping Brent's Future Together (the Consultation Draft of Brent's new Local Plan) was published in November 2018, with the statutory consultation period ending on 3 January 2019. This document is expected to be adopted in 2020, when it will supersede the Core Strategy and Development Management Policies. The Draft New London Plan is being considered through an Examination in Public which began in January 2019 and is expected to conclude in May 2019. These documents also carry some weight in the assessment of planning applications, as emerging policies.

DETAILED CONSIDERATIONS

Principle of development

Reprovision of employment floorspace

1. The site is a Local Employment Site, part of the Coombe Road cluster of employment sites surveyed in the Brent Employment Land Demand Study. Policy DMP14 restricts the release of employment sites where continued wholly employment use is unviable or significant benefits consistent with wider development plan objectives would be achieved through the redevelopment of the site, but allows for up to 11.5ha of industrial land to be released during the plan period. The Employment Land Demand Study concluded that Coombe Road should be retained as a Local Employment Area unless it could be demonstrated that there is no evidence of current or future market demand for the site as evidenced through a period of at least 24 months of active marketing for industrial employment uses, and unless the release of industrial employment land has exceeded 11.5ha.
2. Officers have reviewed recent permissions involving the loss of industrial land which, together with prior approval conversions to residential use, would result in the loss of industrial land exceeding the policy target only three years after its adoption. The draft new London Plan also identifies that across London loss of employment sites has been far greater than expected, and proposes that there should be no further losses. Draft London Plan Policy E4 proposes that, whilst the release of industrial land will be supported in some boroughs, others will be required to retain their existing capacity or, in the case of Brent, to provide new capacity for industrial floorspace. On SIL and LSIS-designated sites, the policy seeks no net loss of industrial floorspace capacity, which is defined as either the existing floorspace or the floorspace equivalent to a 65% plot ratio, whichever is the greater, but this constraint does not apply to local employment sites. Further detail on how new capacity can be delivered is provided in Draft Policy E7, which supports mixed-use development on local employment sites where the proposal includes industrial floorspace as part of the intensification of the site, and where it has been allocated in a development plan for mixed use development. The draft new London Plan has been through a process of public consultation and is undergoing an Examination in Public until May 2019, and consequently, while not adopted, it can be given considerable weight in the determination of planning applications.
3. Brent's Preferred Options Local Plan ('Shaping Brent's Future Together') is also a material consideration that can be given some (albeit limited) weight as it has recently been subject to public consultation. It reinforces the draft new London Plan approach, identifying a number of employment sites that would be suitable for redevelopment to provide both employment and residential uses. The application site is part of the proposed site allocation BESA1 Coombe Road, and the site allocation promotes mixed use development including replacement of existing employment floorspace and residential use on the upper floors.
4. The proposal would provide two new duplex commercial units for tenants within B1 uses, Unit A being 80sqm at ground floor and 190sqm at first floor, and Unit B being 258sqm at ground floor and 198sqm at first floor with an external roof terrace of 37sqm. Your officers consider that B1(a) office floorspace would not be appropriate outside of a town centre, and a condition is recommended to restrict the permitted uses to B1(b) and B1(c). The total floorspace would be 727sqm, representing an increase of 39sqm compared to the existing floorspace of 688sqm. However, the proposal would also result in the loss of the existing industrial units and would displace two operational businesses on the site.
5. Whilst both adopted and emerging policy provide strong support for retaining industrial floorspace on site, the latter gives encouragement to using land more intensively and offers more flexibility in co-locating this with other uses. The proposal would not fully comply with Policy DMP14 as the site would not be retained in wholly employment use and is not vacant, with no marketing evidence having been submitted to support the loss of the existing floorspace, although the submitted Employment Use Assessment suggests that demand for the existing units would be low and that their refurbishment would not be viable (notwithstanding that to meet the test, redevelopment for employment uses should also be explored). However, in providing more than the equivalent amount of employment floorspace, the proposal would be consistent with the aims of the draft new London Plan and the Local Plan site allocation. It would facilitate the redevelopment of the site to provide new employment floorspace co-located with residential development. Whilst the increase in industrial floorspace is relatively small, your officers consider that this can be accepted on a local employment site proposed to be allocated for mixed use redevelopment, and that the Flood Zone designation (discussed in paragraphs 45 - 50) also constrains the increase of floorspace in this case.

6. It is noted that the existing occupiers are not to be retained on site, however this would restrict the redevelopment of the site as the nature of their business operations would not be compatible with the type of floorspace proposed or with co-location with residential uses. The applicant has offered to provide 80sqm of the floorspace as affordable workspace and, given that the scheme has been demonstrated to be in deficit with the provision of affordable housing (this issue is discussed further in paragraphs 15 to 19), it is considered that the scheme would not be deliverable with a higher proportion of affordable workspace. Your officers consider that the amount of affordable workspace proposed is too small to be attractive to a managed affordable workspace provider and have requested a financial contribution of £99,362 towards affordable workspace provision within the Borough instead. The applicant has agreed to this and it would be secured through the s106 Agreement.
7. There is a concern that without an occupier identified for the commercial units, whether managed affordable or otherwise, the space may not meet potential occupiers' requirements, in terms of design, servicing and fit out. If an occupier cannot be found this could result in either unit or both remaining vacant for long periods, which could detract from the vitality of the street scene and increase crime and the fear of crime, and could ultimately result in the loss of the employment space. Whilst the Employment Use Assessment submitted states that the space has a very strong prospect of being occupied by a range of businesses in the borough, no evidence has been provided to support this claim for example that the applicant has undertaken any marketing exercises or engagement with local businesses and that the design of the space meets their operational requirements. However, the applicant has confirmed that they have been advised by commercial agents on this issue. The floorspace could be sub-divided into smaller units if required, with a choice of fit out arrangements including 'shell and core plus'.
8. The applicant has provided employment marketing reports from two commercial agents, which illustrate demand for commercial units of this type amongst B1(b) and B1(c) businesses within the area. The latter report recommends a number of features are included in the 'shell and core' fit out, including a goods lift, level access from the loading bay, glass frontage and front doors, and capped off services. These will be required by condition. Furthermore, a meanwhile use strategy will be required by condition in order to ensure that the commercial floorspace is marketed effectively for B1(b) and B1(c) uses and to allow for alternative uses to be explored on a temporary basis in the event of any extended periods of vacancy. This would minimise the risk of the units remaining vacant for long periods of time.
9. The inclusion of community space has been suggested by Cllr Harbi, one of the ward councillors. Officers consider that this would not comply with adopted and emerging policies on employment land, and that community facilities would be better located in more accessible areas and town centres. However, the provision of community space on a temporary basis during periods of vacancy could be encouraged through the meanwhile use strategy.

Residential-led redevelopment

10. The NPPF expects the planning system to boost significantly the supply of housing, and Core Strategy Policy CP2 sets out a target of 22,000 new homes across the borough by 2026. The site adjoins an established residential flatted development, with further residential development to the north, and the wider surrounding area is primarily residential. These factors lend support for the principle of a residential use on the site, subject to compliance with policies on employment floorspace.
11. The draft new London Plan proposes significantly higher housing targets across London and is a material consideration of considerable weight. As noted above, in order to encourage the most efficient use of land, Policy E7 supports the redevelopment of industrial sites to include residential development, and Brent's Preferred Options Local Plan proposes the allocation of this site for mixed use redevelopment including housing.

Conclusion

12. The proposal would provide new commercial units, representing a net increase in employment floorspace across the site, together with 42 new residential units that would make a contribution towards Brent's housing target and a contribution towards affordable workspace within the borough. Although it does not comply fully with the precise terms of Policy DMP14 it would reflect the direction of travel established by emerging policy, which seeks to make the most efficient use of land and specifically to facilitate the co-location of industrial and residential uses. In this case your officers consider that the emerging policy context should be given considerable weight and that the proposal is acceptable in principle, subject to

other material planning considerations as discussed below.

Affordable housing and housing mix

13. Core Strategy Policy CP2 sets out aims for new residential developments to achieve the London Plan target of 50% affordable housing and to provide at least 25% family sized accommodation (3bed or larger units). Brent's approach to securing affordable housing provision is set out in more detail in Policy DMP15, which requires an economic viability assessment to support proposals for less than 50% affordable housing and sets out a preferred tenure mix within the affordable housing provision of 70% social or affordable rent and 30% intermediate housing.

Housing mix

14. The housing mix proposed is 17 x 1bed, 14 x 2bed and 11 x 3bed. This represents 26% family sized (3bed) units, which complies with Policies CP2 and CP21.

Affordable housing

15. The proposal initially included the delivery of 26.6% affordable housing, comprising 12 units on a shared ownership tenure. A Financial Viability Appraisal was submitted in July 2018, to support this offer, specifying that the scheme would generate a residual profit of 6.07% of the estimated Gross Development Value, significantly below the benchmark profit of 20% and resulting in a deficit of approximately £2.8m, and that therefore the scheme was not economically viable and not able to support any additional affordable housing.
16. BPS Chartered Surveyors were commissioned to conduct an independent assessment of the affordable housing position on behalf of the Council. Their report of 13 September 2018 showed a reduced deficit, principally by reducing the Benchmark Land Value of the site by approximately £800,000. However the report concluded that the scheme would still be in deficit (although to a lesser extent of approximately £1.32m). BPS also carried out a sensitivity analysis showing that a total of five units on a 60:40 split (three social or affordable rent and two shared ownership) could be delivered at the same reduced deficit as the original offer of 12 shared ownership units, and your officers considered that this policy-compliant tenure split would be preferable to the original offer notwithstanding the lower number of units overall. The applicant was asked to consider this as an alternative to the original offer.
17. Subsequently and following discussions with officers, the applicant offered to provide 35.7% affordable housing (15 units out of a total of 42) with a policy-compliant tenure split (eleven rented units and four shared ownership units), notwithstanding the agreed viability position but on a 'without prejudice' basis, and subject to permission being granted by March 2019 and without a late stage review mechanism. The Financial Viability Appraisal was updated, based on the assumptions adopted in the BPS assessment including the reduced Benchmark Land Value, and on the agreed provision of 35% affordable housing. This demonstrated a substantial deficit of £3.92m.
18. The applicant has also offered a pre-implementation financial review that would be triggered if they have not made a substantive material start within two years of planning permission being granted.
19. Your officers consider that the provision of 35.7% affordable housing, despite being below the 50% policy target, is significantly above the level that could be delivered on the basis of the agreed viability position and that the proposal complies with policy in all other respects. In the circumstances it is considered highly unlikely that the deficit could be overcome to the extent that additional contributions to affordable housing could be made and that consequently a late stage review is likely to be superfluous. Therefore it is considered to be reasonable not to require a late stage review mechanism to capture any uplift in value. The affordable housing provision and pre-implementation review would be secured through the s106 agreement.

Design, scale and appearance

20. The NPPF emphasises that good design involves responding to local character and history and reflecting the identity of local surroundings and materials, while not discouraging appropriate innovation, and Policy DMP1 requires the scale, type and design of development to complement the locality. Further guidance on design is provided in SPD1 Brent Design Guide 2018.
21. In this case the area is of mixed character and the site allocation anticipates that neighbouring sites may

come forward for redevelopment in the future, so to some extent the character of the area can be expected to evolve further. There are no in principle objections to the demolition of the existing buildings, and the site allocation supports a contemporary approach to the design of new development in this area.

Site layout

22. The two commercial units would provide an active frontage addressing the street across the ground floor, interspersed by smaller areas of inactive frontage providing entrance to the car park, bin storage and a secondary entrance to the rear of the building to allow for maintenance, refuse collection and fire escape access. The residential cores would be set back behind the commercial units and accessed via a shared corridor to create a T-shaped layout providing open views across the rear of the site to the riverside, however the central location of the residential entrance between the two commercial units would provide legibility and a strong sense of arrival for residents.
23. The ground floor parking area would be set back from the frontage and largely shielded from public view by the building, whilst the extent of hard surfacing within the layout would be softened by the provision of small areas of soft landscaping within the parking area and of timber carports to support climbing plants. The remaining area at ground floor level to the north of the building would provide communal residential amenity space which would be easily accessible from the residential cores, particularly from Core B. Although this area would not be overlooked at ground floor level by residential units, there would be a degree of natural surveillance from the upper floors and from the rear of the commercial unit, Unit B, and consequently the location of this amenity space is considered to be acceptable.

Height, bulk and mass

24. The proposed building would be a maximum of six stories high and would extend across the full width of the site frontage (other than on the northeastern boundary with Roger Stone Court, where a 2.7m set in from the side boundary would allow for the secondary access to the rear of the building) on the ground, first and second floors. It would be set in quite substantially from the northeastern boundary on the third to fifth floors, with the fourth and fifth floors also set in from the southwestern boundary with Shurgard House. The rear element of the building would occupy the centre of the site, being set in from both side boundaries, and would be partly six stories and partly five stories in height.
25. The height of the building is considered to be appropriate in the context of the adjacent flatted development, Roger Stone Court. This is a largely four-storey building with a steep gable roof adding extra height. Although other buildings on Coombe Road are primarily single-storey or two-storey, the site allocation supports new development of up to five stories, with the upper storey set back and a reduction to four stories on the edges. Your officers consider that the sixth storey, although not explicitly supported by the site allocation, represents a modest increase in relation to the height of Roger Stone Court and given the modest overall footprint of the sixth storey. Stepping down the building line as it approaches the side boundary with Roger Stone Court is also seen as appropriate as a response to the design of that development and to reflect the smaller scale of the existing residential building.
26. Although neighbour objections have expressed concern regarding the height of the building in relation to traditional residential streets in the wider surrounding area, your officers consider that due to the location of the site and the character of the immediately surrounding area, the building would not appear overly imposing or dominant. To the northeast of the site, the River Brent provides a 20m buffer zone, including extensive tree cover on both river banks, between the rear boundary and the rear gardens of properties on Birchen Grove. To the east, the site is separated from the rear gardens of properties on Braemar Avenue by the industrial buildings on the east side of Coombe Road and the canal feeder, establishing a distance of 70m from the site. To the south, the site is separated from properties on Oakside Terrace by the London Distributor Road and the extensive bulk of Shurgard House, at a distance of 100m. Although the building may be visible from some residential properties or gardens, loss of view is not a material planning consideration and therefore is not a factor that constrains development. The impact on light, outlook and privacy of neighbouring properties is a closely related issue and is considered in more detail in paragraphs 39 to 44 below.
27. The overall bulk and massing of the proposal would respect the context of the surrounding area, with neighbouring buildings being of a large scale and having extensive footprints in relation to their plot sizes.

Architectural design and materials

- 28. The architectural approach is contemporary, with elements of different heights modulating the overall bulk and mass, and areas of flat roof utilised for roof terraces and photovoltaic panels. The upper residential floors would be set back on the front elevation so as to avoid the impression of the building being overbearing within the street scene and, coupled with the distinct architectural treatment of the commercial floors, this set back would create a clear visual distinction between the base and middle of the building, solidly grounding the development and creating a harmonious relationship with the street scene. The progression of set in and set back sections on the upper floors would further reduce the impression of bulk and mass, whilst the rhythm of fenestration including the repetition of window patterns on alternating floors and the combination of recessed and projecting balconies would provide additional articulation to emphasise the verticality of the building.
- 29. Materials have been indicated on the plans, with the facades being primarily in brick including brick corduroy patterning on the ground and first floors, and a landscape strategy has been submitted, incorporating tree planting, a children's play area, shrub borders within the parking area and roof terrace amenity areas. However further details of materials and landscaping would be required by condition.

Residential living standards

- 30. All development is required to comply with standards set out in the Mayor's Housing SPG (including minimum internal space standards based on Technical Housing Standards – Nationally Described Space Standard 2015), and with Brent Policy DMP19, which requires private amenity space of 20sqm per 1bed or 2bed flat and 50sqm for family housing including ground floor and 3bed or 4bed flats. Amenity space can be provided as a mixture of private and communal space. Balconies should have a minimum width and depth of 1.5m to be considered usable, and single aspect units should be avoided, particularly if north-facing.
- 31. Internal floorspace is proposed as follows:

	Minimum floorspace required	Floorspace proposed	Number of single aspect units	Number of wheelchair accessible units
17 x 1b2p units	50sqm	50sqm - 63.9sqm	12	3
14 x 2b4p units	70sqm	70.1sqm - 83.1sqm	7	0
11 x 3b5p units	86sqm	89sqm - 107sqm	0	2

- 32. All of the units would meet or exceed minimum internal floorspace standards, with many being generously sized, all bedrooms exceeding minimum sizes and floor-to-ceiling heights of 2.5m. The internal layouts are considered to make efficient use of the space and the units are arranged so as to avoid any problems due to adverse stacking other than the living area of Unit A04.01 being above the bedrooms of Unit B03.03. It is recommended that sound insulation measures are required by condition to ensure that this does not create unacceptable noise levels.
- 33. Five wheelchair accessible units are proposed, which exceeds the 10% required by the Mayor's Housing SPG, and these are generously sized in order to accommodate the additional requirements for wheelchair accessible homes. However further details would be required by condition to demonstrate that these units comply fully with the Building Regulations M4(3) standards and that the remaining units comply with the M4(2) 'accessible and adaptable homes' standards
- 34. A maximum of eight flats per core is recommended in the Mayor's Housing SPG and the proposal complies with this requirement. Over half of the flats (55%) including all of the 3bed flats would be dual aspect, and this is considered to be a positive aspect of the scheme. The Daylight & Sunlight Report finds that 98% of living spaces would meet the recommended target of 1.5% Average Daylight Factor for living rooms and that 88% would meet the 2% target for kitchens, whilst 100% of the bedrooms would meet the target of 1%, and concludes that the amenity benefits associated with providing balconies (which obstruct daylight and sunlight to rooms below) could offset any reduced level of daylight. In terms of sunlight, 100% of windows with an orientation facing within 90 degrees of due south would comply with the Annual Probable Sunlight Hours test.
- 35. It is noted that there is potential for overlooking between neighbouring balconies within the development and between balconies and habitable room windows within the development. To address any concerns with overlooking between different units, it is recommended that a condition is secured requiring details of

screens to the sides of balconies (minimum 1.5m high) to prevent direct overlooking.

36. Overall the standard of accommodation proposed is considered to comply with all the relevant standards and is acceptable.
37. The provision of residential amenity space is proposed as a mixture of private balconies, terraces and communal space comprising the following:

Ground floor communal space	210sqm
Block A third floor terrace	87sqm
Block A fifth floor terrace	89sqm
Block A & B fifth floor terrace	76sqm
Communal space total	462sqm
Private balconies and terraces (minimum of 6sqm per unit)	252sqm
Combined communal and private total	714sqm
Average space per unit (minimum)	17sqm minimum

38. Although the average amenity space per unit falls slightly below the 20sqm policy target, this is a minimum calculated on the basis of each unit having a 6sqm private balcony, whereas this minimum would apply to only 12 of the 1bed flats and many other flats would have larger private balconies or terraces of up to 36sqm. Those residents with the largest areas of private amenity space would be less likely to use the communal roof terraces and therefore it is considered unlikely that these would be over-used or excessively crowded. Furthermore, many of the units would have a generous amount of internal floorspace, which would compensate to some extent to the slight shortfall in external amenity space. The provision of amenity space is considered to be acceptable in terms of Policy DMP19, subject to further details of landscaping to be provided.

Relationship with neighbouring properties

39. Any development will need to maintain adequate levels of privacy and amenity for existing residential properties, in line with the guidance set out in SPD1. The building should sit within a 30 degree line of existing habitable room windows and a 45 degree line of existing private rear garden boundaries, measured from a height of 2m above ground level. Separation distances of 18m to windows and 9m to rear boundaries should be maintained. The 1:2 rule should be applied in respect of extending to the rear of adjacent dwellings (the rear building line should not project further to the rear than half the distance between the proposed flank wall and the centre point of the nearest existing rear habitable room window).
40. For buildings that neighbour a new development, the industry standard guidance by the Building Research Establishment (BRE) suggests that daylight to an existing property will be adversely affected by the development, if its windows achieve a Vertical Sky Component (VSC) below 27% and have their levels reduced to less than 0.8 times their former value, and if the levels of No Sky-Line Contour (NSC) within rooms are reduced to less than 0.8 times their former values. For sunlight the relevant test is the Average Probable Sunlight Hours (APSH) that occupiers will notice the loss of sunlight if the APSH to main living rooms is both less than 25% annually (with 5% during winter) and that the amount of sunlight, following the proposed development, is reduced to less than 0.8 times its former value. The Mayor's Housing SPG emphasises the need for flexibility in achieving these targets, however, in higher density urban locations.
41. Beyond the site frontage, the building would retain separation distances of 17m to the boundary with Shurgard House and 13m to the boundary with Roger Stone Court. These distances provide adequate separation to avoid any overlooking and loss of privacy to existing residents at Roger Stone Court and to allow the future redevelopment of both sites to come forward without prejudicing the privacy of any neighbours. To the rear of the site, the River Brent provides a 20m separation distance to the rear gardens of properties on Birchen Grove, which significantly exceeds the requirements set out in SPD1.
42. Side-facing windows at Roger Stone Court could potentially be affected by the proposal in terms of loss of light and outlook. The amended proposal has set back the building line at fourth floor level and provided a roof terrace at fifth floor level on the central section of the building in order to ensure that the building sits within the 30 degree line from the ground floor window on this unit. The Daylight and Sunlight Report notes that windows on this elevation are generally overhung by balconies or the protruding roof element, and that features such as these can restrict existing views of the sky and

exaggerate the effects of relatively modest obstructions on the site opposite. Of the 20 side-facing windows assessed, 12 would meet the BRE targets by retaining both VSC levels and NSL levels within 0.8 times their existing value. The remaining eight windows would experience reductions in daylight (VSC) slightly beyond 0.8 times their former value, but would still retain VSC levels between 19% and 25.3% compared to a target of 27%. The NSL levels within these rooms would be reduced to 0.4 times or 0.5 times their former value, compared to the target of 0.8 times.

43. Although no information has been provided on this point by the applicant, given the design of the building and the size of the windows it is considered unlikely that all of these windows serve habitable rooms. Furthermore, this element of Roger Stone Court is located only 5m distant from the application site, with windows facing onto the shared boundary, which would not be compliant with Brent's current policies on the relationship with neighbouring properties. It should also be noted that outlook from the side facing windows in Roger Stone Court currently face out onto industrial buildings and the associated open storage yard. Officers are of the view that the overall quality of outlook will be improved. The levels of daylight for some windows do fall below BRE guidance levels, but are still considered to achieve reasonable levels of daylight given the urban context of the site and the change in outlook for these windows which currently overlook an industrial building and yard. In light of this, the impact to the neighbouring property is not considered to be unduly detrimental.
44. There are no private rear gardens at Roger Stone Court and the side boundary is to a parking area, to which the 45 degree line does not apply. The proposal would not breach either the 30 degree line or 45 degree line from properties on Birchen Grove due to the 20m separation distance. There are no other existing residential properties that would potentially be affected by the proposal in terms of loss of light and outlook.

Flood risk, drainage, trees and biodiversity and relationship with River Brent

Flood risk and drainage

45. The NPPF aims to direct development towards areas of the lowest practicable flood risk and to ensure that all development is safe, without increasing flood risk elsewhere, and requires a Flood Risk Assessment for all development in Flood Zones 2 and 3. Brent Policy DMP9A requires proposals requiring a Flood Risk Assessment to contribute to flood risk management and reduction, and provides specific criteria for assessing such applications including the provision of a dry means of escape and finished floor levels at least 300mm above the modelled 1 in 100 year plus climate change flood level. Policy DMP9B also requires sustainable drainage measures for major developments.
46. The majority of the site is located in Flood Zone 2 and some areas near the riverbank are located in Flood Zone 3, as defined on the Environment Agency mapping system. However the site is enveloped by Flood Zone 3 and is therefore regarded as being entirely within Flood Zone 3 and at high risk of fluvial flooding. A site-specific Flood Risk Assessment has been submitted, and this concludes that only a very small portion of the site to the rear would be anticipated to flood, with very shallow depths, although the entire site is at risk of flooding with the application of climate change.
47. The site layout takes into account the risk of flooding, with open landscaping and an open cycle storage facility within Flood Zone 3 and the bulk of the commercial and residential floorspace in Flood Zone 2. The cycle storage would be enclosed by full height steel railings and would be allowed to flood in order to improve floodplain storage. Floor levels of plant storage areas would be located above the 300mm level recommended in Policy DMP9A. Materials and detailed design features would enhance flood resilience, for example in the location of electrical wiring. Following an objection by the Environment Agency to the initial proposal, the scheme has been redesigned to reduce the proposed building footprint to 678sqm (compared to the existing footprint of 700sqm). Residential uses, which are classified as 'more vulnerable' in terms of flood risk, are located at first floor and above, whilst occupiers of the commercial units would also have internal access to the first floor of the units which would provide safe refuge in the event that the site became flooded and safe evacuation was not available.
48. The Local Lead Flood Authority have raised no objections and consider that the proposal includes appropriate measures to mitigate flooding on site and within the surrounding area. However, the Environment Agency objected to the initial proposal on the grounds that it would involve an increase in built footprint within Flood Zone 3 and would impede flood flow and reduce flood storage capacity thereby increasing the risk of flooding elsewhere, whilst the proposed mitigation measures could exacerbate flood risk to the site and surrounding areas, and the proposal did not provide a safe means of access and / or egress in the event of flooding.

49. The Environment Agency objection has been withdrawn following the submission of the amended proposal and further supporting information. A detailed flood resilience / flood proofing scheme is requested as a condition to ensure the development meets NPPF policy to mitigate the danger of floodwater to people and property.
50. Thames Water have also been consulted and have identified the need for upgrades to the surface water network in order to prevent increased risk of surface water flooding. This would also be secured by condition.

Relationship with River Brent

51. Policy DMP9 requires riverside development to improve access to the waterways and to provide an appropriate landscaped set back, and a set back of at least 8m from a main river is required by the Environment Agency to allow for maintenance and protect the open character of the riverside and wildlife habitats.
52. The proposal would retain a 3m undeveloped buffer strip at the rear of the site, which would also provide maintenance access for Environment Agency personnel. The riverbank beyond the rear site boundary itself is approximately 5m in depth, and consequently the 3m buffer strip would ensure that built development would be located at least 8m from the riverbed. Transportation officers have requested a 3m wide adoptable public footpath at the rear of the site (this issue is discussed further in paragraph 75). This would comply with the aims of Policy DMP9 to provide public access to the riverside, and the Environment Agency have agreed to the use of the buffer strip in this way, subject to conditions to avoid any adverse biodiversity impacts resulting from its encroachment into the buffer zone.

Trees and biodiversity

53. London Plan Policy 7.19 requires development proposals to make a positive contribution to the protection, enhancement, creation and management of biodiversity. Core Strategy Policy CP18 also supports the enhancement and management of open space for biodiversity and nature conservation and protects open space of value, including waterways, from inappropriate development. Although not currently accessible to the public or available for recreational purposes, the riverbank is part of a designated Green Chain and Site of Importance for Nature Conservation (SINC) (of Borough Importance Grade II), and part of the Blue Ribbon Network. The riverbank provides a naturalised and partly undisturbed landscape, and specific reference is made to these sites in London Plan Policy 7.19, which requires them to be given a level of protection commensurate with their importance, based on the following hierarchy:
 - avoid adverse impact to the biodiversity interest
 - minimise impact and seek mitigation
 - only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.
54. A review of SINC sites was carried out for the Council in 2014 (this site is known as Harp Island, ref B1106). This section of riverbank includes a number of trees, which are noted as making an important contribution to the SINC and are also a planning consideration in their own right on both arboricultural and visual amenity grounds.
55. A preliminary ecological appraisal was submitted, based on a desk study and site survey. The site was assessed for the potential to support a range of protected species, including an external investigation of the building to assess the potential for bat roosts. As the site consists almost entirely of hardstanding and buildings, it is considered highly unlikely that protected species would be present on site, due to the lack of any suitable habitat. The riverbanks were observed to be dominated by Japanese knotweed, an invasive species, and fly-tipping was observed in the canal. However the tree line was considered to provide good opportunities for birds and foraging bats. Overall, the appraisal concluded that the development would not have any adverse impacts on biodiversity interests. A condition is recommended to require approval of external lighting, together with bat boxes, bird boxes and suitable planting and green roofs. The Environment Agency have requested a condition for a removal and management strategy to deal with the Japanese knotweed, and this will need to be a pre-commencement condition as any demolition or site clearance works could potentially lead to the spread of this invasive species. A further condition is requested, for the submission of a buffer zone management plan, which would secure adequate protection for the buffer zone and would support the aims of the Brent Catchment Partnership

to naturalise 10km of the Brent catchment by 2021.

56. A Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement was submitted. This identified two trees and four tree groups on or near the site, and recommended removal of part of two low quality groups of trees and one Hawthorn tree which has significant deadwood throughout the crown, with replacement tree planting to be provided as part of the landscaping scheme. The Tree Officer has raised no concerns in relation to the proposal, subject to the development being carried out in accordance with the approved documents, and has welcomed the suggestion of a pre-commencement meeting, which is proposed as a separate pre-commencement condition to which the applicant has agreed.

Environmental health

Air quality

57. As the site falls within an Air Quality Management Area and includes residential uses, London Plan Policy 7.14 requires proposals to demonstrate that development would be 'air quality neutral', that is that it would not worsen existing air quality. An Air Quality Assessment has been submitted and this has been reviewed by environmental health officers. The methodology of this assessment is considered to be acceptable and therefore Environmental Health consider that no conditions are required in relation to air quality, subject to the design of the development and proposed heating and transport emissions remaining as per the assessment.

Noise

58. A Noise Assessment was submitted, in which noise on the site from surrounding noise sources was surveyed. The main source of noise was road traffic, and glazing and ventilation to dwellings were recommended as mitigation measures. Environmental Health officers have reviewed the Assessment and accept its conclusions. Conditions are required to secure an assessment of plant noise and any mitigation measures necessary to achieve the required noise levels in the residential units, together with a scheme of sound insulation measures to prevent transmission of noise between commercial and residential areas, and the design and testing of residential areas in accordance with BS8233 to ensure the required sound insulation is obtained and noise nuisance prevented.

Land contamination

59. The proposed site has been identified as potentially contaminated and the application has been supported by a Phase 1 assessment. This has identified that site investigation works are required. Environmental Health officers agree with this conclusion and have requested conditions to secure a site investigation together with any necessary remediation works and verification.

Construction noise and dust

60. Due to the proposed demolition and construction being close to existing residential properties, Environmental Health officers have requested a Construction Management Plan to ensure that noise, vibration and dust are controlled during the demolition and construction phases. This would need to be submitted as a pre-commencement condition as it applies to the construction process as a whole, and the applicant has agreed to this.

Sustainability and energy

61. Major residential developments are expected to achieve zero carbon standards in accordance with London Plan Policy 5.2, which requires an Energy Assessment setting out how these standards are to be achieved. Any shortfall in achieving zero carbon emissions would need to be compensated for by a financial contribution to the Council's Carbon Offsetting Fund, based on the notional price per tonne of carbon of £60. A BREEAM Excellent rating would be required for commercial floorspace of 1000sqm or more, however this requirement does not apply in this case as the proposed commercial floorspace is less than 1000sqm.
62. An Energy and Sustainability Statement has been submitted, demonstrating that the development employs a highly efficient building fabric, including well insulated walls and high-performance glazing, in accordance with the 'Be Lean' principle in London Plan Policy 5.2. There are no district energy networks

within a 2m radius of the site, and combined heat and power or community energy systems are not viable on a scheme of this size, and consequently no reductions have been made in the 'Be Clean' category. PV Panels are specified on all roof areas that are not used to provide amenity space, in accordance with the third 'Be Green' priority, and other renewable technologies are reviewed but found not to be suitable to the scheme. Overall the proposal achieves a 29% reduction in emissions compared to the Part L baseline. Although this is lower than the target of 35% on site, it is considered that the limited footprint required to minimise flood risk coupled with the use of roof terraces to provide amenity space reduces the amount of roof available for PV panels.

63. The remaining carbon emissions to achieve "zero carbon" (36.61 tonnes per annum) would be offset by a financial contribution to Brent's carbon offsetting fund, costed at £65,901. This sum would be secured via the s106 Agreement, together with submission and approval of a Sustainability Implementation Strategy calculating emissions for the commercial and residential elements separately at both the detailed design stage and again following completion.
64. The Statement also demonstrates that water fittings would be specified to achieve the London Plan target water consumption of 105litres per person per day, and that responsible sourcing of building materials would be employed.

Transportation, parking and servicing

65. The NPPF requires applications for development generating significant transport impacts to be accompanied by a Transport Assessment. Parking standards for new developments are given in Policy DMP12 and Appendix 1 of the Development Management Policies, whilst servicing requirements are given in Appendix 2 and Policy DMP11 provides criteria for new or altered road accesses. Cycle parking is required in compliance with the London Plan (two spaces per 2bed and 3bed flat, or one space for 1bed flats, and one space per 150sqm of B1 office space or 250sqm of B1 light industrial floorspace or 500sqm of B2/B8 floorspace) in a secure weatherproof location. Detailed guidance on bin storage requirements is given in the Waste Planning Guide, with storage locations required to be within a maximum 30m carrying distance from any individual flat (excluding vertical distances) and to allow for collection within a 20m carrying distance (10m for larger Eurobins).
66. Coombe Road is a short cul-de-sac comprising a mixture of industrial, commercial and residential uses, located off Blackbird Hill, a London Distributor Road. It is considered to be a heavily parked street and there is evidence that vehicles frequently park on the footway. The site has medium accessibility to public transport (PTAL 3) and as such is subject to the higher maximum residential parking allowances given in Appendix 1, whilst the location northwest of the Dudding Hill rail line allows one space per 200sqm of gross employment floorspace.
67. The existing site comprises two industrial units, served by separate accesses, and three parking spaces would be allowed for the existing 675sqm floorspace. The site frontage can accommodate about six cars, which exceeds the standards. The proposed 727sqm of employment floorspace would be allowed a maximum of three parking spaces, whilst the proposed residential use would be allowed a maximum of 47 spaces. The employment floorspace would also require a servicing bay.
68. The proposal is to retain an existing dropped kerb at the southwest of the site, providing access to a parking area at the rear of the building and partly in an undercroft. The parking area would be gated, with the gates set back from the footway by 6.5m to allow adequate space for cars to wait away from the highway whilst the gates are opened. A total of 29 on-site parking spaces are proposed, equating to a parking space for 69% of the units.
69. Transportation officers consider this level of provision to be acceptable as it reflects the projected ratio of car ownership within the area based on census data, subject to the redundant dropped kerb at the northeast of the site being removed at the applicant's expense in order to facilitate the provision of further parking spaces on the street in front of the site (in addition to a loading bay, the total length of frontage excluding the retained dropped kerb being approximately 40m and providing scope for up to four additional parking bays). The applicant has agreed to these works, which would be secured by condition and carried out at the applicant's expense. Three of the spaces are shown as being for disabled use, which would comply with the requirement in Appendix 1 of the Development Management Policies for 10% of spaces to be for disabled use.
70. London Plan Policy 6.13 requires 20% of all car parking spaces to be served by charging points for electric vehicles with passive provision of the necessary infrastructure to install charging points for an

additional 20%. The Transport Statement Addendum confirms that this provision will be made, however no details have been provided and consequently a condition is recommended to require these details to be submitted.

71. A loading bay to serve the commercial units would be provided on-street along the site frontage, facilitated by the removal of the redundant crossover, and tracking diagrams have been submitted to demonstrate that an 8m goods vehicle can turn around within the confines of the adopted carriageway. Transportation officers have accepted this arrangement, which is comparable to the existing situation whereby the industrial units are serviced by vehicles using the site frontage and turning within the cul-de-sac.
72. A minimum of 67 cycle parking spaces are required for the residential use, in addition to five for the commercial use. These would be provided at the rear of the site in separate secure cycle stores, with five spaces provided for the commercial use and 96 for the residential use (the latter reflects the higher standards for cycle parking proposed in the Draft New London Plan).
73. The proposed refuse store for Core A comprises six x 1,100l Eurobins and eight x 240l bins, and would be located at the front of the site within 10m of the highway and 30m of Core A. This complies with Brent's guidance and is acceptable. The proposed refuse store for Core B comprises 15 x 204l bins, and would be located at the rear of the larger commercial unit approximately 12m from the highway and 15m from the carriageway, and within a 20m distance of Core B. As this store does not include any larger Eurobins, the maximum carrying distance to the highway is 20m, and this is also acceptable.
74. The Transport Statement Addendum predicts a maximum of seven two-way vehicular movements in the AM peak hour, which is not considered to raise any concerns regarding highway safety or the impact on the highway network. In fact it would represent a reduction in the number of vehicle movements compared to the existing industrial uses on site. Transportation officers consider that the transport impacts of the proposal would be acceptable.
75. Transportation officers have requested that the 3m buffer strip along the rear site boundary with the riverbank be used to provide a public footpath. The two adjoining sites, Shurgard House and Roger Stone Court, are both subject to s106 Agreements requiring the provision of adoptable public footpaths along the riverbank, and the provision of a similar footpath at the rear of this site would enable the three lengths of footpath to be linked together, formally dedicated as public highway and opened up for public use (the footpath to the rear of Shurgard House is currently gated and locked). The footpath would be constructed to adoptable standards, with hard surfacing and two lighting columns linked to the cabling for the existing lighting along the footpath to the rear of Shurgard House. This is considered to be a significant positive feature of the development, enhancing the ability of the public to enjoy the riverside location and improving pedestrian accessibility and permeability in the area. Provision of the footpath will be secured through the s106 Agreement.

Density

76. The London Plan density range that would be applicable to the site would be 200 - 450 hr/ha for urban sites (or 70 - 170 units/ha) with a PTAL score of 3, unless a higher density can be justified as a result of a scheme being acceptable in planning terms. The proposed density of approx. 571 hr/ha or 200 units/ha exceeds the London Plan density range but is considered to be acceptable in planning terms and in light of the design-led approach to density set out in the draft new London Plan.

Equalities

77. 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).

CIL DETAILS

This application is liable to pay **£1,316,867.59*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 688 sq. m.
 Total amount of floorspace on completion (G): 5139.4 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Businesses and offices	752.8		652.02	£40.00	£35.15	£36,443.50	£32,024.73
Dwelling houses	4386.6		3799.38	£200.00	£35.15	£1,061,789.80	£186,609.56

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	313	
Total chargeable amount	£1,098,233.30	£218,634.29

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

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

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

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 18/2984

To: Mr Evans
ROK Planning
5-11 Mortimer Street
LONDON
W1T 3HS

I refer to your application dated **27/07/2018** proposing the following:

Demolition of the existing buildings and redevelopment of the site comprising the erection of a part three, five and six storey building providing 727 sqm of flexible employment workspace (Use Class B1), 42 self-contained flats (17 x 1bed, 14 x 2bed and 11 x 3bed) with associated car and cycle parking spaces, refuse and recycling stores, amenity space, landscaping and associated development.

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

at **6 & 6A Coombe Road, London, NW10 0EB**

The Council of the London Borough of Brent, the Local Planning Authority, hereby **GRANT** permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date: 04/02/2019

Signature:

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-

London Plan 2016
Brent Core Strategy 2010
Brent Development Management Policies 2016
Draft London Plan 2017
Shaping Brent's Future Together Consultation Draft Local Plan 2018

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

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

Reason for pre-commencement condition: Impacts of the construction process can arise at any time during the construction process and therefore controls need to be in place prior to construction commencing.

- 2 Prior to commencement of the development, a pre-commencement site meeting arranged by the applicant will be held, including representatives of the applicant, the arboricultural consultant and the LPA Tree Officer, as recommended in the approved Revised Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement (Chalice Consulting Ltd, Ref CC/1938 AR3666, 10 July 2018). A record of the meeting will be circulated to all parties and to the LPA by the arboricultural consultant within five days of the meeting.

Reason: To ensure that all aspects of the tree protection process are understood and agreed.

Reason for pre-commencement condition: All aspects of the construction process, including the demolition of existing buildings and site preparation, can impact upon trees to be retained on and near the site, and the tree protection process therefore needs to be agreed prior to works commencing.

- 3 No development, including facilitative activity or site clearance, shall take place until a removal and management plan to control any invasive non-native species, including long-term objectives and management responsibilities, has been submitted to, and approved in writing by, the local planning authority. The management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:

- (i) details of removal and management regime, including methodology and monitoring strategy
- (ii) details of treatment of site boundaries and buffers around water bodies
- (iii) outline of designated waste management responsibilities
- (iv) details of strong biosecurity protocols – applied to PPE, tools, machinery and other potential spread pathways.

Reason: This approach is supported by paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a

last resort compensated for, planning permission should be refused. Without this condition it cannot be guaranteed that the development will not result in significant harm to the Brent catchment and objectives for halting the spread of invasive non-native species such as Japanese knotweed.

Reason for pre-commencement condition: As Japanese knotweed has been identified as being present on site, any demolition and site clearance activities could result in it spreading to adjoining areas. Therefore a scheme for its removal and management needs to be agreed and in place before any work commences.

- 4 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.

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

Drawings

534 - 2b - 001 Rev A
534 - 2b - 010
534 - 2b - 011
534 - 2b - 030
534 - 2b - 031
534 - 2b - 110 Rev F
534 - 2b - 111 Rev D
534 - 2b - 112 Rev D
534 - 2b - 113 Rev D
534 - 2b - 114 Rev D
534 - 2b - 115 Rev D
534 - 2b - 116 Rev E
534 - 2b - 200 Rev F
534 - 2b - 300 Rev E
534 - 2b - 301 Rev E
534 - 2b - 350 Rev D
534 - 2b - 351 Rev B
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Documents

Accommodation Schedule Rev N (29.10.18)
Air Quality Assessment (Ardent Consulting Engineers, Ref 181160-04, July 2018)
Daylight and Sunlight Report (eb7, 25 October 2018)
Design and Access Statement (HWO, July 2018)
Design and Access Statement Addendum - Design Changes Schedule (HWO, October 2018)
Employment Use Assessment (Rapleys, Ref AAMJ/18-01378, 3 July 2018)
Employment Use Assessment Addendum Letter (Rapleys, Ref AAMJ/18-01378, 26 October 2018)
Energy and Sustainability Statement (JAW Sustainability, 29 October 2018)
Financial Viability Assessment & Updated Financial Viability Appraisal (Redloft, July 2018 & October 2018)
Flood Risk Assessment and Sustainable Drainage Strategy (Ardent Consulting Engineers, Ref 181160-01, October 2018)
Geo-Environmental Desk Study / Preliminary Risk Assessment Report (Jomas Associates Ltd, Ref P1426J1345/TE, 29 March 2018)
Noise Assessment (Ardent Consulting Engineers, Ref 181160 - 03, July 2018)
Planning Statement & Statement of Community Involvement (SCI) (ROK Planning, Ref R00002, July 2018)
Preliminary Ecological Appraisal (The ecology partnership, June 2018)
Revised Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement

(Chalice Consulting Ltd, Ref CC/1938 AR3666, 10 July 2018)
Transport Statement (Arden Consulting Engineers, Ref 181160 - 02, July 2018)
Transport Statement Addendum (Arden Consulting Engineers, Ref 181160 - 06, October 2018)

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

- 6 Prior to first occupation or use of the development, the amenity spaces, soft and hard landscaping, car parking, cycle parking and bin storage shown on the approved plans shall be provided in full. These or equivalent facilities shall be retained in full for the use of occupiers of the development thereafter.

Reason: To ensure adequate provision of these facilities for the lifetime of the development.

- 7 Prior to first occupation or use of the development, the applicant shall enter into a S278 Agreement with the Highway Authority to enable the following highway works to be undertaken at the applicant's expense, and these works shall be undertaken to the Highway Authority's satisfaction:

- reinstatement of redundant crossover to footway;
- provision of Wembley Stadium Event Day parking bays along reinstated footway.

Reason: In order to increase the level of on-street parking available to serve the development.

- 8 Prior to first occupation of the development hereby approved, further details of a communal television system/satellite dish shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details. The equipment shall be located so as to have the least impact on the external appearance of the development.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- 9 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space within the site to accommodate additional bin or cycle storage.

- 10 The commercial floorspace hereby approved shall be used not be used other than for purposes within Use Classes B1(b) and B1(c) as defined within the Town and Country Planning (Use Classes) Order 1987 (as amended), notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any order revoking and re-enacting those Orders, without express planning permission having first been granted by the Local Planning Authority.

Reason: In the interest of the provision of industrial capacity within the Borough.

- 11 The development shall be undertaken in accordance with the recommendations and mitigation measures set out within the Arden Air Quality Assessment report ref 181160-04 dated July 2018, unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect local air quality.

- 12 No access shall be provided to the area marked as 'Commercial Amenity' on Drawing No 534-2b-111 Rev D other than for maintenance purposes.

Reason: To preserve the amenity and privacy of neighbouring residential occupiers.

- 13 The following features shall be provided as part of the 'shell and core' construction of the commercial units (unless otherwise agreed in writing with the local planning authority on the basis that they are not required by a confirmed tenant of the unit(s)):

- a goods lift to serve each unit;
- capped off services including water, electricity, gas and drainage;
- glass frontage including full height double width front doors to each ground floor unit;
- level access from the on-street loading bay.

Reason: In order to ensure that the commercial units meet the requirements of potential occupiers and can reasonably facilitate the occupation for purposes within use classes B1(b) and B1(c).

- 14 No development other than demolition and site clearance shall take place until a scheme for the provision and management of an 8 metre wide buffer zone alongside the watercourse has been submitted to, and approved in writing by, the local planning authority. Thereafter, the development shall be carried out with the approved scheme. Any subsequent variations shall be agreed in writing by the local planning authority, in which case the development shall be carried out in accordance with the amended scheme. The buffer zone scheme shall be as much as possible, free from built development including lighting, domestic gardens and formal landscaping.

The scheme should include:

- plans showing the extent and layout of the buffer zone (as taken from the top of bank), including the layout and extent of the intended pathway.
- details of any proposed planting scheme within the buffer zone (NB: planting should be of native species, of local genetic provenance).
- details demonstrating how the buffer zone will be protected during construction, developed and managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.
- details of any proposed footpaths, fencing, lighting, etc. NB: external artificial lighting design should avoid or minimise any light spill into the watercourse or adjacent river corridor habitat. The specifications, location and
- direction of external artificial lights should be such that the lighting levels within 5 metres of the top of bank of the watercourse are maintained at background levels. The Environment Agency considers background levels to be a Lux level of 0-2.

Reason: Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat, and in particular is inhibitive to bats utilising the river corridor. This approach is supported by paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused. This condition is also supported by legislation set out in the Natural Environment and Rural Communities Act 2006 and Article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity.

- 15 Prior to development commencing (other than demolition, site clearance and groundworks), further details of active Electric Vehicle Charging Points to serve 20% of the car parking spaces and the provision of passive charging points for a minimum of 20% of the remaining car parking spaces shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to facilitate sustainable modes of travel. In compliance with London Plan Policy. To comply with London Plan Policy 6.13.

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

(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 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). The verification report shall be approved in writing by the Local Planning Authority prior to first occupation or use of the development.

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

- 17 Prior to development commencing (other than demolition, site clearance and groundworks), a flood resilience/proofing scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include:

- A maintenance plan for the intended floodable structures
- Further details of the flood resilience measures to be incorporated into all ground floor development

Further information on flood proofing/resilience measures can be found in the documents 'Improving the flood performance of new buildings' and the Environment Agency Publication 'Prepare your property for flooding'.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: As the development is being constructed to a similar built footprint, there is still fluvial risk to the site. Flood proofing/resilience measures have been recommended in the submitted flood risk assessment (ref: 181160-01B), but further detailed designs are required. This should include designs for all of the ground floor development, such as the plant cores, cycle stores, and commercial units. In addition a plan for the maintenance of the floodable cycle stores will need to be submitted and approved to ensure these structures function as intended during a flood event.

- 18 Prior to commencement of work on the superstructure of the development, details of materials for all external work, including samples, 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, 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.

- 19 Prior to works commencing on the superstructure, and notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works shall be submitted to and approved in writing by the Local Planning Authority. Any approved planting,

turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) all planting and trees including location, species, size, density and number incorporating native species
- (b) details of the layouts of the shared amenity space, including details of play equipment
- (c) details of the provision of artificial bird and bat boxes
- (d) areas of all hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other disabled users
- (e) proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
- (f) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
- (g) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.
- (h) details of all tree planting pits (including surfacing)

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 20 Prior to development commencing (other than demolition, site clearance and groundworks), details of the measures to limit the internal consumption of water to 105 litres or less per head per day has been submitted to and approved in writing by the Local Planning Authority. The development shall only be undertaken in accordance with the approved details prior to first occupation of the development.

Reason: To promote water conservation and efficiency measures in all new developments in accordance with policy 5.15 of the London Plan, and DMP9b of the Development Management Policies.

- 21 Prior to works commencing on the superstructure of the development, further details of how the development will be built so that 90% of the residential units will achieve Building Regulations requirement M4(2) – ‘accessible and adaptable dwellings’ and that the remaining 10% of the residential units will be easily adaptable to achieve Building Regulations requirement M4(3) – ‘wheelchair user dwellings’ shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the approved details.

Reason: To ensure that the development achieves an inclusive design in accordance with London Plan Policy 3.8.

- 22 Prior to first occupation or use of the development, a Meanwhile Use Strategy shall be submitted to and approved in writing by the Local Planning Authority, and implemented in full thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of proper planning. To allow for alternative uses of the commercial units to be explored on a temporary basis in the event of any extended periods of vacancy.

- 23 Prior to first occupation or use of the development, an assessment of the expected noise levels from all plant and ancillary equipment shall be carried out in accordance with BS4142:2014

'Methods for rating and assessing industrial and commercial sound' and shall be submitted to and approved in writing by the Local Planning Authority, together with any mitigation measures necessary to achieve the required noise levels. The plant shall thereafter be installed and maintained in accordance with the approved details.

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.

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

- 24 Prior to first occupation or use of the development, a scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed to meet the standards of Building Regulations Approved Document E 'Resistance to the passage of sound' in order to prevent noise transmission between the commercial units and residential units and between the living area of Unit A04.01 and the bedrooms of Unit B03.03. The approved measures shall thereafter be implemented in full.

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

- 25 Prior to first occupation or use of the development, a test shall be carried out to show that the required noise levels set out below have been met and the results shall be submitted to and approved in writing by the Local Planning Authority.

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

Time	Area	Maximum noise level
Daytime noise 07:00 – 23:00	Living rooms and bedrooms	35 dB LAeq (16hr)
Night time noise	Bedrooms	30 dB LAeq (8hr) 45 dB LAmax

Reason: To obtain required sound insulation and prevent noise nuisance

- 26 Prior to first occupation or use of the development, the following shall be submitted to and approved in writing by the Local Planning Authority:

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

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

The applicant is advised that further information to support the discharge of this condition is available at www.thameswater.co.uk/preplanning.

Reason: The development may lead to flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.

- 27 Prior to completion of construction work, further details of the roof plan, confirming the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, shall be submitted to and approved in writing by the Local Planning

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

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 If the development is carried out it will be necessary for a crossing to be formed over the public highway by the Council as Highway Authority. This will be done at the applicant's expense in accordance with Section 184 of the Highways Act 1980. Should Application for such works should be made to the Council's Safer Streets Department Tel 020 8937 5050. The grant of planning permission, whether by the Local Planning Authority or on appeal, does not indicate that consent will be given under the Highways Act.
- 3 The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please refer to Thames Water's Guidelines for working near our water mains and sewers' (available at <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>) to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near Thames Water's pipes or other structures

Further information is available from Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
- 4 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water expect the applicant to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
- 5 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The applicant should take account of this minimum pressure in the design of the proposed development.
- 6 Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit (FRAP) is required from the Environment Agency for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of a watercourse designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact the Environment Agency at PSO-Thames@environment-agency.gov.uk.
- 7 The use of the commercial units is restricted to B1(b) and B1(c) uses. Office use is permitted if it remains an ancillary part of the main B1(b) or B1(c) use.

Any person wishing to inspect the above papers should contact June Taylor, Planning and Regeneration,
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 2233