

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

16 July, 2019  
06  
17/0322

## SITE INFORMATION

RECEIVED	20 January, 2017
WARD	Willesden Green
PLANNING AREA	Brent Connects Willesden
LOCATION	1-12 INC, Queens Parade, Willesden Lane, Willesden, London, NW2 5HT
PROPOSAL	Demolition of existing retail units and erection of part-five, part-seven, part-eight storey building, comprising 106 student residential accommodation units (Use class Sui Generis) on the upper floors, ground floor retail floorspace of providing 5 commercial units (Use class A1) and entrance lobby for the student accommodation; At basement level ancillary student accommodation along with cycle parking, bin stores, laundry and plant room ancillary to the student accommodation, with associated enhancements to the public realm at street level.(amended plans)
PLAN NO'S	See condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_132271">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_132271</a></p> <p><b><u>When viewing this as an Hard Copy .</u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search tying "17/0322" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## INTRODUCTION

The application was previously for: Demolition of existing retail units and erection of part-six, part-seven, part-eight storey building, comprising 117 student residential accommodation units (Use class Sui Generis) on the upper floors, ground floor retail floorspace of 298sqm providing 5 commercial units (Use class A1) and entrance lobby for the student accommodation, and use of basement level to provide retail warehouse floorspace of 243sqm (ancillary to A1) along with cycle parking, bin stores, laundry and plant room ancillary to the student accommodation, with associated enhancements to the public realm at street level

The application was most recently reported to Planning Committee on 11<sup>th</sup> April 2018 and was originally reported on 14<sup>th</sup> March. The committee determined on 11<sup>th</sup> April that the application be: Deferred to a subsequent planning committee meeting to enable the submission of revised drawings and supporting documents, the assessment of the revised proposals and supporting information by officers and to re-consult neighbouring residents.

Committee held concerns with the original application due to:

- The developments impact upon the living conditions of the adjoining occupiers due to the height, bulk and proximity of the proposed development to Electric House. Concern was raised over the proposal's impact in terms of loss of daylight and potential overbearing impact to the windows of three flats within the Electric House building;
- The quality of student accommodation, due to the insufficient provision of on-site facilities which was not considered to be off-set by the size of the rooms;
- The servicing arrangements, in particular, the student drop off and departure arrangements (at term start and end) and the associated impact on traffic flow and safety in the locality.

Subsequently amended plans have been received which have sought to address concerns raised previously by the committee. The revised plans include:

- Overall the scheme has reduced the number of student units to 106 from 120 and increased the student ancillary areas to 297 sq.m from 65 sq.m. The proposal now proposes 287 sq.m retail (retaining the majority of retail space at street level and with no ancillary basement space). Previously the scheme offered 295 sq.m with 243 ancillary basement accommodation.
- Relocation of the entrance to a more central location towards Walm Lane away from Willesden Lane, and retail unit in place of where the entrance was originally proposed on Walm Lane
- Reduced massing of rear block (faces onto Walm Lane) with loss of 14 units, 1 storey removed from frontage of Walm Lane and 2 storeys to rear facing Electric House to the south.
- Four units in rear block utilise oriel windows and obscure glazing to mitigate against overlooking towards Electric House. The top floor of the rear block facing south are now proposed with angled roof windows which afford skyward views away from private habitable room windows and amenity areas of occupants of Electric House to the south.
- The basement accommodation is now predominantly utilised as amenity space for occupiers of the student accommodation and no longer ancillary to the retail uses. A seating and smoking area have been proposed in front of the entrance area.

Where an application is deferred from a previous planning committee meeting, the changes are normally discussed solely within the "Header" to the report with the remainder of the report remaining the same. However, in this instance it was considered to be more appropriate to change the main report. The changes that were made were significant and a public consultation period was undertaken as a result. Furthermore, many of the committee members have changed since the application was previously presented to committee.

## RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to:

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

1. Payment on completion of the deed of the Council's legal and professional fees in preparing and thereafter monitoring the agreement

2. Notice of commencement within 28 days of a material operation

3 Viability Review - In the event a Higher Education Institution or Student Accommodation Provider acting for and on behalf of a Higher Education Institution does not take up the operation and management of the development then the owner shall prior to occupation submit to the Local Planning Authority a Viability Review in order to secure the maximum quantum of affordable student accommodation possible within the development.

4 That the development is "parking permit restricted" - future occupants will not be eligible for on-street parking permits.

5 S278 Agreement to undertake highway works within the footway along the site frontage to resurface the footway

6 To pay to the Council upon commencement of development the sum of Fifty-one Thousand Pounds (£51,000), indexed, to be utilised by the Council towards public realm improvements for trees and street furniture in the vicinity of the development

7 Training and Employment - Prior to a material start (excluding demolition and piling) 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 to prepare and submit for the Council's approval an Employment Training Plan for the provision of training, skills and employment initiatives for residents of the Borough relating to the construction phase of the Development and in relation to the operational phase of the Development

8 Considerate Constructors Scheme

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

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

Conditions:

1. Standard 3 year permission
2. Approved plan numbers / documents
3. Travel Plan
4. Occupation by students
5. Provision of servicing access
6. Approval of materials
7. Noise assessment
8. Restriction on satellite dishes
9. Water usage
10. Construction Environmental Management Plan (CEMP)
11. Air Quality
12. Delivery and Servicing Plan
13. Site Investigation and Remediation
14. Sustainable Urban Drainage
15. Details of cycle storage
16. Emissions of Non-Road Mobile Machinery

Informatives

1. Party Wall Act
2. CIL liability
3. Ground water risk management
4. Thames water pressure
5. Asbestos
6. Notify highways of commencement of works and provide photographic survey of footway
7. Advertisement consent requirements
8. Best practice for control of pollution
9. Noise and vibration
10. Structural integrity
11. Licences

- 12. Highways Act
- 13. Vibration
- 14. Air Quality
- 15. Maximum standards for fire safety
- 16. Brent supports the payment of the London Living Wage

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

That, if the legal agreement has not been completed by the statutory determination date for this application (including determination dates set through agreement), the Head of Planning is delegated authority to refuse planning permission.

## SITE MAP



### Planning Committee Map

Site address: 1-12 INC, Queens Parade, Willesden Lane, Willesden, London, NW2 5HT

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This map is indicative only.



## PROPOSAL IN DETAIL

Demolition of existing retail units and erection of part-five, part-seven, part-eight storey building, comprising 106 student residential accommodation units (Use class Sui Generis) on the upper floors, ground floor retail floorspace of providing 5 commercial units (Use class A1) and entrance lobby for the student accommodation; At basement level ancillary student accommodation along with cycle parking, bin stores, laundry and plant room ancillary to the student accommodation, with associated enhancements to the public realm at street level.

## EXISTING

The application site is located on the corner of Walm Lane and Willesden Lane and currently consists of a single storey parade of shops known as Queens Parade with a gross internal area of around 580 sqm. The parade consists of twelve individual units that are mainly used for 'meantime' uses such as small businesses that are starting out. The site is located within primary shopping frontage of Willesden Town Centre and the Willesden Conservation Area but does not contain any listed buildings.

Electric House, which is a part 4/6/7 storey mixed use residential/commercial building, is located directly adjacent to the site. Rutland Park Mansions, an older four storey residential building, is located to the east of the site. There is a variety of building types and sizes found on the opposite side of Walm Lane and Willesden Lane leading to Willesden High Road. Willesden Green underground station is located approximately 240 metres to the north-east of the site and the site has a PTAL of 5. The site forms part of site allocation 28, which includes this site and Electric House. The site is also within an Air Quality Management Area.

## SUMMARY OF KEY ISSUES

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## RELEVANT SITE HISTORY

A planning application was submitted in 2013 for the redevelopment of the site, but was subsequently withdrawn.

### **13/1122 – Withdrawn**

Full planning permission withdrawn for the demolition of the existing buildings at 1-12 Queens Parade and erection of a part 4-/part 6-/part 7-/part 8-storey mixed use building containing 345sqm of commercial floor space on ground floor and 34 residential units (9 x 1-bed, 23 x 2-bed, 2 x 3-bed) with balconies and communal roof terrace

### **13/1123 – Withdrawn**

Conservation Area Consent sought for the demolition of all existing buildings

Planning permission was granted in 1995 for the demolition of the shops and construction of a three-storey building. This was not implemented and the permission lapsed.

### **95/1656 – Granted**

Demolition of existing buildings and redevelopment to provide 5 No. shop units comprising A1 and A2 uses and a cafe/restaurant (A3) and 14 No. flats on first and second floors (as revised by plans received 23/09/96 and 05/11/96).

### **95/1657 – Granted**

Conservation Area Consent for demolition of all buildings on Queens Parade

### **Planning history for adjoining site - Electric House**

Permission was granted in January 2014 for the redevelopment of the adjoining property, Electric House, in January 2014. This 4 to 7-storey building containing 25 flats was completed in late 2015.

### **13/1428 – Granted**

Demolition of existing office building and erection of a seven storey building comprising 25 residential apartments (11 x 1-bed, 13 x 2-bed and 1 x 3-bed) and 383sqm of retail floorspace on the ground floor with associated cycle parking, first floor rear communal roof terrace and associated landscaping and subject to a Deed of Agreement dated 02 December 2013 under Section 106 of the Town and Country Planning Act 1990, as amended

## CONSULTATIONS

Amended plans have gone through a public consultation, with site notice placed near the site, advert in the press and local residents and consultees consulted by post and given in 21 days or more to respond prior to the committee meeting:

At the time of writing 21 local residents objected to the revised scheme and 1 local Councillor (Tom Miller). Summary of comments received:

Comment	response
Emerging site allocation BSESA21 indicates capacity of 20 units, this development would undermine the emerging local plan before it is even adopted.	Addressed in Policy Update section.
Vision for South East (5.6.11 of Brent Local Plan 2018) seeks to establish creative quarter where creative industries can flourish	Emerging policy has limited weight at this time and the site has not been allocated for this purpose. Will be opportunity for new retail premises to be used by businesses.
Student use not identified as appropriate in Willesden Green. Public not appropriately consulted.	All town centre locations with good access to transport and facilities can be considered appropriate given the direction of the London Plan. The application has been consulted upon in accordance with statutory requirements.
Emerging plan suggests Willesden Green deficient in green space, no outside space for students.	Additional indoor amenity space has been provided, the emerging plan will seek to address any future deficiencies if identified in public green space and is not a reason to refuse individual applications.
Unacceptable Impact upon residential amenity (loss of light/sunlight to dwellings and outdoor space, infringement upon 45 degree principle)	Addressed in Daylight/sunlight section and previous reports.
Loss of retail space	The loss of retail is ancillary space at basement level, shopping frontage is retained at street level. The loss of ancillary basement space is not considered to undermine local plan objectives or the vitality of town centre.
Student accommodation should include 35% affordable housing	This only applies if not tied to a specific educational institution. The proposal would be tied by legal agreement to a specific education institution. As set out paragraph 3.53(B) of the London Plan and detailed in the Housing SPG.
Unacceptable amenity for future occupiers	Addressed in communal facilities section and previous reports.
Impacts from students living nearby	No evidence to suggest an over concentration of student accommodation in the area.
Inappropriate to conservation area	Addressed in heritage section and previous reports.
Area too congested	Highway capacity is addressed in Highways section.
Queensbury Pub is asset of community value	The proposals would not harm the pub.
Proposed exterior is positive and fits in with the area	Design discussed in character and appearance section.

## POLICY CONSIDERATIONS

Development Plan:

London Plan consolidated with alterations since 2011 (March 2016)  
Development Management Policies, London Borough of Brent (2016)  
London Borough of Brent LDF Core Strategy 2010

### **Other Relevant Policy Considerations**

National Planning Policy Framework (NPPF)  
Planning Practice Guidance (PPG)  
Technical housing standards – nationally described space standards (2015)  
draft London Plan (2017)  
Mayor of London - A City for all Londoners  
LB Brent S106 Planning Obligations SPD (2013)  
LB Brent Design Guide for New Development (SPD1)  
LB Brent Residential Extensions & Alterations (SPD2)  
LB Brent Shopfronts SPD (SPD3)  
LB Brent Basement SPD (Jun 2017)  
LB Brent Willesden Green Conservation Area Character Appraisal (2006)  
LB Brent Waste Planning Guide SPG  
Community Infrastructure Levy Regulations 2010  
London Cycling Design Standards

## **DETAILED CONSIDERATIONS**

### **Policy updates**

1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that 'If regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the development plan unless material consideration indicate otherwise'.
2. Since the application was last considered in April 2018 the draft London Plan with Minor suggested changes has been published in August 2018 and had a further consultation, and been through an examination in public, which increases the weight that should be given to this document in decision making.
3. The draft London Plan adds weight for student accommodation in town centre locations policy SD6 Town Centres and High Streets:

*C – The potential for new housing within and on the edges of town centres should be realised through mixed use or residential development that makes best use of land, capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport*

*D – The particular suitability of town centres to accommodate a diverse range of housing should be considered and encouraged including smaller households, Build to Rent, older people's housing and student accommodation.”*

4. Brent has published its preferred options for its new local plan (Brent Local Plan 2018) but is still at an early stage in the process and can only be given very limited weight in decision making at the present time. This emerging document identifies the site (BSESA 21: Queens Parade) for housing with ground level retained for commercial uses, with indicative capacity of 20 residential units.
5. Indicative capacity is to be taken as indication, however where appropriate design can mitigate potential impacts indicative capacity should not be a limitation to the potential site and only when designs are worked up in detail will it become apparent the potential of the site. In addition the indicative capacity relates 20 residential units which come in various shapes and sizes, whereas typically the student flat size is approx. 14-15 sq.m in this proposal a residential flat would vary between a minimum of 50 sq.m for a 1 bed unit up to 95 sq.m for a 3 bedroom unit (which the council would be expect in forthcoming residential flatted developments). It is clear regular housing accommodation could accommodate multiples of student units and therefore 106 student units does not represent a gross overdevelopment of the site from the indicative

capacity study.

6. Notwithstanding this emerging policy, principle weight should still be given to current development plan which is the same as previously considered by the report and committee discussions in March and April 2018, namely:

London Plan consolidated with alterations since 2011 (March 2016)

Development Management Policies, London Borough of Brent (2016)  
London Borough of Brent LDF Core Strategy 2010

7. Other document updates which are material considerations include:

Brent Design Guide SPD1 has since been formally adopted as of November 2018. It is now formally adopted with the old SPG17 now superseded.

8. A revised National Planning Policy Framework (NPPF) has been since been published in July 2018 (updated February 2019).

9. The above policy updates and material considerations are not considered to introduce new policy or material which would necessitate a change of recommendation with respect to the principle of development and the proposals are still deemed consistent with the aims of the development plan. Although there is loss of primarily basement level ancillary retail space there remains very similar provision at ground level and in the street frontage.

### **Character and appearance**

10. The revised scheme is considered to be an improvement with respect to the character and appearance of the original scheme presented on March and April 2018.

11. The reduction of the rear block by 2.78m in the Walm Lane frontage will respect the building height established in the Walm Lane street scene and subservient to the main taller block which acts as a focal point on the junction.

12. The relocation of the main entrance in a more central location on junction of Walm and Willesden Lane, provides a more logical location access point and retains the active frontage of the streetscene with appropriate glazing, a reception and seating area.

13. Overall the alterations to the previously scheme are considered to be of acceptable character and appearance appropriate to the town centre location.

14. A landscaping condition can be put in place to secure acceptable landscaping and public realm improvements.

### **Heritage**

15. The proposed development would preserve the character of the conservation area. Decisions must have due regard to potential impacts upon heritage assets the reduced scale of the revised scheme is not considered to unduly harm heritage assets and are likely to improve upon the situation which was not previously considered harmful in 2018.

### **Daylight/Sunlight**

16. To assess potential impact upon living conditions daylight and sunlight calculations have been undertaken in accordance with the Building Research Establishment (BRE) Report 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' 2nd Edition, 2011 (the "BRE guide") and also British Standard 8206 – 2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting', to which the BRE guide refers.

17. BRE guidance is generally intended for use in low density suburban areas and encourages more flexible approach in more built up environments

18. All sensitive properties assessed comply with BRE Guidance for Annual Probable Sunlight Hours and overshadowing. This has been improved by the reduction in height of the rear block that is proposed.

19. The adjoining development, Electric House, was designed to include three flats with windows that directly face the application site, situated at first, second and third floor level. These were set back from the boundary of the adjoining site, Queens Parade, to ensure that they did not prejudice the redevelopment of that site. The levels of daylight that will be received by these flats has been tested by the applicant with those results shown in the submitted daylight and sunlight assessment.

20. The Daylight/Sunlight report has identified that there would be some loss of light to some of the residential units on the north-western side of Electric House. The units on this side of the building consist of a 1B2P flat on the first floor and two 2B4P flats located on the second and third floor respectively. These units consist of a dual aspect living room with the primary outlook to the north-east and secondary outlook to the north-west. The units on the second and third floor each have a balcony that is north-west facing. There is also a bedroom on each floor with outlook to the north-west. The report acknowledges that there would be some loss of light to each unit.

21. The windows of principle concern are the bedroom windows labelled W8 on floors 1, 2 and 3. The below table demonstrates the improvement to the vertical sky component (VSC) in each room since the previous consideration of the scheme:

Floor ref	Window ref	Existing VSC	Proposed VSC (Previously proposed)	Times Former Value (Previously proposed)
First	W8 (bed)	19.26	8.63 (7.35)	0.45 (0.38)
Second	W8 (bed)	20.84	11.73 (10.23)	0.56 (0.49)
Third	W8 (bed)	22.99	15.93 (14.12)	0.69 (0.61)

22. The reduction in height by one storey to the front and two storeys to the rear of the rear block of accommodation improves the light received to these properties, there has been a reasonable increase in the VSC. Consideration should also be given to the fact the rooms are bedrooms which generally have lower expectations of light compared to living rooms. Daylight distribution results show that due to the fact the units are dual aspect they would still meet BRE targets. The bedrooms are set within re-entrant corners that are shaded by the projecting walls and balconies and already experience some loss of light. The orientation of the building and the flats on the northern side also limit access to sunlight already.

23. Consideration has been given to the findings of the report and also to the layout of the units that would be affected. The changes to the scheme have improved the potential impact on all of the neighbouring windows than the previous concerns have been sufficiently addressed. Although it is acknowledged that there would be some loss of light, consideration has been given to the fact that the primary living areas of each unit are dual aspect and the primary outlook is to the north-east and away from where the proposed development would be located. Taking this into account it is considered that the amended proposal would not materially harm the amenity of residents and is considered to retain adequate living conditions overall.

24. It is acknowledged the site would not comply with SPD1 guidance with respect to the 45 degree principle from the edge of the external communal amenity area of electric house, although the guidance references private amenity space, the communal area does serve a collective garden area exclusive to residents of Electric house. The revised proposals improves this aspect of the development although does still modestly intrude upon the principle, given the separation distance, the large communal area and small scale incursion, when balanced with the benefits of the overall development, the harm is considered modest and acceptable on balance.

### **Overlooking/outlook**

25. Since consideration of the previous scheme SPD1 has been adopted and replaces SPG17. The distance

the generally accepted distance between windows to prevent harm to neighbouring amenity is 18m, which is reduced from the previous standard SPG17 of 20m.

26. As previously discussed there are habitable room windows that overlook the site from Electric House where a number of residents have submitted objections concerning overlooking. The rear of the application building would have windows that overlook the balconies and habitable rooms of Electric House at a distance of 10 metres. However the applicant has proposed the use of a mixture of obscure glazed and angled windows to ensure that overlooking does not take place towards Electric House. This is considered to be an acceptable approach and addresses concerns that neighbouring residents have raised.

### **Communal facilities**

27. Members noted the absence of communal recreational facilities within the proposed development. Brent Policy DMP20 relates to the provision of student accommodation (and other accommodation with shared facilities) and part (b) of this policy sets out that such development will be supported where the development is of "an acceptable quality meeting appropriate standards for the needs of its occupants, including external amenity space, appropriate communal facilities, levels of support/care and mobility". A significant amendment to the application is the provision of student ancillary areas with seating areas and a basement level which provides gym, laundry, kitchen/dining/social area and a study, providing approximately 290 sq.m of communal space, for the reduced number units of 106.

28. Most of the purpose built student accommodation buildings that have been granted planning consent in Brent recently have included an element of communal space, typically as recreational rooms or as study rooms (or both). However, as clarified in the main committee report, there are no adopted standards for the quality of student accommodation and therefore, no specific requirement written into policy or guidance for a specific type of communal room or amount of floorspace. It therefore falls to decision makers to make a balanced judgement.

### **Highways/Servicing**

29. As before, no off-street parking is proposed, but 54 bicycle parking spaces are shown in the basement. A service corridor from the adjoining Electric House development is retained at the rear of the building.

30. Retail units are permitted up to one space per 50-100m<sup>2</sup>, depending on whether they are food or non-food outlets. With the reduction in retail floorspace, the retail parking allowance falls to 2-5 spaces. Car-free development is again sought for the student housing.

31. With no off-street car parking proposed, standards are again complied with. Car-borne visitors to the retail units would again be able to make use of pay and display bays along Walm Lane if they so wish, although the good access to public transport means the site is readily accessible to staff and customers anyway without requiring a car. A CPZ operates in the surrounding area to prevent overspill parking by staff in residential streets.

32. For the student housing, students are not eligible for parking permits for the local CPZ anyway. However, to ensure they are properly notified of this, a 'car-free' agreement should again be secured that places an obligation on the owner to make this clear to students before they move into the accommodation. This has been acknowledged by the applicant.

33. The London Plan requires a secure bicycle parking space to be provided for every two students and the revised provision of 54 spaces (16 on a double-height stacker) in a secure storeroom in the basement again meets this requirement. Lifts, including a large goods lift, will be provided to allow bikes to be taken down to the basement in comfort.

34. For short-term storage, three spaces are required for the student accommodation. It is proposed that five stands (ten spaces) be provided within the public footway on the Willesden Lane frontage to meet this requirement. These need to be new spaces though, rather than simply a relocation of the five existing stands that currently front the building. This can be secured by condition.

35. The reduction in the sizes of the retail units means that they now fall below the threshold at which bicycle parking is required.

36. In terms of servicing, bin storage is again proposed in the basement, with a goods lift provided to allow

the management company to take bins up to the rear service alleyway on collection days. This is considered acceptable and there is space for a refuse vehicle to stand on Willesden Lane between the bus stop clearway and the guardrailing at the signalised junction with Walm Lane when collecting bins.

37. For deliveries to the shop units, the S106 Agreement attached to the development of the adjoining site at Electric House, 296 Willesden Lane (ref: 13/1428) included a requirement to allow shared use of its service yard by any the future development on Queens Parade. A passage was therefore provided between the service yard and the rear of this site and a gate has been shown from that passage to a rear service alley for these shops. As such, off-street servicing provision for the units fronting Walm Lane has been secured and there is no longer any reason for this development to rely on on-street servicing along Walm Lane (unlike the existing shops along the parade).

38. A Delivery & Servicing Plan can be secured which sets out management arrangements for the shared use of the Electric House service yard, including pre-booking of deliveries to avoid peak hours and to limit the number of vehicles in the yard at any time, consolidation of loads where possible and restrictions on the sizes of vehicles, in order that the service yard can be used efficiently to serve both developments and minimise on-street loading requirements.

39. The Delivery and Servicing Plan also sets out arrangements for the student accommodation. As only about one vehicular delivery per day is expected to the student flats during term time, this focuses on arrangements for the moving in of students' belongings at the start of the year.

40. Welcome packs are proposed to give logistical information on the moving in process, with a booking system to allocate specific 30-minute timeslots for arrival (generally at weekends). Additional staff will then be on hand to assist with moving students in and a ground floor temporary storage area will be provided to allow belongings to be unloaded from the vehicle more quickly.

41. It is proposed that cars will be directed to use both the service yard to the rear of Electric House and the length of street on Willesden Lane between the end of the guardrailings and the bus stop. These two areas would thus provide two unloading areas and if 30-minute slots are offered between 8am and 6pm on a Saturday and Sunday, 80 slots could be offered over a single weekend, thus catering for almost the entire building. In reality, not all students would arrive at their new accommodation by car and arrivals would also be likely to occur over a number of weeks. As such, the space around the building offers plenty of flexibility. The moving out of students at the end of term tends to occur naturally over a longer period of time, so is less of a concern.

42. A Travel Plan was previously submitted with the application and this has not been amended. As before, a full Travel Plan is not considered entirely necessary for this 'car-free' development, so a simple commitment to employ the measures as set out can be secured through a planning condition, without any need to undertake future monitoring.

43. The previously submitted Transport Assessment has already concluded that the development is not likely to have any noticeable impact on local transport networks.

44. Finally, the application again proposes the resurfacing of the footway fronting the site in high quality materials, plus the re-siting of five existing bicycle stands and the provision of new seating, soft landscaping beds around the street trees and improved lighting. The proposals to enhance the appearance of this area of highway are welcomed in principle and should also consider removal of much of the extensive guardrailing along the site frontage. A S278 Agreement to work within the public highway will be required for these works and final design and construction details will need to be agreed through that process.

## **SUDS**

45. The alterations have no additional impact upon Flood risk.

## **Energy Sustainability**

46. The original scheme previously complied with the non-domestic target of 35% improvement over Part L 2013 and Breeam excellent rating in order to comply with policy 5.2 of the London Plan.

47. An updated Energy and Sustainability Statement has been provided in support of the revisions, if approved this would form part of an approved plans condition and secure a revised energy sustainability statement to ensure the development meets with policy 5.2 of the London Plan.

## Environment

48. Noise, Air quality, Contaminated land and potential construction nuisance have previously been considered, the revisions raise no additional issues and are appropriate to deal with by condition to ensure acceptable impacts.

## Conclusion

49. The site is part of a Site Specific Allocation that originally envisaged the Queens Parade and Electric House sites coming forward together as a mixed use development consisting of retail/residential units. This however did not happen and the neighbouring Electric House development has been built and includes 25 self-contained flats. Consideration has therefore been given to the fact that the Electric House development has surpassed the original SSA target and also to the difficulty in providing residential units in the Queens Parade site due to its orientation.

50. The proposal would provide good quality student accommodation within an area that is well served by public transport and that is within a town centre that would offer students good local facilities. The accommodation would have management facilities in place that would be secured by condition. It has been demonstrated that there is London wide need for student accommodation and that there is an aspiration in the London Plan to move student accommodation away from Central London to other accessible locations.

51. The proposal would also provide five retail units within Primary Shopping Frontage of the Willesden Town Centre and contribute towards the town centres vitality and viability. Although there would be a reduction in the overall amount of retail floorspace this would be due to the need to provide a core for the student accommodation and also to provide off-street servicing, and they would be high quality and modern units.

52. The building as designed would preserve and enhance the Willesden Conservation Area whilst improvements are also proposed to public space in front of the site which was originally a key aspiration of the SSA. Whilst some harm is identified to daylight in some bedrooms of Electric house on balance it is not considered to substantiate a reason for refusal when the application is taken as a whole.

53. Taking these factors into consideration the application is recommended for approval subject to conditions and a s106 legal agreement.

## CIL DETAILS

This application is liable to pay **£996,290.84** \* 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): 583 sq. m.

Total amount of floorspace on completion (G): 3558 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
(Brent) Shops	287		239.97	£40.00	£0.00	£14,055.58	£0.00
(Brent) Sui generis	3271		2735.03	£200.00	£0.00	£800,972.11	£0.00
(Mayoral) Shops	287		239.97	£0.00	£60.00	£0.00	£14,621.28

(Mayoral) Sui generis	3271		2735.03	£0.00	£60.00	£0.00	£166,641.87
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BCIS figure for year in which the charging schedule took effect (Ic)	224	323
BCIS figure for year in which the planning permission was granted (Ip)	328	
<b>TOTAL CHARGEABLE AMOUNT</b>	£815,027.69	£181,263.15

\*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: 17/0322

To: Mr Dodd  
HTA Design LLP  
106 - 110 Kentish Town Road  
London  
NW1 9PX

I refer to your application dated **20/01/2017** proposing the following:

Demolition of existing retail units and erection of part-five, part-seven, part-eight storey building, comprising 106 student residential accommodation units (Use class Sui Generis) on the upper floors, ground floor retail floorspace of providing 5 commercial units (Use class A1) and entrance lobby for the student accommodation; At basement level ancillary student accommodation along with cycle parking, bin stores, laundry and plant room ancillary to the student accommodation, with associated enhancements to the public realm at street level.(amended plans)

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

at **1-12 INC, Queens Parade, Willesden Lane, Willesden, London, NW2 5HT**

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: 08/07/2019

Signature:

**Gerry Ansell**  
Interim 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.



## SUMMARY OF REASONS FOR APPROVAL

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

NPPF  
London Plan (2016)  
Brent Core Strategy (2010)  
Brent Development Management Policies (2016)  
Brent Site Specific Allocations (2011)

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

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

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

QPW 100 received 15th April 2019  
QPW 101 received 15th April 2019  
QPW 102 received 15th April 2019  
QPW 103 received 15th April 2019  
QPW 104 received 15th April 2019  
QPW 200 E received 15th April 2019  
QPW 201 D received 15th April 2019  
QPW 202 B received 15th April 2019  
QPW 203 G received 15th April 2019  
QPW 204 F received 15th April 2019  
QPW 205 B received 15th April 2019  
QPW 206 A received 15th April 2019  
QPW 207 A received 15th April 2019  
QPW 208 A received 15th April 2019  
QPW 209 B received 15th April 2019  
QPW 210 received 15th April 2019  
QPW 211 C received 15th April 2019  
QPW 212 C received 15th April 2019  
QPW 213 G received 15th April 2019  
QPW 214 A received 15th April 2019  
QPW 220 A received 15th April 2019  
QPW 221 A received 15th April 2019  
QPW 222 A received 15th April 2019  
QPW 223 A received 15th April 2019  
QPW 900 received 15th April 2019  
Energy and Sustainability Statement received 01/07/2019

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

- 3 The Travel Plan hereby approved (prepared by Vectos dated March 2017), shall be implemented in full from first occupation of the development.

Reason: To minimise the impacts of the development on the highway.

- 4 The student accommodation hereby approved shall be occupied by Students for a period of not less than 39 weeks in any year unless otherwise agreed in writing by the Local Planning

Authority. For the purpose of this condition, Students are defined as any person enrolled on a full time UK accredited and based further education course at a recognised higher education institution for not less than 80% of the course time unless otherwise agreed in writing by the Local Planning Authority.

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

- 5 The 'Service Access Route to Retail' as shown on approved drawing QPW 200 E shall be constructed and made available for use prior to the first occupation of the residential units and maintained clear of obstacles thereafter.

Reason: To ensure that the impact on the public highway is acceptable.

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

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

- 7 Details of materials for all external work, including samples which shall be made available for viewing on site or in another location as agreed, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality and preserves the character and appearance of the heritage asset.

- 8 A Noise Report to include a scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works (excluding demolition, site clearance and below ground works). The scheme shall demonstrate that the student rooms and units will be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal and external noise levels:

Time	Area	Max noise level
Daytime Noise 07:00 – 23:00	Living rooms and Bedrooms	35 dB LAeq (16hr)
Night time noise 23:00 – 07:00	Bedrooms	30 dB LAeq (8 hr) 45 dB L <sub>max</sub>

The development shall be completed in accordance with the approved details.

Reason: To obtain required sound insulation and prevent noise nuisance

- 9 Details of a communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority prior to the installation of any satellite dish. The television / satellite dish systems shall not be installed other than in accordance with the approved details.

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

- 10 Prior to first occupation of the development confirmation from the Building Regulations body to demonstrate that the relevant building has been designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010 (as amended) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to protect and conserve water supplies and resources in order to secure London's needs in a sustainable manner.

- 11 No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:

- (i) The phases of the Proposed Development including the forecasted start and completion date(s)
- (ii) A commitment to apply to the Council for prior consent under the Control of Pollution Act 1974 and not to commence development until such consent has been obtained
- (iii) A scheme of how the contractors will liaise with local residents to ensure that residents are kept aware of site progress and how any complaints will be dealt with reviewed and recorded (including details of any Considerate Constructor or similar scheme)
- (iv) A scheme of how the contractors will minimise complaints from neighbours regarding issues such as noise and dust management, vibration, site traffic and deliveries to and from the site
- (v) Details of hours of construction including all associated vehicular movements
- (vi) Details of the construction compound
- (vii) A plan showing construction traffic routes
- (viii) An audit of all waste generated during construction works.

The construction shall be carried out in accordance with the approved CEMP.

Reason: To ensure the protection of living conditions, highway safety and managing waste throughout development works due to the particular risk of harm arising from these works in respect of air quality and highway safety.

- 12 Prior to the commencement of development (excluding demolition, site clearance and the laying of foundations) further details of the impact of the development on air quality and the impact of air quality on the development shall be submitted to and approved by the Local Planning Authority and shall include any mitigation measures proposed and an air quality neutral assessment. The approved details shall be implemented in full prior to first occupation and retained for the lifetime of the development.

Reason: To ensure the safe development and secure occupancy of the site for residential use and having regard to the fact the site lies in an Air Quality Management Area and has the risk to increase poor air quality.

- 13 No development shall take place until details of a Delivery, Servicing and Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Delivery and Servicing Management Plan shall include the following:

- i) Management and co-ordination of deliveries to the site;
- ii) The process for assisting students in moving into/out of the premises at the start/end of the academic year;
- iii) The pre-booking of arrival times and staff resourcing to assist this;

iv) Management measures to address noise and disturbance associated with the student use addressing potential late night/early morning noise and nuisance.

The approved details shall be implemented in full for the lifetime of the development.

Reason: To minimise the impacts of the development on the highway and neighbouring residents

- 14 (a) Prior to the commencement of any works on site, with the exception of works necessary to facilitate compliance with part (a) of this condition, a Site Investigation shall be submitted to and approved in writing by the Local Planning Authority. The Site Investigation shall be carried out by competent persons in accordance with the principles of BS 10175:2011 to determine the nature and extent of any soil contamination present; include the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination; and include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors

(b) Prior to the commencement of any works, with the exception of works necessary to facilitate compliance with part (b) of this condition and UNLESS the Local Planning Authority has previously confirmed in discharging part (a) above that no remediation measures are required, a Remediation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall specify measures to contain, treat or remove any soil contamination to bring the site to a condition suitable for the intended residential use; include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures; ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

The works shall be carried in accordance with the approved details in accordance with the approved timetable of works. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Any remediation measures required by part (a) above shall be carried out in full.

(c) Prior to the occupation of the Development and UNLESS the Local Planning Authority has previously confirmed in discharging part (a) above that no remediation measures are required, a Verification Report shall be submitted to and approved in writing by the Local Planning Authority. The Remediation Verification Report shall demonstrate that the remediation has been carried out in accordance with the approved Remediation Strategy; and that the Development is permitted for its approved end use.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors

- 15 Prior to the commencement of relevant drainage works full details of a drainage strategy detailing any on and/or off site drainage works which shall include but is not limited to a scheme of drainage measures for all areas of hard surface, showing those areas to be treated by means of hard landscape works to utilise a sustainable urban drainage system (SUDS) to reduce run-off rates, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first occupation of the development and shall be retained for the lifetime of the Development.

Reason: To ensure the development meets the requirements of London Plan Policy 5.13 Sustainable Drainage.

- 16 Prior to the occupation of development hereby approved, further details of provision for additional cycle storage provision for a minimum of ten cycles in the form of five "Sheffield" stands for short term use for the student accommodation and retail units shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to any occupation of the development.

Reason: In the interest of promoting sustainable transport

## INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk)
- 2 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at [www.brent.gov.uk/CIL](http://www.brent.gov.uk/CIL).
- 3 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. We would expect the developer to demonstrate what measures he 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 [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."
- 4 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 5 Applicants are reminded of hazards caused by asbestos materials especially during demolition and removal works and attention is drawn to the Asbestos Licensing Regulations 1983. Licensed Contractors only are permitted to remove asbestos which must be transferred to a licensed site. For further advice the Council's Chief Environmental Health Officer should be contacted.
- 6 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at [Mark.O'Brien@brent.gov.uk](mailto:Mark.O'Brien@brent.gov.uk), and include photographs showing the condition of highway along the site boundaries.
- 7 Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
  - (a) illuminated fascia signs
  - (b) projecting box signs
  - (c) advertising signs
  - (d) hoardings
- 8 The applicant is advised to ensure that demolition and construction works follow Best Practicable Means (BPM) of Section 72 of the Control of Pollution Act 1974 to minimise noise and vibration effects.
- 9 The applicant is advised that noise and vibration is controlled by the Control of Pollution Act 1974 and statutory nuisance provisions contained within the Environmental Protection Act 1990 and the British Standard Codes of practice 5228:1997 Parts 1 to 4. Key issues relating to noise from construction sites include: (i) prior consent may be sought from the Council relating to noise from construction activities (s.61 of COPA 1974); (ii) if no prior consent is sought, the Authority may serve a notice on the site/works, setting conditions of permitted work (s.60 of COPA 1974); (iii) an action in statutory nuisance can be brought by a member of the public even if the works are being carried out in accordance with a prior approval or notice (s.82 of the EPA 1990). In particular, the normal hours of work shall be between the following

hours:

Monday to Friday - 08.00 to 18.30

Saturdays – 08.00 to 13.00

Sundays and Bank Holidays – No noisy works at all

No work or ancillary operations, which are audible at the site boundary, will be permitted outside these hours unless fully justified and any such works shall be kept to an absolute minimum.

10 STRUCTURAL INTEGRITY

The applicant is advised that Building Regulations control these works and compliance is required when converting an existing basement to habitable use, excavating a new basement or extending an existing basement. Building Regulations control matters such as structure, fire safety, ventilation, drainage, waterproofing, insulation, sound proofing, heating systems and access.

For the avoidance of doubt, the granting of planning permission does not provide any warranty against damage of adjoining or nearby properties, and the responsibility and any liability for the safe development of the site rests with the developer and/or landowner.

11 LICENCES

The applicant is advised that some aspects of construction are subject to licences. For example, the developer/contractor will be required to obtain licences from the Local Authority before: (i) erecting any scaffolding, hoardings, gantry, temporary crossing or fence on the highway; (ii) depositing a skip; or (iii) operating a mobile crane, aerial platform, concrete pump lorry or any such equipment. The contractor has a duty to inform local residents likely to be affected by such activities at least 14 days prior to undertaking the works, as well as applying for the appropriate permits and licences. The most suitable method of informing residents is through newsletters. Such newsletters should also update neighbours on site progress and projected activities that might cause loss of amenity, e.g. road closures for delivery or use of mobile cranes or abnormal deliveries to the site.

12 HIGHWAYS

The applicant is advised that the Highways Act 1980 (particularly Part IX) sets out requirements relating to construction work on or near the highway. Key requirements of the 1980 Act include: (i) permission by formal agreement from the Highway Authority (London Borough of Brent except for the North Circular Road) is required for any works to highways; (ii) licences are required for permission to place temporary obstructions on the highway (e.g. hoardings, fenced storage areas, temporary cross-overs, scaffolding, gantries and skips); (iii) deposition of mud or other such materials on the highway is prohibited. Measures to prevent this (e.g. wheel washing) can be required by order; (iv) surface drainage from a construction site must not be allowed to run across the footway part of a public highway; (v) the contractor is responsible for any damage caused by their activities to roads, kerbs or footpaths in the vicinity of the work site; (vi) any street furniture (electrical or non-electrical) cannot be removed or relocated by the developer or any of its contractors. This may only be carried out by the Highway Authority or its appointed contractor.

The applicant is also advised of their responsibility to apply to the Council for parking bay suspension:

[www.brent.gov.uk/services-for-residents/parking/suspending-a-parking-bay-and-dispensations](http://www.brent.gov.uk/services-for-residents/parking/suspending-a-parking-bay-and-dispensations)

13 VIBRATION

The applicant is advised to adhere to the following guidance in respect of vibration to ensure measures are taken to protect the residents and users of buildings close by and passers-by from nuisance or harm and protect buildings from physical damage: (i) human exposure: the contractor should refer to BS5228:1992 Part 4 'Code of Practice for Noise and Vibration Control Applicable to Piling Operations' for guidance; and (ii) protection of structures: the contractor should carry out demolition and construction activities in such a way that vibrations arising will not cause significant damage to adjacent structures and should refer to BS7385 'Evaluation and Measurement of Vibration in Building - Part 2 Guide to Damage Levels from Groundborne Vibration' for guidance.

14 AIR QUALITY

The applicant is advised that the Environmental Act 1995, Clean Air Act 1993, the Health and Safety at Work Act 1974 etc, the Environmental Protection Act 1990 all control air quality and that the EPA 1990 controls dust under the 'statutory nuisance' provisions. The contractor should: (i) take all necessary measures to avoid creating a dust nuisance during both demolition and construction works including excavations; (ii) not burn any materials on the site; (iii) avoid the occurrence of emissions or fumes from the site including from plant and ensure off-road vehicles (e.g. bulldozers, excavators etc) with compression ignition engines comply with emission standards set in EC Directive 97/68/EC, meeting Stage II limits where possible and run on low sulphur diesel; (iv) ensure on-road vehicle emissions are in line with the provisions of the Road Vehicles (Construction and Use) Regulations (as amended) and the Motor Vehicles (Type Approval) (Great Britain) Regulations made under the Road Traffic Act 1988 and the EURO standards.

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

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

Any person wishing to inspect the above papers should contact Patrick Doyle, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5169