

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

16 June, 2021  
03  
20/2788

## SITE INFORMATION

RECEIVED	9 September, 2020
WARD	Dudden Hill
PLANNING AREA	
LOCATION	St Catherine's Church Hall & St Catherine's Church, Neasden Lane, London
PROPOSAL	Demolition of fire damaged community centre and erection of a new two storey community centre and church hall building with roof terrace attached to St Catherine's church, creation of new vehicular access, bin store enclosure, alteration to boundary and associated landscaping
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_&lt;systemke">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_&lt;systemke</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 "20/2788" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to:

The completion of a satisfactory Section 106 or other legal agreement to secure:

1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance;
2. Notification of material start 28 days prior to commencement;
3. Payment of the carbon off-setting contribution.

That the Head of Planning and Development or other duly authorised persons is delegated authority to agree the exact terms thereof in line with the Heads of Terms listed above;

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

### Conditions

#### *Compliance*

1. 3 years consent
2. Approved plans
3. Car parking, cycle and bin storage to be implemented
4. Number of High Capacity Events
5. Reinstatement of crossovers
6. Compliance with Air Quality Assessment
7. Compliance with Construction Management Plan
8. Arboricultural Method Statement

#### *Post-commencement*

9. Site investigation and remediation
10. Detailed drainage strategy
11. Fire strategy
12. Materials samples
13. Details of PV panels

#### *Pre-occupation*

14. Landscaping scheme
15. Validation of contaminated land remediation measures
16. BREEAM Excellent certification
17. Travel and Parking Management Plan
18. Service and Delivery Plan

### Informatives

1. CIL liability
2. Party wall information
3. Building near boundary information
4. Quality of imported soil
5. Construction hours
6. Drainage features

And that the Head of Planning and Development, or other duly authorised person, is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that they are 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.

## SITE MAP

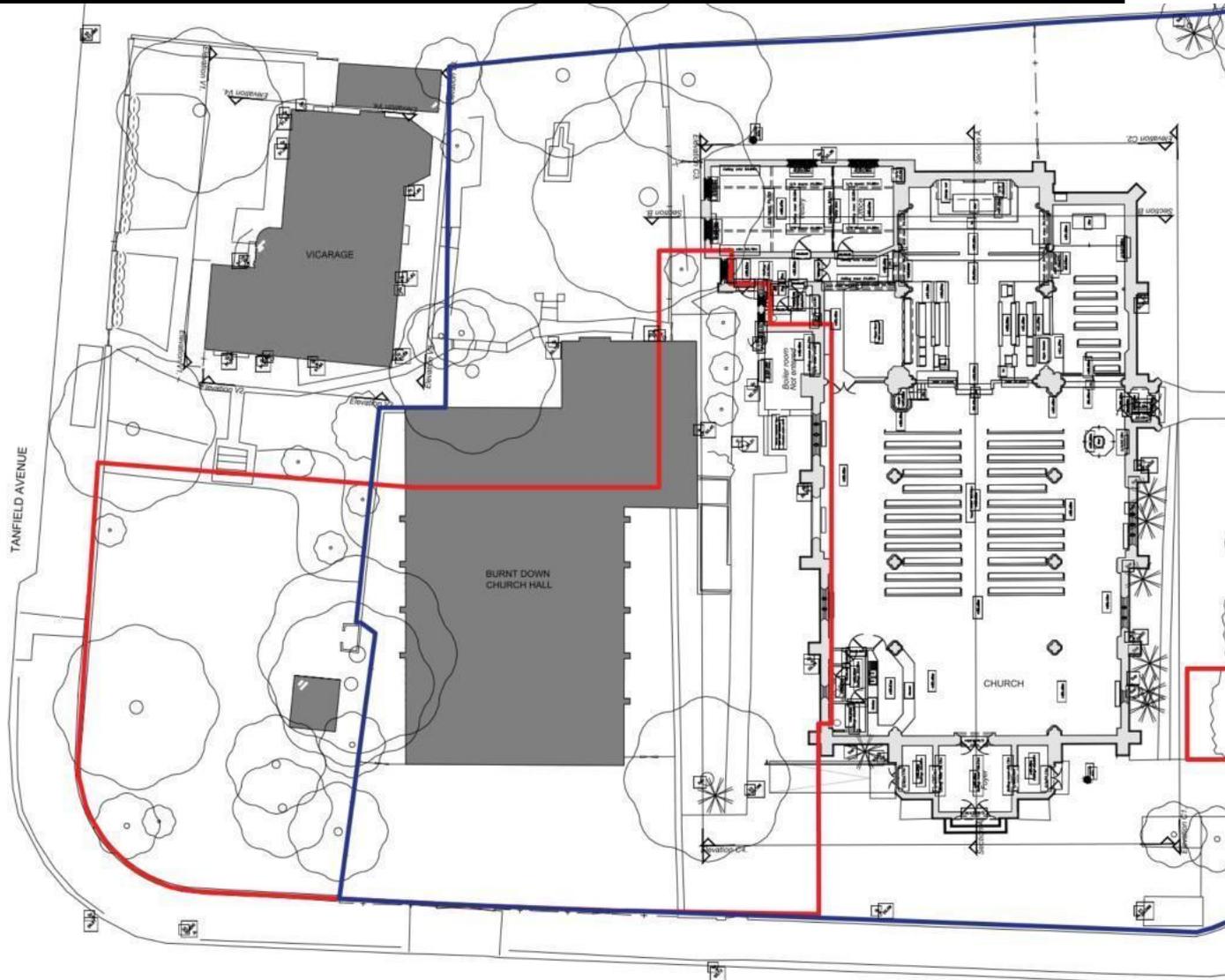


**Brent**

### Planning Committee Map

Site address: St Catherine's Church Hall & St Catherine's Church, Neasden Lane, London

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This map is indicative only.

## PROPOSAL IN DETAIL

Replacement church hall to a larger footprint, comprising a multi-function community centre with a main hall, activity studio, community cafe, nursery, meeting rooms and music room (after the previous hall was destroyed by fire). The upper floor hall space would feature kitchens and toilets. The new space will have floor area of 1089m<sup>2</sup>. The existing vehicular crossover will be reinstated back to footway and a new vehicular crossover is proposed.

## EXISTING

The site, of St Catherine's Church Hall, is located on the corner of Tanfield Avenue, on the Neasden gyratory. The former Church Hall (built in 1928) was severely damaged by fire following an arson attack in 2018. The Hall Trustees have decided to replace the old hall (a single space hall with stage) with a more extensive community centre, which will offer significantly more facilities to the local community.

The church itself is a Local Heritage Asset. The previous hall, on site adjacent to the church was a 2-storey building with a pitched roof, accessed on the south-western boundary (Neasden Lane). To the rear is the two-storey vicarage, with pitched roof and gabled ends. This is accessed from Tanfield Avenue. The hall had a footprint of 342m<sup>2</sup>.

The site is currently split into 3 parts:

- Church with a vehicle access from Dollis Hill Lane leading to a forecourt fronting Neasden Lane which can accommodate approximately 4 car parking spaces.
- Church Hall with an approximately 5m wide vehicle crossover from Neasden Lane with the forecourt presumably covered in grasscrete synthetic grass with an indeterminate number of parking spaces.
- Vicarage with vehicle access from Tanfield Avenue leading to a limited number of car parking spaces.

## SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will have to balance all of the planning issues and objectives when making a decision on the application, against policy and other material considerations.

**Design, scale and appearance:** The proposal is for a two-storey, contemporary building which would be similar in height to adjacent buildings. The contemporary architectural style and materiality would create a new well designed building on this prominent corner plot. Officers consider that the proposal would not harm the setting of the Locally Listed Building, St Catherine's Church or the Grade II listed building across the Neasden gyratory, The Grange.

**Relationship with neighbouring sites:** The separation distance from the nearest properties would ensure that adjoining sites would be unduly affected in terms of privacy and overlooking, and the impact on daylight and sunlight is not considered to rise significantly above the existing situation.

**Transport:** The development would be 'car-free' although existing disabled use spaces would be retained. The risk of increased on-street parking pressure on local residential streets must be considered. The development has a high local catchment and a number of measures are proposed to restrict the number of car users to the site. The submission of a more robust Travel Plan, Car Parking Management Plan and Healthy Streets assessment would ensure adequate arrangements are in place, particularly for 'high capacity' events. Redundant vehicle crossovers would be restored to footway at the developer's expense.

**Sustainability and energy:** The proposal would utilise air source heat pumps and photovoltaic panels, and is predicted to achieve a 36% reduction in carbon emissions, exceeding the London Plan target of 35% on-site reductions. A contribution to Brent's carbon offsetting fund would be secured by a legal agreement to achieve a zero carbon development. Overheating risk, whole lifecycle emissions and circular economy

principles have been considered in the design.

**Environmental health:** Potential air quality, noise and vibration, and contaminated land concerns have been assessed and the accepted measures would require implementation via condition.

**Trees and biodiversity:** The loss of six trees of low to moderate quality would be compensated for by replacement planting of nine trees at the western end of the site.

**Flood risk and drainage:** The site is in Flood Zone 1 for fluvial flooding and other sources of flood risk have been assessed, with the proposed sustainable drainage strategy significantly reducing run-off rates from the site. The proposals are acceptable to the Local Lead Flood Authority.

## RELEVANT SITE HISTORY

**84/1466:** Use of church hall for playgroup. Granted, 10/10/84.

## CONSULTATIONS

143 nearby properties as well as the Dollis Hill Residents Association were notified of the proposal on 07/12/2020.

Three site notices and a press notice have been published for a minimum of 21 days.

No representations have been received.

## POLICY CONSIDERATIONS

### Policy considerations

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

The development plan, relevant to this application, is comprised of the:

London Plan 2021  
Brent Core Strategy 2010  
Brent Development Management Policies 2016

Key policies include:

#### London Plan 2021

GG1 Building strong and inclusive communities  
D5: Inclusive design  
D12: Fire safety  
D14: Noise  
S1: Developing London's social infrastructure  
HC1: Heritage conservation and growth  
G5: Urban greening  
G6: Biodiversity and access to nature  
G7: Trees and woodlands  
SI1: Improving air quality  
SI2: Minimising greenhouse gas emissions  
SI13: Sustainable drainage  
T2: Healthy streets  
T3: Transport capacity, connectivity and safeguarding  
T4: Assessing and mitigating transport impacts  
T5: Cycling  
T6: Car parking

T7: Deliveries, servicing and construction

### Brent Core Strategy 2010

C17: Protecting and Enhancing the Suburban Character of Brent

CP19: Brent Strategic Climate Change Mitigation and Adaptation Measures

CP23: Protection of existing and provision of new community and cultural facilities

### Brent Development Management Policies 2016

DMP1: Development Management General Policy

DMP7: Brent's Heritage Assets

DMP9a: Managing Flood Risk

DMP9b: On Site Water Management and Surface Water Attenuation

DMP11: Forming an Access on to a Road

DMP12: Parking

All of these documents are adopted and therefore carry significant weight in the assessment of any planning application.

The Council is at a significant stage in reviewing its Local Plan. The draft Brent Local Plan was subject to examination in public during September and October 2020. The planning Inspectors are still considering the Plan prior to undertaking a final stage of consultation on a set of proposed main modifications before the Plan can be adopted. Therefore, having regard to the tests set out in paragraph 48 of the NPPF it is considered by officers that greater weight can now be applied to policies contained within the draft Brent Local Plan. Relevant policies include:

### Draft Local Plan (Regulation 19 version)

DMP1: Development management general policy

BD1: Leading the way in good urban design

BSI1: Social infrastructure and community facilities

BHC1: Brent's Heritage Assets

BGI1: Green and blue infrastructure in Brent

BGI2: Trees and woodlands

BSUI2: Air quality

BSUI3: Managing Flood Risk

BSUI4: On-site water management and surface water attenuation

BT1: Sustainable travel choice

BT2: Parking and car free development

BT4: Forming an access on to a road

The following are also relevant material considerations:

The National Planning Policy Framework 2019

Planning Practice Guidance

SPD1 Brent Design Guide 2018

## **DETAILED CONSIDERATIONS**

### **1. Land Use and Principle of Development**

#### Demolition and Proposed Use

1.1. The existing building was built in 1928 and in 2018 was extensively damaged by a fire. This presents an opportunity to create a more useable and contemporary space which would prove more functional and better serve the needs of the local community.

1.2. The site was in use as a community centre. The proposed development would comprise a multi-function community centre with a main hall, activity studio, community cafe, nursery, meeting rooms and music room. Based on this layout and proposed uses the development would fall into Class F2 (Local Community).

1.3. The previous two-storey hall had a floor area of 342sq.m. The replacement development would have a floor area of 1089sq.m. Based on the increased floor area there would be scope for additional uses, however, these would be considered ancillary to the primary community centre use.

### Conclusion

1.4. The demolition of the existing building and redevelopment of the site to provide a more functional community centre is considered acceptable in principle.

## **2. Design, character and appearance, heritage**

### Policy background

2.1. Core Strategy Policy CP17 states that the distinctive suburban character of Brent will be protected from inappropriate development. Local Plan Policy DMP1 states that development will be acceptable provided it is of a location, use, concentration, siting, layout, scale, type, density, materials, detailing and design and complements the local area. This is supported by the design guidelines set out in SPD1 and SPD2.

2.2. In addition, Local Plan Policy DMP 7 requires proposals affecting heritage assets should sustain and enhance the significance of the heritage asset, its curtilage and setting, respecting and reinforcing the streetscene, frontages, views, vistas, street patterns, building line, siting, design, height, plot and planform and ensure that extensions are not overly dominating.

2.3. Brent's emerging Policy BD1 seeks high quality architectural and urban design, including innovative contemporary design that respects and complements historic character but is also fit for the future. The Brent Design Guide SPD1 provides further advice on general principles of good design.

### Impact on heritage assets

2.4. St Catherine's Church, Neasden, is considered a non-designated heritage asset. It was identified for addition to the Council's local list in 2016. The site is not in a conservation area nor Archaeological Priority Area, but is between The Grove and Neasden House which are both Sites of Archaeological Importance. The Grange, a Grade II listed building, is situated opposite. The submission includes a comprehensive heritage statement and separate archaeological assessment. The site, the location of a former church hall has no special interest.

2.5. The new building would form a large extension to St Catherine's Church. The proposed scheme includes the construction of single storey link to the adjacent the church, with the two-storey part of the building set away from the church. A 'rotunda' hall space is proposed at the Western corner part of the site facing Neasden's main shopping parade.

2.6. The main part of the building would be set back from the front elevation of the church to minimise its impact. The single storey part of the building would connect to the church in a sensitive way, via opening through the central part of the west wall of the church and under the sill of a large window. The window would stay unaltered.

2.7. The proposed front elevation of the extension would be largely glazed to 'enhance the sense of connectivity between interior and exterior spaces [Heritage Statement].' The brick sections of the extension have been designed in a dark brick reflecting decorative elements of the existing church.

2.8. The brick panels on the first floor of the front elevation have been specifically designed to match the colour and design of the two panels found on each side of the main entrance of the church. The rotunda element has been designed to be a landmark feature of Corten steel.

2.9. Its relative small scale and the existing tree buffer ensure the development would not harm the setting of the Grade II listed Grange. Furthermore, the proposal would generally enliven the streetscape and be in keeping with the character and context of the area. The extension is of a scale that is subservient to the existing church and would integrate with it sensitively. The rotunda element would provide a focus to street.

2.10. The proposals would not harm the setting of the non-designated or designated heritages assets. The resulting development would make a good civic gesture to the corner of Tanfield Avenue.

## Height, Architectural approach and Materiality

2.11. The proposed development would be 12.04m at its highest point which is approximately 3.5m taller than the original church hall but still 4.4m shorter than St. Catherine's Church. It is positioned away from the nearest residential properties, on a prominent corner location.

2.12. While respecting the nearby heritage assets the use of extensive glazing and Corten steel for the rotunda element allows for a contemporary design which can act as a landmark in this prominent corner position.

## Conclusion

2.13. The proposed development is considered to represent a sensitive yet contemporary design approach which is suitable for this location and in compliance with relevant policies outlined above.

## **3. Relationship with neighbouring properties**

### Policy background

3.1. In accordance with Brent's Policy DMP1, any development will need to maintain adequate levels of privacy and amenity for existing residential properties, in line with the guidance set out in SPD1. Separation distances of 18m to existing habitable room windows and 9m to private garden boundaries should be maintained. This standard is also applied to ensure that the development does not compromise the redevelopment of adjoining sites, and to individual buildings within large developments.

3.2. To ensure light and outlook to existing properties is not affected, proposed buildings should sit within a 30 degree line of existing habitable room windows and a 45 degree line of existing private rear garden boundaries.

### Assessment of separation distances

3.3. The main impact would be on the vicarage to the rear. However, while the vicarage would be seen, in planning terms, as a self-contained dwelling, it is used in conjunction with the church. As such, the proposal would re-plan the garden of the vicarage, altering the relationship between the church hall and the garden of the vicarage. The existing church hall is adjacent to the two parts of the existing vicarage garden, one situated to the rear of the vicarage and the other to the side. The existing hall is part single, part two-storey in height with a large roof, and the existing church hall does not accord with the 45 degree guidance in relation to that garden. The proposal would re-plan the curtilage of the vicarage, with the rear garden being approximately 15 m deep and the distance between the side wall of the vicarage and the side boundary of the garden being approximately 7 m. The vicarage would retain a large garden. The proposed building would be situated 1 m from the boundary with the garden of the vicarage. To the rear of the vicarage, it would be one storey high (4.18 m). To the side of the vicarage garden, it would predominantly be two-storeys high (9.6 m).

3.4. While this does not accord with the 45 degree guidance, weight is given to the relationship between the existing hall and the existing vicarage garden. As discussed above, this is situated adjacent to the boundary and is partly single and partly two-storeys in height. It also should be noted that the majority of the garden would comply with the guidance. As such, the relationship between the hall and the vicarage garden is considered to be appropriate. The proposed building accords with the 30 degree guidance set out within SPD1.

3.5. Privacy impacts are mitigated via obscure glazing to the rear at first floor level which would prevent any views over the neighbouring property. The nearest property beyond that is along Tanfield Avenue and approximately 20 metres away. A 1.8m high evergreen wall is proposed to one side of the first floor terrace and this is considered sufficient to prevent these types of impacts. In any case, at this distance there is not considered to be a significant increase in overlooking or noise disturbance.

3.6. To the opposite corner of Tanfield Avenue, there are no residential properties. There is a one-storey commercial (retail) building in this direction would not experience any significant impact from the proposal.

## Conclusion

3.7. Overall there are not considered to be any significant neighbour amenity issues with the proposal.

## **4. Transportation considerations**

### Policy background

4.1. London Plan Policy T6 seeks to restrict car parking in line with existing and future public transport accessibility and connectivity, and maximum parking allowances for leisure uses are set out in Policy T6.4. Brent's current maximum parking allowances are given in Policy DMP12 and Appendix 1 of the Development Management Policies, whilst Appendix 2 provides servicing standards and Policy DMP11 provides criteria for new road accesses. Brent's emerging Policy BT2 sets out new parking allowances to align with those of the London Plan.

4.2. Cycle parking spaces must be provided in compliance with London Plan Policy T5 in a secure weatherproof location and in accordance with design guidance set out in the London Cycling Design Standards. Bin storage should allow for collection within a 10m carrying distance, and more detailed guidance on bin storage requirements is given in the Waste Planning Guide.

4.3. London Plan Policy T2 expects new development proposals to follow a Healthy Streets Approach and Policy T4 requires Transport Assessments to be submitted.

### Existing site

4.4. This site is located on Neasden Lane (a London Distributor Road), adjoining the gyratory system at the junction of Dudden Hill Lane, Dollis Hill Lane, Neasden Lane North and Tanfield Avenue. It also fronts Tanfield Avenue and Dollis Hill Lane (two local distributor roads and bus routes).

4.5. Tanfield Avenue has a zebra crossing close to the junction with the gyratory, but there is generally poor pedestrian permeability across the gyratory. There are waiting and loading restrictions on the gyratory by way of double yellow lines and single yellow blips, whilst the only parking restrictions on Tanfield Avenue and Dollis Hill Lane are at the junctions, bus stops and the zebra crossing.

4.6. Tanfield Avenue and Dollis Hill Lane are the only streets in the immediate vicinity not in a CPZ, with surrounding street having CPZ's in operation from 8.30am-6.30pm Mon-Fri. Tanfield Avenue has been identified as a heavily parked street, whilst Dollis Hill Lane in the vicinity has a parking occupancy of 79.4%. The area has a good PTAL rating of 4.

4.7. This proposal is for a replacement 2-storey church hall to replace a smaller facility that was damaged by fire last year, but with a floor area approximately three times greater. It is proposed to comprise a main hall, activity studio, café, nursery, meeting rooms and music room. A similar range of clubs and activities are proposed to be accommodated as before, but with improved facilities and the potential for increased attendances.

4.8. It is noted that the nursery use has remained on site, operating from the adjoining church and it is not proposed to attract increased pupils. Other activities are also expected to resume as before, but the larger building would allow more scope for these to operate concurrently, as well as for improved facilities (toilets, kitchen etc.) to be provided.

### Parking provision

4.9. The maximum car parking allowance is based upon a ratio of 1:10 of peak visitor trip generation, if justified through a Transport Assessment. The trip generation in table 5.2 of the Transport Statement suggests up to 80 people on site at any time, but weddings and funeral visitors could lead to higher visitor numbers.

4.10. The Transport Management Plan provided states a maximum capacity of 150 users. With no off street parking provided, pressure for parking falls on the surrounding residential streets. The documents states a "planning your journey" request will be made to those who hire the hall to discourage car travel. It is suggested that the venue is advertised as a car-free hire venue as parking on the nearby residential streets would be a nuisance to residents, particularly as Tanfield Avenue is already deemed heavily parked. The

document states that they have previously had agreements with The Grange, for parking, and this will be used if the event requires parking. Crossing from The Grange to the church would also be via the footbridge, which could prove inaccessible for some visitors. Whilst this is welcomed, it is possible that parking that is outside of the application site may not be able to be relied on for the life of the building if it is outside of the ownership of the applicant, and the potential for overspill parking must be considered.

4.11. A car parking management plan is therefore recommended to be secured through condition for the site to ensure that parking for large events can be managed on the site and in the local area. The document must cover the types of large events it seeks to hold and ensure eventualities such as the main wedding car and catering delivery, for the wedding, can be accommodated within the site.

4.12. The community hall is proposed to be car-free though, which is welcomed in principle. However, risk of overspill parking from this site would also need to be mitigated using the use of a Travel Plan, discussed below. Neasden Lane is a London distributor road and Tanfield Ave and Dollis Hill Lane are both local distributor roads with no CPZ's. However, it should also be noted that the site is in close proximity to the Neasden town centre, where some parking is available.

#### Access arrangements

4.13. The applicant is proposing the hall to be car-free. A vehicular crossover (via Tanfield Avenue) to the vicarage will be retained, as well as a vehicular crossover (via Dollis Hill Lane) to the church.

4.14. For the hall, the existing crossover from Neasden Lane will be reinstated back to footway and a new crossover from Neasden Lane provided, even though no off-street parking is proposed for the hall. This is intended to facilitate a one-way route through the site between the new access and the Dollis Hill Lane access.

4.15. The retention of a vehicle access from Neasden Lane (on the busy gyratory) would provide a one-way route through the site, given the limited turning space in the existing church car park. However, it is essential that the route only allows vehicles to enter at the Neasden Lane access and that the access is also not gated to incoming vehicles. Use must also be restricted to operational (i.e. delivery vehicles) and visitors accessing disabled parking only, to ensure the access remains only very lightly used. A condition is recommended regarding the means by which the one way system will be implemented.

#### Cycle parking provision

4.16. A survey carried out amongst regular users of the hall in October 2020 found that 47% of those surveyed travelled by car (27% driving along and 20% car sharing), with the remainder walking, cycling or taking the bus.

4.17. Twelve cycle spaces will be provided and this is welcomed, with the survey finding 20% of visitors travelling by bicycle.

#### Servicing and waste storage

4.18. The Transport Statement confirms that deliveries will occur within the new forecourt, accessed via Neasden Lane. The forecourt is not marked out with any drop off / pick up zones for the nursery or delivery zones for the rest of the building and this should be included along with the disabled parking spaces.

4.19. The Transport Statement also states that larger delivery vehicles will have to park on the surrounding residential streets for delivery. This is not ideal and it is recommended that the Service and Delivery Plan (to be secured through condition) will encourage servicing by vehicles which are able to access the site rather than service from the street.

#### Travel Plan

4.20. The Travel Plan survey identified that 53% of respondents travel less than 15 minutes to the site, so the facility is considered to have a predominantly local catchment. This should make it easier to promote sustainable modes of travel to the site.

4.21. The objectives in the Travel Plan therefore include increasing travel by sustainable modes. SMART targets will be set and surveys will be carried out within 3 months of opening and in years 1, 3 and 5 of the Travel Plan period. This is all welcomed.

4.22. Targets set out in the travel plan show an increase in active travel mode share to 48% (by year 5) and a reduction in single occupancy car trips to 17% (by year 5). However, given the large increase in floor area, it is considered that the targets should be more ambitious than set out. With a car-free site, the aim should be have 0% travelling by car alone by year 5 and no more than 20% driving as car sharers, with the targets for sustainable travel increased accordingly. Those that do drive must park considerately, such as in the Neasden town centre car park or in on-street pay and display bays.

4.23. As most travel is undertaken by visitors, proposed measures focus on promoting sustainable travel through information leaflets, noticeboards and participation in events, as well as promoting car sharing.

4.24. It is stated that 'high attendance' events would be held only 3-4 times a year which is not considered excessive. In any case, this will need to be reflected in the travel plan with additional measures identified, along with a car parking management plan. The number of these events should be controlled by condition in order to allow for an assessment of the mitigation measures once the development is in use.

## Conclusion

4.25. The proposed community hall would be significantly increased in size compared to the previous hall, so whilst it is recognised that the hall replaces a pre-existing facility on the site, the proposal does still have the potential to increase traffic and parking around the site. The lack of off-street parking requires mitigation through a high quality Travel Plan and Car Parking Management Plan. A plan has been submitted, but it is considered that the final travel plan should have more ambitious targets and it is recommended that a revised travel plan is secured through condition.

## **5. Sustainability and energy**

### Policy background

5.1. Major developments are expected to achieve zero carbon standards including a 35% reduction on the Building Regulations 2013 Target Emission Rates achieved on-site, in accordance with London Plan Policy SI2. Any shortfall in achieving the target emissions standards is 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 £95, or through off-site measures to be agreed with the Council.

5.2. Brent's Core Strategy Policy CP19 also requires any proposal for commercial floorspace of over 1,000sqm to demonstrate that it achieves BREEAM Excellent standards.

### Carbon emissions and BREEAM performance

5.3. An Energy Strategy has been submitted, setting out how these standards are to be achieved. This predicts a carbon emissions saving of 36%. It aims to achieve this by using an efficient building construction and high efficiency gas boilers, ventilation and lighting. Additionally it would utilise air source heat pumps and photovoltaic panels.

5.4. The residual carbon emissions would be offset by a financial contribution to Brent's carbon offsetting fund, to achieve a net zero carbon development in accordance with policy.

5.5. A BREEAM Pre-assessment has been submitted demonstrating that a 73.42% score could be achieved, exceeding the 70% required to achieve BREEAM Excellent status. Confirmation that these standards have been achieved would be secured by condition once construction is completed.

5.6. Overall, the scheme is considered to deliver a high standard of compliance with the relevant policies.

### Urban greening

5.7. London Plan Policy G5 requires major developments to contribute to urban greening, defines a generic Urban Greening Factor and sets a target score of 0.3 for non-domestic developments. Brent's draft Local Plan Policy BGI1 supports this approach but does not propose a borough-specific Urban Greening Factor, therefore the generic Factor is used to assess developments in Brent.

5.8. Due to the increase in floor area and the physical constraints of the site, there would be a

reduction in soft landscaping. The landscaping plan proposes 9 small trees along the south-west edge of the site. A detailed landscaping plan will be required by condition to ensure that greening measures are optimised throughout the site.

## **6. Trees and biodiversity**

6.1. Trees are a material planning consideration, and also contribute to the biodiversity value of the site by providing potential habitats for birds, bats and other wildlife. Brent's emerging Policy BGI2 requires major developments to retain trees on site and where this is not possible to provide compensation through replacement tree planting or a financial contribution to tree planting off site.

6.2. A Tree Report and Arboricultural Impact Assessment was submitted. This identified 9 trees that could be affected by the proposals, including 8 of moderate quality and 1 of low quality. 6 trees toward the western end of the site would need to be removed, 5 of which are of moderate quality and 1 which is of low quality. The remaining trees are outside the development site and protective fencing would prevent damage to them during construction. A site supervision schedule would be required by condition.

6.3. The landscaping plan proposes 9 small trees along the south-west edge of the site. Due to the increased building footprint there would be a loss in overall soft landscaping. A detailed landscaping plan will be required by condition to ensure the proposal landscaping is maximised and of high quality.

6.4. The site does not have any ecological designations. The Arboricultural Statement notes the protection afforded to bats and nesting birds. Overall, based on the existing buildings on site and number of trees being affected, there are no significant ecological concerns.

## **7. Environmental health considerations**

### Air Quality

7.1. The proposed site is within an Air Quality Management Area and therefore the applicant is required to carry out an air quality impact assessment that should consider the potential emissions to the area associated with the development as well as the potential impact on receptors to the development.

7.2. The applicant has submitted an Air Pollution Services air quality assessment. This assessment is accepted and the measures suggested to ensure that the development is air quality positive should be implemented and can be required by condition.

### Construction Noise and Dust

7.3. The development is within an Air Quality Management Area and located very close to residential premises. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours.

7.4. The applicant has submitted a Construction Dust Management Plan and Environmental Health officers agree with the measures set out within this plan. A condition would require that these measures are put into place.

### Contaminated Land

7.5. The site to be redeveloped and the surrounding area has been fire damaged. Environmental Health officers have been consulted and concluded that a full assess of land contamination should be undertaken following the demolition of the existing building.

7.6. The site investigation and any remediation measures would be secured by condition.

## **8. Flood risk and drainage**

8.1. London Plan Policy SI12 requires current and expected flood risk from all sources to be managed in a sustainable and cost-effective way, while Policy SI13 and Brent's Policy DMP9b require sustainable drainage measures to achieve greenfield run-off rates and ensure surface water runoff is managed as close to source as possible.

8.2. The site is within a Flood Zone 1 for fluvial flooding and has been identified as being within a critical drainage area.

8.3. A Drainage Strategy has been submitted and provides details of existing and proposed drainage. A cellular attenuation tank is proposed with a maximum storage volume of 62.4 cubic metres.

8.4. The Local Lead Flood Authority have been consulted and have no objection to the proposals, subject to demonstration that discharge rates would be bettered following the implementation of proposed SuDS.

8.5. An informative is also required, clarifying that SuDS within the site would not be maintained by the Council and would need to be managed privately at the developer's expense.

## 9. Fire safety

9.1. Although fire safety compliance is covered by the Building Regulations, London Plan Policy D12 emphasises the need for it to be considered at the earliest stages of design of new developments and requires a fire strategy to be submitted for all major developments.

9.2. A preliminary fire statement has been provided to support the proposal. Policy D12 requires the submission of a fire statement for all Major applications, prepared by a suitably qualified professional. It is recommended that a condition is attached requiring the submission and approval of a Fire Statement in line with London Plan policy D12 (B) prior to any development taking place on site.

## 10. Equalities

10.1. 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).

## 11. Conclusion

11.1. Following the above discussion, officers consider that taking the development plan as a whole, the proposal is considered to accord with the development plan, and having regard to all material planning considerations, should be approved subject to conditions.

## CIL DETAILS

This application is liable to pay **£24,446.83** \* 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): 342 sq. m.

Total amount of floorspace on completion (G): 1089 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) Non-residen institutions	1089	342	405	£0.00	£0.00	£0.00	£0.00
(Mayoral) Non-residen institutions	1089	342	405	£0.00	£60.00	£0.00	£24,446.83

BCIS figure for year in which the charging schedule took effect (Ic)	224	331
BCIS figure for year in which the planning permission was granted (Ip)	333	
<b>TOTAL CHARGEABLE AMOUNT</b>	£0.00	£24,446.83

\*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: 20/2788

To: Ms Weal  
Carden and Godfrey architects  
33 Clerkenwell close  
Farringdon  
London  
EC1R 0AU

I refer to your application dated **09/09/2020** proposing the following:

Demolition of fire damaged community centre and erection of a new two storey community centre and church hall building with roof terrace attached to St Catherine's church, creation of new vehicular access, bin store enclosure, alteration to boundary and associated landscaping

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

at **St Catherine's Church Hall & St Catherine's Church, Neasden Lane, London**

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: 08/06/2021

Signature:

**Gerry Ansell**  
Head of Planning and Development Services

### Notes

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

DnStdG

## SUMMARY OF REASONS FOR APPROVAL

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

London Plan 2021  
Brent Core Strategy 2010  
Brent Development Management Policies 2016

- 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):

7020/P00 Rev.A  
7020/P01 Rev.D  
7020/P03 Rev.D  
7020/P04 Rev.C  
7020/P05 Rev.C  
7020/P10  
7020/P11 Rev.B  
7020/P21 Rev.A  
7020/P22 Rev.A  
7020/P31 Rev.B  
7020/P32 Rev.B  
7020/P33 Rev.A  
7020/P34  
7020/P35  
7020/P36

1101 Rev.P1 (Drainage strategy)

Air Quality Assessment [Air Pollution Services, 22 March 2021]  
Air Quality Neutral Report [Air Pollution Services, 28 September 2020]  
Arboricultural Method Statement [Arbtech, 08 October 2020]  
Archaeological Impact Assessment [Wessex Archaeology, October 2020]  
BREEAM 2018 Pre-Assessment [mes Building solutions, October 2020]  
Construction Dust Management Plan [Air Pollution Services, March 2021]  
Energy Strategy Revision: 1.0 [baileygomm, 27 October 2020]  
Heritage Statement & Design and Access [Carden & Godfrey Architects, September 2020, Rev.A]  
Planning Statement [hgh consulting, 30th October 2020]  
Preliminary Fire Strategy [Carden & Godfrey Architects, June 2021]  
Servicing & Refuse Management Plan [Carden & Godfrey Architects, November 2020]  
Sustainability Statement [mes Building solutions, October 2020]  
Transport Management Plan [provided by applicant, 26 May 2021]  
Transport Statement [ttp consulting, November 2020]  
Travel Plan [ttp consulting, November 2020]

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

- 3 The car parking spaces, cycle storage and bin storage facilities as shown on the approved plans

or as otherwise approved in writing by the local planning authority shall be installed prior to use of the development and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the use of the Church and Church Hall. The car parking spaces shall be marked out with hatching in accordance with requirements for disabled parking spaces.

Reason: To ensure the free and safe flow of traffic and pedestrians on the highway, and in the interest of sustainable transport

- 4 No more than 6 high capacity events (defined as those with 100 or more attendees, excluding staff hosting the event) shall be held at the community centre in any calendar year unless details are submitted to and approved in writing by the Local Planning Authority demonstrating that a higher capacity threshold or large number of events will be unlikely to result in conditions prejudicial to highway flow and safety, and the number of high capacity events shall thereafter shall not exceed the approved number or capacity.

Reason: In the interest of highway flow and safety.

- 5 The use of the development hereby approved shall not commence unless the following highways works have first been carried out at the developers expense;

- the reinstatement of the existing crossover back to footway;
- with all associated changes to line marking and associated Traffic Regulation Order costs.

The development shall not be occupied until all associated highway works have been completed to the satisfaction of the Local Highway Authority.

Reason: To ensure the safety and free flow of the surrounding highway network

- 6 Unless alternative details are first agreed in writing by the Local Planning Authority, the recommendations set out in the approved Air Quality Assessment ref.P1052\_A\_2 (Air Pollution Services, March 2021) shall be fully implemented for the development.

Reason: To reduce disturbance to users of the Church site and nearby residents.

- 7 Unless alternative details are first agreed in writing by the Local Planning Authority, the recommendations set out in the approved Construction Dust Management Plan ref.P1052\_3 (Air Pollution Services, March 2021) shall be fully implemented during the construction of the development.

Reason: To reduce disturbance to users of the Church site and nearby residents

- 8 Unless alternative details are first agreed in writing by the Local Planning Authority, the recommendations set out in the approved Arboricultural Method Statement [Arbtech, 08 October 2020] shall be fully implemented for the development.

Reason: To ensure adequate protection for retained trees in the vicinity of the site.

- 9 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. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report is subject to the approval in writing of the Local Planning Authority.

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

- 10 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations), a full drainage layout demonstrating connection to the surface water main system and a betterment in discharge rates shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure adequate drainage of the site, in accordance with Policy DMP9b and London Plan Policy SI13.

- 11 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations), a Fire Strategy prepared by a suitably qualified third party assessor in accordance with the requirements of London Plan Policy D12B shall be submitted to and approved in writing by the Council. The development shall be carried out in accordance with any recommendations made within the approved Fire Strategy.

Reason: To ensure that the risk of fire is appropriately addressed in the proposed development, in accordance with London Plan Policy D12.

- 12 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations), details of materials for all external work, including samples where relevant to be made available for viewing on site (or in a location as agreed), 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.

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

- 13 Prior to topping of the development providing photovoltaic panels, further details of the proposed photovoltaic panel array, demonstrating that this delivers as a minimum the reduction in carbon emissions identified in the pre-material start Energy Assessment, shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure carbon emissions are reduced in accordance with London Plan Policy SI2.

- 14 Within 6 months of works commencing on site, and notwithstanding the approved plans, a detailed landscaping scheme shall be submitted to and approved in writing by the local planning authority through the submission of an application for approval of details reserved by condition. The scheme shall include detailed proposals for the following aspects:

- Hard landscaped areas including materials
- A planting scheme including species, locations and densities, including the planting of at least 9 new trees

The approved landscaping scheme shall be completed prior to the first use of the development hereby approved and thereafter maintained, unless an alternative programme is first agreed in writing by the Local Planning Authority.

Any trees and shrubs planted in accordance with the landscaping scheme and any plants or trees which have been identified for retention within the development which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality, provides functional spaces and to maximise biodiversity benefits.

- 15 Any soil contamination remediation measures required by the Local Planning Authority shall be

carried out in full. A verification report shall be provided 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).

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

- 16 Prior to first occupation or use of the development hereby approved, and notwithstanding Condition 2, a revised BREEAM Assessment and Post Construction Certificate, demonstrating compliance with the BREEAM Certification Process for non-domestic buildings and the achievement of a BREEAM Excellent rating, shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the development is constructed in accordance with sustainable design and construction principles, in accordance with Core Strategy Policy CP19.

- 17 Prior to first use of the development, a comprehensive Travel and Parking Management Plan shall be submitted and approved in writing by the local planning authority. The Travel and Parking Management Plan shall include:

- Improved SMART targets with the aim of having 0% travelling by car alone by year 5 and no more than 20% driving as car sharers, with the targets for sustainable travel increased accordingly.
- Healthy Streets Assessment.
- Details of the measures to manage one-way vehicular access into and out of the site through the existing and proposed vehicular accesses.
- Details of how parking for larger events will be managed within the site and local area. This should include the types of events to be held, mitigation measures proposed, local parking options and vehicular tracking of vehicles required for functions (wedding cars, hearse, catering delivery etc).

The development shall be operated thereafter in accordance with the approved details.

Reason: In the interest of highway safety and to demonstrate a commitment to sustainable transport modes.

- 18 Prior to first use of the development hereby approved, a Service and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority. The Service and Delivery Plan shall demonstrate how servicing to the premises will be managed, including measures to prevent or discourage service vehicles from visiting the site that are not able to service from within the site itself, and measures to ensure that any service vehicles that do arrive at the site which are unable to service from within the site do not service from Neasden Lane. The approved plan shall be implemented for the life of the development.

Reason: In the interest of highway flow and safety.

## 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](http://www.brent.gov.uk/CIL).
- 2 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)

- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 In relation to the conditions requiring the submission of details pertaining to land contamination, the developer is reminded that the quality of imported soil must be verified by means of in-situ soil sampling and analysis. We do not accept soil quality certificates from the soil supplier as proof of soil quality.
- 5 Under the Control of Pollution Act 1974, noisy construction works are regulated as follows:  
  
Monday to Fridays - permitted between 08:00 to 18:00  
Saturday - permitted between 08:00 to 13:00  
At no time on Sundays or Bank Holidays  
  
For work outside these hours, the Control of Pollution Act 1974 allows the council to set times during which works can be carried out and the methods of work to be used. Contractors may apply for prior approval for works undertaken outside of normal working hours. They should email the noise team at [ens.noiseteam@brent.gov.uk](mailto:ens.noiseteam@brent.gov.uk) to obtain a section 61 application form. Please note that the council has 28 days to process such applications.
- 6 The Council will not be responsible for maintaining any drainage features provided within the site. A management and maintenance regime for these features will need to be prepared and to be implemented for the lifetime of the development at the developer's expense.

Any person wishing to inspect the above papers should contact Sukhjeevan Bains, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5223