Local Plan
Regulation 19 Consultation
# Contents

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Foreword

The London Borough of Brent has a proud history of diversity where communities have lived and worked together for decades. There has been much change over the last twenty years. Significant regeneration in Brent has attracted new residents, jobs, business, investment and visitors. This is all been made possible by the vision and direction Brent council set in its planning policies, namely its Local Plan.

The new Local Plan for Brent is now being drafted to help set the vision for Brent’s development. It will set out London Borough of Brent’s policies towards housing, town centres, open space, employment, community facilities, the built and natural environment and transport— all of which contribute to making Brent a vibrant place to live and work.

We’re working hard to improve living standards, make Brent safer, cleaner and greener, support residents to be healthier and happier, and provide more opportunities to learn and work in the borough. This plan helps make this happen, by giving clear guidance; such as what can be built, where, how, for what use, where restrictions apply and why. We’re committed to providing a high quality, responsive Planning Service, and realise how important it is to involve the community in helping us create a better Brent. That’s why this powerful plan is the result of ongoing community involvement.

The draft London Plan subject to examination earlier this year expects Brent to play its part in supporting London’s continuing growth to 2041 and beyond. This provides some significant opportunities in terms of inward investment, but also undoubtedly challenges for the Brent in the years ahead. The Local Plan is the document that will set out a long-term vision for the borough, improving places that could be better, delivering good growth whilst retaining those bits that are special.

Following public engagement in 2017 and 2018, this publication stage consultation continues the journey towards the adoption of the Local Plan. We have taken account of the extensive number of comments received. The plan seeks to achieve good growth by addressing the sometimes competing requirements of:

- planning for increased population associated with London’s continuing success;
- community needs for additional affordable homes, jobs and inward investment whilst protecting and enhancing valued character and open spaces; and
- pressures on infrastructure such as schools, doctors’ surgeries and transport.

It is essential that the residents of Brent are involved in this process of setting the council’s planning policy. We encourage you to take this opportunity to participate in the process of shaping the future growth of the borough and the policies within the Plan. It is anticipated that the Plan will be adopted by the end of 2020.

We look forward to meeting you at consultation events and receiving your views.

Councillor Shama Tatler
Cabinet Member for Regeneration, Highways & Planning
The council is working towards adopting a new Local Plan. The Local Plan is a Development Plan Document. All planning applications must be determined in accordance with the Development Plan unless there are significant reasons for not doing so. The Plan is therefore a very important document in shaping the future development of Brent. It runs to 2041, consistent with the London Plan that will be adopted in 2020. The Local Plan will provide a locally specific spatial policy framework for planning and development for the areas of the borough where the council is the local planning authority as shown in Figure 1.

1.2 Parts of the borough fall within the local planning authority area of the Old Oak and Park Royal Development Corporation (OPDC). (See Figure 1) OPDC is responsible for writing the Local Plan for its area and determining the majority of planning applications there too. It sets out a scheme of delegation, some planning applications it receives are determined by the council. OPDC’s Local Plan deals with parts of the borough such as Willesden Junction and Park Royal. It is at a more advanced stage than the council’s Local Plan being adopted in late 2019.

1.3 This consultation provides an opportunity to help shape the future of the borough. The Local Plan review will

- Set out a long-term vision and objectives;
- Include policies to manage change whilst protecting and enhancing the area’s built and natural environment.

This version of the Local Plan is a draft specifically produced for public consultation. It takes account of comments received on the previous stage of consultation: Preferred Options which was consulted upon from November 2018 to January 2019. It is the version that the council wishes to adopt. It recognises however that it is likely that responses to this consultation will result in further proposed changes to the Plan before it is submitted for Examination. This is an opportunity for you to comment on and shape Local Plan policy.

WHEN AND HOW TO RESPOND

1.5 The council will be undertaking the Local Plan consultation in accordance with its Statement of Community Involvement adopted in July 2017. The Local Plan review consultation will run for a six week period starting on Thursday 24 October 2019. The deadline for responses is 5pm on Thursday 5 December 2019.

1.6 At this stage of the Plan comments should be related to the ‘text of soundness’ as set out in the National Planning Policy Framework. These are whether the Plan is ‘sound’ in respect of being:

- Pictorially sound – providing a strategy within, as a minimum, seeks to meet the areas’ objectively assessed needs; and is informed by agreements with other authorities, that unmet need from neighbouring areas is accommodated where it is practicable to do so and is consistent with achieving sustainable development;
- Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in the Framework.

We would encourage you to provide your comments on the council’s consultation website by completing the consultation questionnaire online at: www.brent.gov.uk/shapebrent. This is the quickest way of responding. Alternatively, you can email us or send us your comments by post by using the addresses below. When responding by e-mail or post, please use the Local Plan Consultation Response Form. Please set out clearly the page number, paragraph, policy, figure or image your comment relates to.

1.8 All documents can be read and downloaded from: www.brent.gov.uk/shapebrent. Paper copies of this draft Local Plan and supporting documents (excluding the research studies which would result in a significant amount of printing) are available to view during normal opening hours at the following locations:

- Willesden Green, 95 High Road, Willesden Green NW10 2SF
- Harlesden Library, Craven Park Road, Harlesden, NW10 8SE
- Ealing Road Library, Coronet Parade, Ealing Road, Kingsbury, NW9 9HE
- Kingsbury Library, 522-524 Kingsbury Road, Kingsbury, NW9 9HE
- Kilburn Library, Salisbury Road, Kilburn NW6 6NN
- Harlesden Library, Craven park Road, Harlesden, NW10 8SE
- Ealing Road Library, Coronet Parade, Wembley, HA9 0JZ

Please note that responding means that we will automatically notify you of future Local Plan related consultations unless you request otherwise.
The libraries also have access to the council’s website to allow you to view all supporting documents and make comments.

DROP IN TO A PUBLIC EXHIBITION OR WORKSHOP

1.10 The council will also hold a number of events/drop-in sessions within the borough to enable discussion and feedback of proposals in person. To find out about when these are happening please visit: www.brent.gov.uk/shapebrent

WHAT HAPPENS NEXT?

1.11 Planning regulations set out the key stages in the preparation of the new Brent Local Plan review as shown in Figure 2. This also shows where we are currently in this process. The policies in the Local Plan must be ‘consistent’ with the National Planning Policy Framework and in ‘general conformity’ with the London Plan. Figure 3 shows the relationships between the various levels of policy documents.

1.12 All representations received to this Published Plan consultation will be considered by the council, summarised and published for information. These and any proposed further amendments to the Plan will be submitted to the Secretary of State for examination by an independent planning inspector. The inspector will determine if the submitted Plan meets the required legal and procedural requirements, and when judged against national planning policy requirements the strategy and policies are ‘sound’. Subject to the Plan being found sound, the council will then adopt it.

FIGURE 2 Local Plan Review Timetable

<table>
<thead>
<tr>
<th>Year</th>
<th>Stages</th>
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<tbody>
<tr>
<td>2018</td>
<td>Spring 2018 (Regulation 18)</td>
</tr>
<tr>
<td></td>
<td>Issues and option consultation (Regulation 18)</td>
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<tr>
<td></td>
<td>Consultation on the issues and some of the options available to be addressed in the Brent Local Plan review</td>
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<tr>
<td></td>
<td>Integrated Impact Assessment Stage A Scoping</td>
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<tr>
<td>2019</td>
<td>Late 2018 (Regulation 18)</td>
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<tr>
<td></td>
<td>Preferred Approach Consultation (Regulation 18)</td>
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<td></td>
<td>Consultation on proposed development sites and draft policies</td>
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<td></td>
<td>Integrated Impact Assessment Stage B reasonable alternatives &amp; assessing effects</td>
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<tr>
<td>2020</td>
<td>By end of 2020 (Regulation 19)</td>
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<tr>
<td></td>
<td>Proposed Submission Consultation (Regulation 19)</td>
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<tr>
<td></td>
<td>Formal representations are invited on the draft Local Plan review to be submitted for examination</td>
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<td></td>
<td>Integrated Impact Assessment Stages C &amp; D</td>
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<tr>
<td>2020</td>
<td>2020-21 (Regulation 20)</td>
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<tr>
<td></td>
<td>Examination hearings (Regulations 22-24)</td>
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<td></td>
<td>Examination of the Local Plan review by an independent inspector</td>
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<td></td>
<td>Integrated Impact Assessment Stages C &amp; D</td>
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<tr>
<td>2020</td>
<td>2020-21 (Regulation 20)</td>
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<tr>
<td></td>
<td>Publication of Inspector’s Report and recommendations (Regulation 25)</td>
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<tr>
<td></td>
<td>Including any recommended amendments to make the Local Plan ‘sound’</td>
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<tr>
<td>2021</td>
<td>2021-22 (Regulation 26)</td>
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<tr>
<td></td>
<td>Adoption of Local Plan review (Regulation 26)</td>
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LOCAL PLAN | LONDON BOROUGH OF BRENT
WHY ARE WE REVIEWING THE LOCAL PLAN?

2.1 Brent’s existing Local Plan comprises a number of documents that have been produced by the council:

- Core Strategy adopted 2010
- Site Specific Allocations Document adopted 2011
- Wembley Area Plan adopted 2015

2.2 The Plan also includes the West London Waste Plan adopted in July 2015 and the Sudbury Town Neighbourhood Plan September 2015 and Harlesden Neighbourhood Plan May 2019. The Wandle Plan being strategic is best prepared jointly with other London boroughs. There is currently no agreed timetable for its update. Neighbourhood plans are not for the council to review; this is the responsibility of neighbourhood forums.

2.3 Figure 3 shows the relationship between layers of planning policy. In addition to the Development Plans, policies in the Plans are sometimes given more clarity on how they will be interpreted in Supplementary Planning Documents.

2.4 Since the principal elements of the Plan were adopted (Core Strategy 2010, Site Allocations 2011), national planning policy and practice guidance has radically altered. There have been two fundamental changes in national policy, through the national planning policy framework. The most recent of these was in July 2018, with minor amendments in 2019.

2.5 There have also been two significant changes to the London Plan. The 2008 London Plan was superceded in 2011, and consolidated with alterations in 2016. Significantly the borough’s housing target increased from 1935 to 1525 dwellings per year. The latest Draft London Plan December 2017 again proposes substantial additions; a target which is equivalent to 2915 dwellings per year from 2019/20 until 2028/29.

2.6 The borough, through the successful delivery of its Growth Areas in particular, has been able to accommodate the London Plan’s more recent increases in dwelling numbers. It cannot continue to do so for the longer term, particularly if its target increases, without a radical review of its Local Plan. It is anticipated that the population will grow by 64,900 to 393,700 in the period to 2041. To accommodate this will require not only new homes, but approximately 30,300 new full time equivalent jobs to meet residents’ needs, plus the associated improvements to social and physical infrastructure.

2.7 Whilst being ambitious about housing growth, the council has submitted representations that challenge the draft London Plan housing target. It does not consider it realistic for a variety of reasons.

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2.7 Whilst being ambitious about housing growth, the council has submitted representations that challenge the draft London Plan housing target. It does not consider it realistic for a variety of reasons.
2.8 Brent’s Local Plan should be in ‘general conformity’ with the London Plan. For the most part Brent supports the contents of the London Plan; key exceptions are the housing numbers set, particularly related to small sites and the policy approach to industrial and within the borough. The council has objected to these elements of the London Plan. This Plan takes forward policies that are realistic and justifiable taking into account local circumstances and matters in the draft London Plan remain as is, then it might be realistic for the council to revise this Local Plan’s contents in light of the London Plan that moves towards adoption.

2.9 This publication version of the Local Plan refers to a number of policies within the draft London Plan. It assumes these for the most part Brent supports these. It is not very different to the draft London Plan modified and issued in response to the Examination process. Many of these policies provide for development management criteria against which planning applications are assessed.

WHERE DO POLICIES BECOME SUPERSeded BY THis LOCAL PLAN REVIEW?

2.10 The review is proposing to replace many of the existing Local Plan policies. It seeks to simplify the Plan and make it more understandable. The Issues and Options consultation responses indicated support for replacing the four separate Brent Development Plan Documents set out in paragraph 2.1 with a single document. A schedule of policies that are being superseded/ replaced and kept with or without amendments is set out in Appendix 1. In effect, it is some of the Development Management Policies that are being carried forward for incorporation into the new Local Plan with no or limited changes. The issues in other existing policies are:

a) either picked up in the London Plan (the ones considered to be of such importance that they warrant inclusion; or
c) incorporated into new policies with significant wording changes.

2.11 The weight that can be attached to the existing Local Plan compared to policies that emerge as part of the review will be dependent on:

i. whether the proposed development is the existing and the proposed policy’s consistency with national and London Plan policy; the level of support or opposition that the policies and the stage that it is at within the adoption process. Actions as policies within the draft Local Plan are in their early development, not yet subject to examination or a council resolution, it is considered that the weight that can be attached to them is likely to be limited.

2.12 The Localism Act 2011 set out new provisions to encourage local organisations and local councils to work together to plan properly for areas across borough boundaries. Consistent with this the council will produce evidence to show how it has conformed with the duty to co-operate and produce statements of common ground with neighbouring local planning authorities (Barnet, Ealing, Harrow, Hammersmith & Fulham, Kensington & Chelsea, City of Westminster and OPDC) throughout the various stages of the adoption of the Local Plan.

2.13 In considering what policies to contain in the Local Plan the council also has a statutory duty to have regard to Local Transport Authority policies, (which for London is Mayor’s Transport Strategy, Articles 9 and 12 of the EU Directive 2012/18/UE on the prevention of major accidents and hazardous establishments (relevant to site allocations) and the national waste management plan.

LAYOUT OF THE BRENT LOCAL PLAN

2.14 As indicated earlier, the London Plan contains many detailed strategic policies that are also intended for development management purposes. The Greater London Authority policies, (which for London is the London Plan) are considered that this would be helpful so that councils can concentrate on locally specific issues which differentiate their areas from others. The National Planning Policy Framework and draft London Plan both emphasise that there is no need for Local Plans to repeat their policies. The Local Plan therefore follows this advice where it is considered nationally or London specific or a council resolution. The Brent Local Plan should be seen as complementary to be read in conjunction with the London Plan, National Planning Policy Framework and Practice Guidance and London Plan Supplementary Planning Guidance documents.

2.15 As such the structure of the Brent Local Plan is such that it obviously complements the Good Growth Policies and chapters of the London Plan. This is shown in Figure 4. The Plan has a brief overview of Brent’s characteristics, defining some of the challenges and opportunities. This sets the scene for the following Spatial Vision for Brent, identifying locally specific examples of how the Good Growth Policies will be delivered in Brent either across the borough or through specific areas/ sites. In recognition of the fact that the borough is not homogenous, but is made up of a series of smaller places, the Plan splits the borough up and focuses on 7 ‘Places’. The extent of these Places is locally based on a scale that is likely to be more locally relevant taking account of a mixture of town centres that exert an influence within them, plus their character and clearly defined physical features that might effectively separate them from other identified Places.

2.16 For each of these Places there is an overview of matters such as physical features that define its boundary, a high level analysis of its current attributes, such as town centres, culture and character, transport, employment and education. The challenges and opportunities of the Place are set out. This helps inform a vision for the Place and then the Place is developed as such a case study and strength of the Place.

LOCAL PLAN | LONDON BOROUGH OF BRENT
2.17 The Plan then sets out a general position statement in relation to new development in the borough, before using the same chapter headings as the draft London Plan to set out locally specific Brent policies on these matters.

FIGURE 4 Proposed Structure of the Brent Local Plan

SUPPORTING EVIDENCE BASE DOCUMENTS

2.18 The plan is supported by a series of evidence base documents, some of which might still be in draft form. Others might need to be commissioned to further support policies where required. The Plan identifies ‘key evidence’ where relevant. We are also inviting comments on these supporting documents.

2.19 The Integrated Impact Assessment (IIA) is a document of particular importance. It fulfils the statutory requirements for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) (Directive (2001/42/EC) and associated UK Regulations). It also fulfils the requirements for Health Impact Assessment and Equalities’ Impact Assessment. All Local Plan policies, including alternative policy options, have been appraised in the IIA.

2.20 In planning for Brent’s future, the council has also been mindful of the commitment the United Kingdom made to the United Nation’s 2030 Agenda for Sustainable Growth and how this can be best delivered. The Integrated Impact Assessment embodies the 2030 Agenda principles within its objectives. All proposed policies in the Plan are have been assessed against these objectives. They seek to fairly balance the key pillars of social, economic and environmental sustainable development.

2.21 The scope of the IIA was subject to consultation at the Issues and Options stage. The council worked closely with statutory consultees and other interested parties in setting out the scope and objectives within the IIA against which to assess the contents of the draft Local Plan.

2.22 A Habitats Regulation Assessment (HRA) Screening exercise has been carried out in accordance with European Council Directive 92/43/EEC on the Conservation of natural habitats and of wild flora and fauna (the ‘Habitats Directive’). This is to determine whether the content of the Local Plan will generate an adverse impact on the integrity of a ‘Natura 2000’ site. For Brent, these sites are Richmond Park and Wimbledon Common.

3 BRENT’S CHARACTERISTICS

LOCAL PLAN | LONDON BOROUGH OF BRENT

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>> SECTION 1

CONSULTATION OVERVIEW

This section explains why the council is undertaking a public consultation and how this will help to shape the future of the borough, as well as providing guidance on how to respond and what will happen next.

>> SECTION 2

INTRODUCTION

The introduction sets out why we are reviewing the Local Plan, where the Local Plan sits alongside national and regional planning policy and the proposed structure of the Local Plan and its policies.

>> SECTION 3

BRENT’S CHARACTERISTICS

This section describes Brent’s and its surrounding area as a way for the borough to identify and work with develop patterns. This section goes on to set key challenges facing Brent across a number of different themes such as housing, transport and the natural environment.

>> SECTION 4

DEVELOPMENT VISION AND GOOD GROWTH IN BRENT

The development vision sets out broad aims for Brent’s development and outlines how the London Plan’s Growth Policies will be delivered in Brent.

>> SECTION 5

PLACES

This section delivies a group of places which are functional in terms of the various themes.

>> SECTION 6

THEMES

This section is based on the themes in the new London Plan, and aims to add detail to those policies where Brent’s needs differ from those of London as a whole.

>> SECTION 7

DELIVERY AND MONITORING

The final section explains how Brent will meet its housing targets set by the Greater London Authority, funding mechanisms, and the key indicators and targets used to monitor the planning process.
3.1 The London Borough of Brent covers an area of 4,325 hectares - almost 17 square miles, between inner and outer north west London. It extends from Burnt Oak, Kenton and Kingsbury in the north, to Harlesden, Queen’s Park and Kilburn in the south.

3.2 The borough is famous for being the home of the National Stadium at Wembley; an internationally renowned venue, principally associated with football, but also other sporting events and concerts. This was rebuilt and reopened in 2007 and its distinctive 315 metre-wide and 133 metre high arch is visible across London.

3.3 Brent is bordered by the London Boroughs of Barnet to the east, Harrow to the north and Ealing to the west. It has small boundaries with the inner London Boroughs of Hammersmith and Fulham, Kensington and Chelsea, Westminster and Camden in the south. It also has a boundary with the Old Oak and Park Royal Development Corporation. This is the Local Planning Authority for parts of Brent, Ealing and Hammersmith and Fulham within the Old Oak and Park Royal Opportunity Area. This reduces the area of Brent where the council is the Local Planning Authority by approximately 200 hectares.

3.4 Overall, Brent’s population is relatively young with about a quarter of its residents aged 18 years or under. In 2018 Brent’s population was 334,700. As is common with most of London, this has been subject to extensive increase, rising by 28% since 2001. Black and Ethnic Minorities collectively constitute the majority of Brent’s population. With over 149 languages being spoken, it is recognised as one of the most ethnically diverse places in England. Brent’s successful designation as London Borough of Culture 2020 was principally on the basis of its people and activities they undertake.

3.5 The fortunes of all parts of the borough depend now, as much as ever, on the prosperity of London as a whole. London’s success and position as a leading world city has meant that there has been significant investment in the borough more recently. It also points to continued likely significant increases in population and growth in its economy. In Brent therefore the future would appear to be a positive one of planning for growth and the challenges and opportunities that this might bring, particularly in improving the prospects of its residents and businesses.

SPATIAL DEVELOPMENT PATTERNS

3.6 The borough in terms of its character can essentially be split into two; north and south of the North Circular Road. The south was substantially developed between 1890 and 1910. This saw the addition of terraced houses for workers in industry and services, as well as a small number of estates of larger houses around Kilburn. Characteristic of most development of this time, densities are reasonably high with residential and non-residential uses more likely to be mixed together. Open space is more limited in terms of its scale of provision and more likely to be focused in formal spaces such as parks.

3.7 The north of the borough was predominantly built out in the 1920s and 1930s as ‘metroland’ accompanying the growth of rail and underground services. This was essentially of a lower density residential suburban nature. It has greater segregation of land uses; planned more around movement by car with more generous incidental open space, tree planting and parks and open spaces.

3.8 Brent’s economic base, especially its town centres, other office locations and manufacturing sector have been subject to extensive restructuring and rationalisation. In the period 1971–2008 approximately 26% of
jobs were lost in the borough. Spatially this resulted in vacant and underused land and buildings, needing to be addressed through regeneration and repositioning. In addition, the housing, environment and quality of life on numerous council estates was so poor that the only realistic solution was wholesale regeneration. This started to occur in earnest in the mid/late 1990s. For some estates such as Stonebridge, this is a process that is now coming to an end, although others still require improvement.

3.9 Taking account of these factors the principal focus on development activity over the last decade or so has been within Brent’s Growth Areas: Alperton, Brentwood, Oak/Colindale, Church End, South Kilburn and Wembley. These areas have delivered the majority of new homes and jobs required to support population growth. There are however still employment and residential areas that are not reaching their full potential in a manner consistent with the criteria that were used in identifying the current Growth Areas. This points to new large scale regeneration opportunities within, adjacent to, or through the creation of new Growth Areas.

3.10 The borough’s town centres, although continuing to provide a local service, are losing market share to adjacent centres. Some of these such as Westfield Shepherd’s Bush or Brent Cross contain retailers’ flagship stores, have or are about to expand significantly, and are climbing up London’s retail hierarchy. The extent of the challenge is a process that is now coming to an end, although others still require improvement.

3.11 The council has more recently placed a greater emphasis on improved design in recognition of the value that it creates in improving quality of life and the likely recurrence of significant problems. It has updated its design guidance, provided better design advice in masterplans and requires the use of a design review panel on major developments.

3.12 It has also led by example on developments such as the award winning regeneration of South Kilburn. This has sought to improve housing quality and standards, providing accessibility and inclusive high quality design in a high quality public realm. Tall buildings have historically been rare in Brent, but have started to appear in greater numbers. The area around Wembley has previously been specifically identified as a preferred location, with additional potential in some of the Growth Areas. The need to provide additional homes and jobs, aligned with policies in the London Plan has required higher densities in many areas. Increases in number of homes and the amount of employment floorspace required to meet future population needs will mean that this trend will need to be continued. This will create areas with a different character to the adjoining suburban areas, but which will need to complement, rather than undermine them.

The challenges are to: a) continue to make good design the norm and raise overall quality of life on numerous council estates which are not designated heritage assets; b) create high quality, mixed use high density environments that fit well into the surrounding suburban context; c) manage potential for evolution of character of some suburban locations which are not designated heritage assets; d) continue comprehensive planned regeneration of Brent’s existing and new Growth Areas to provide high quality mixed use environments; e) create high quality, mixed use high density environments that fit well into the surrounding suburban context; f) manage potential for evolution of character of some suburban locations which are not designated heritage assets; g) create high quality, mixed use high density environments that fit well into the surrounding suburban context; h) manage potential for evolution of character of some suburban locations which are not designated heritage assets; i) create high quality, mixed use high density environments that fit well into the surrounding suburban context; j) manage potential for evolution of character of some suburban locations which are not designated heritage assets;
In moving forward there will be a need to improve residents' health and life quality. Such provision will be needed because:-

1. Brent has the second highest adult obesity rates in London.
2. Brent has the third highest levels of sports participation and physical activity in London.
3. Brent has the second highest levels of the inactive population in London.

The challenges are to:

a) ensure suitable places particularly housing that are safe and meet the needs of our diverse community against a background of significant population growth.

b) provide health care facilities that will meet current needs whilst having the capacity to expand for growth generated by new developments.

c) ensure that the provision of social infrastructure meet the needs of our working-age residents to help uplift the quality of life.

Social Infrastructure

3.16 Over the last 20 years much of the borough has undergone significant regeneration, improving property and life chances. This was however partly due to a high levels of social and economic disadvantage.

Nationally, Brent is ranked 68th most deprived out of 356 areas in the Indices of Multiple Deprivation (IMD)2015.5 The borough is some way down the league table within the London average (52%). As such there is a need to provide further education for the working-age residents to help uplift the quality of life.

3.17 In terms of education, Brent has some headline attainment challenges. For example 38% of children aged 10-11 are not meeting the expected level of attainment, Brent has been graded as a `good` provider of secondary education in new and existing schools.

3.18 Despite its more recent good GCSE attainment, Brent has a low `skills` profile for its population. This will require provision of the skills needed;

- to enable Brent people to take up employment schemes and strategies to improve their health and life chances.
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3.19 In terms of health, Brent has some headline health challenges. For example 38% of children aged 10-11 are not meeting the expected level of attainment, Brent has been graded as a `good` provider of secondary education in new and existing schools.

3.20 Acute health care in Brent is primarily provided at Mount Vernon and Central Middlesex Hospitals. This suffer from capacity issues related to dealing with non-acute cases and bed-blocking. Brent is amongst the highest in England now to 17%. Brent’s economy diverges from the rest of London. This has an impact for employee earnings. The average weekly pay £765.20 below the London average (52%) A as such there is a need to provide further education for the working-age residents to help uplift the quality of life.

3.21 There are now 141,000 jobs in the borough. Since 2008 jobs numbers have started to rise. This follows a significant decline (27%) in the number of jobs in Brent from 1971 to 2008, reducing the loss percentage from 1971 to now to 17%. Brent’s economy divergence from the rest of London. This has an impact for employee earnings. The average weekly pay £765.20 below the London average.

3.22 Brent has the second highest adult obesity rates in London.

3.23 Brent has the third highest levels of sports participation and physical activity in London.

3.24 Brent has the second highest levels of the inactive population in London.

3.25 The challenges are to:

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- provide health care facilities that will meet current needs whilst having the capacity to expand for growth generated by new developments.

- ensure that the provision of social infrastructure meet the needs of our working-age residents to help uplift the quality of life.

ECONOMY

3.26 The borough has now 141,000 jobs in the borough. Since 2008 jobs numbers have started to rise. This follows a significant decline (27%) in the number of jobs in Brent from 1971 to 2008, reducing the loss percentage from 1971 to now to 17%. Brent’s economy divergence from the rest of London. This has an impact for employee earnings. The average weekly pay £765.20 below the London average.
3.22 Brent has good connections to central London. Like many outer London boroughs it has much less representation in white collar jobs, in particular professional, scientific and technical activities. Brent has much less representation than London in white collar jobs, in particular professional, scientific and technical activities.

71.3% 74.2%

74.2%

17.6%

5.7% 7.6%

5.0% 5.0%

2.2% 2.2%

In Employment

Self-employed

Unemployed

Benefit claimants

average of £692.50. Brent has a greater average than London average. It is anticipated that overall growth in companies that is 60% above the London average. It is anticipated that overall growth in companies that is 60% above the London average.

3.23 Although it has not been subject to high levels of recent investment, the remaining industrial stock currently appears generally fit for purpose for the businesses occupying it.” There are low levels of vacancy. The environmental quality of industrial areas is generally poor and something to be improved to encourage investment from firms in sectors that are not well represented in Brent. Due to large-scale releases of employment land, shortages of space across London are starting to push up demand. At a West London level, due to predicted demand, the Greater London Authority has identified that Brent should improve the efficient use of land uses.

a) better meet Brent’s shopping needs locally within the borough by improving town centres, by facing market realities such as on-line retailing and recognising managed reductions in the size of some centres will undoubtedly be necessary.

b) retain or deliver lower cost office/employment premises to assist small business creation development, including in the creative and cultural sectors.

c) improve the efficient use of land and increase the amount and quality of the industrial stock and the environment of industrial areas to help maintain jobs and improve their provision and numbers; and

d) assist residents in accessing higher quality jobs through training and pathways into work.

The challenges are to:

3.24 As indicated, much of Brent’s development occurred in the interwar years. As such, while some other recognised features such as cultural buildings and Wembley and Kilburn’s night-time economy, Brent’s designation as London Borough of Culture 2020 was principally on the basis of its people and activities they undertake. Cultural and creative spaces face significant challenges as well as opportunities in finding new sites together with potential displacement from competing higher value land uses.

The challenges are to:

a) ensure that all development is of a high design quality and constructed from quality materials, reflecting the needs and aspirations of the district and the heritage asset status. A number of views of the stadium are locally protected so that it retains its prominence.

b) ensure that sufficient places exist for the cultural diversity of the population to be able to be accommodated and ideally showcased.
The challenges are to:

3.29 Climate change threatens to damage our natural and built environment. It will increase the risk of surface water flooding in low-lying areas, exacerbate existing flooding problems, and increase the risk of extreme environmental events having to be taken into account in the design of new development. Predicted rises in temperature potentially will create overheating of buildings and places.

3.30 Brent must develop an approach which can accommodate a population increase without exacerbating existing localized environmental problems. Related to design it is important to deliver high quality buildings that reduce the need for people to use private cars and other transport. In the longer term, and deliver spaces and green environments which are good for health and well-being and sustainable and enduring environment.

3.31 As well as the buildings, landscape and public realm, transport is an important part of improving environmental quality, e.g. tree planting, Sustainable Urban Drainage systems and living roofs. The same is true of the future use of resources (energy, water and waste) in balancing population growth and ensuring a good environmental quality. Ensuring a good environmental quality on new developments, drainage technologies to reuse and recycle water, sustainable waste facilities to recycle and compost waste, and renewable transport systems and waste (energy, water and waste) in balancing population growth and ensuring a good environmental quality.

3.32 Strategic transport improvements will occur, especially the Strategic Road Network means that northern parts of the borough have a greater reliance on the car. The North Circular (2021) is a significant road for London and is important for business connectivity in Brent. It however is severely congested at peak times. It has significant adverse impacts on communities in terms of severance, pollution and noise. Its use as the boundary to Brent is unclear in terms of potential changes on these adverse impacts.

3.33 Strategic transport improvements will occur in the future, and developers have been promoting car free developments. This trend will continue with better management of on-street parking to encourage alternatives to car use and reducing unnecessary short trips.

3.34 Much investment is still needed to improve stations and their respective interchanges with other modes, but particularly to improve service frequency. In order to stimulate the necessary regeneration, as well as provide for the demand created by new development, it is important that public transport services are of a good quality and are able to meet the needs of not only residents, but also those visiting and working in the borough. The Mayor has indicated greater prioritisation of investment in bus services in outer London to support growth. Furthermore, access to these transport links should be combined with safe walking and cycling routes in order to enhance the usability of Brent’s transport infrastructure and its sustainability.

3.35 In addition to these common transport modes, Brent also has the Grand Union Canal which can be promoted as a means of passing freight through and to the Park Royal area. This can also be combined with walking and cycling routes to increase its viability by residents, businesses and visitors to and from the Park Royal area.
of the canal system for freight and transport to and from the
Park Royal area, and
e) support the delivery of the West London Orbital passenger route and associated infrastructure.

DEVELOPMENT PARTNERSHIPS AND INFRASTRUCTURE

3.36 In terms of planning for the future, the council must work and liaise with providers of social and physical infrastructure, such as Network Rail, Transport for London, utilities providers and its neighbouring boroughs and developers in order to achieve the right spatial arrangement of infrastructure as the borough’s population grows. School pupils and healthcare facility users tend to cross borough boundaries, therefore working with neighbouring boroughs as well as education services and health providers is prudent. Outside of its housing estates, the council has relatively little in the way of a property portfolio that can be regarded as developable land which would allow it to exert control as a landowner. It therefore needs to work together with strategic development partners (as is happening at Wembley) such as the Greater London Authority, Transport for London, NHS, home builders and Registered Providers (RPs) to bring forward regenerative development and secure appropriate infrastructure.

The challenges are to:
a) work with neighbouring boroughs where there is an overlap in infrastructure use; and
b) build strategic partnerships with developers and other agencies to bring forward beneficial development with appropriate infrastructure without having control through land ownership.
HOW WILL GOOD GROWTH IN BRENT BE DELIVERED?

4.37 The London Plan includes six Good Growth Policies that set out the fundamentals on which development in London should deliver. In Brent highlights of how these will be addressed in relation to places are:

STRENGTH AND INCLUSIVE COMMUNITIES

a) Reduce spatial inequalities within Brent and incidences of areas with high levels of multiple deprivation by promoting mixed and balanced communities particularly around Wembley, Stonebridge, Harlesden, Neasden and South Kilburn and on council housing estates

b) Building on Brent’s status as London Borough of Culture 2020 to stimulate innovation and creativity in and around the borough, where the opportunities to access high quality housing, employment, education, digital connectivity and culture are already recognised, e.g. Wembley, Cricklewood and Kilburn High Road

c) Create a more equal and affordable borough, where the opportunities to access good quality housing, employment, education, digital connectivity and culture are maximised

d) Strengthen the existing sense of community by celebrating Brent’s heritage, culture and making more places where Brent’s community can meet.

MAKING THE BEST USE OF LAND

a) Prioritising development in new and more efficiently and intensively developed Growth Areas such Northwick Park, Staples Corner and Neasden and continuing to deliver in those that have already been started, such as Alperton, Brent Oak/Colindale, Church End, South Kilburn and Wembley to enhance environmental quality and bring benefits to the community

b) Supporting higher density development in Brent’s town centres and in areas with good accessibility to public transport

c) Encouraging greater access, recreational use and understanding of ecology in Brent’s extensive areas of open spaces, such as the Welsh Harp and Fryent Country Park.

CREATING A HEALTHY BOROUGH

a) Using the iconic sporting heritage associated with Wembley stadium to play its part in stimulating greater levels of activity

b) Integrating physical activity back into the everyday lives of residents through promoting safe environments, active travel and improving access to open spaces, sports and leisure facilities

c) Improving physical and mental well-being for borough residents by adopting a health-integrated planning approach

d) Reducing health inequalities through focusing on narrowing the gap between the most affluent and the most deprived areas of the borough.

GROWING A GOOD ECONOMY

a) Make better use of Brent’s employment land through its intensification and also where possible support additional housing/community facilities through co-location

b) Support Brent’s priority high streets in adapting to the changing way people shop, lifestyles and the challenges posed by other large centres in London

c) Promote and support a strong and diverse night-time economy in Kilburn to contribute to London’s role as a 24-hour city.

INCREASING EFFICIENCY AND RESILIENCE

a) Reduce carbon emissions by supporting the continued expansion of local and renewable energy systems such as those at Wembley Park and South Kilburn and in Growth Areas

b) Tackle congestion and air quality focusing on narrowing the gap between the most affluent and the most deprived areas of the borough.

c) Reduce the risk of flooding from the River Brent and its tributaries and other sources by putting the right planning approach in those that have already been developed Growth Areas

d) Provide a safe and inclusive environment around Wembley Stadium and Wembley Arena to support their iconic status for positive memories to be made

e) Continue to support Brent’s award winning street tree planting initiatives and to plant more trees into the built environment to combat air pollution, flooding, overheating and threats to ecological habitats.
DELIVERING THE HOMES TO MEET BRENT’S NEEDS

a) Housing delivery will be maximised, with sufficient planning permissions to support delivery of on average 2040 homes a year in the period to 2041 to meet principally Brent’s housing needs but also those of wider London;

b) Providing new homes in truly mixed, inclusive communities across a range of tenures, maximising the provision of affordable homes with a particular emphasis on social rented properties, but also more affordable home ownership and improved opportunities for higher quality market rented properties;

c) Providing new family housing with at least 25% of new homes being 3 bedrooms or more, recognising that Brent’s suburban context provides opportunities for houses as well as flats;

d) Meeting the growing need for specialist housing such as the 230 homes for older people per year to accommodate Brent’s aging population and others with challenges who may require additional support.

JUSTIFICATION

4.38 The council has a positive attitude towards development and the potential benefits that it can provide to residents, businesses and visitors. Brent seeks to support the presumption in favour of sustainable development within the NPPF. To reduce the potential for repetition of policies within the Brent Local Plan, a general Development Management Policy is included. To also assist people not particularly familiar with the planning process this also gives a broad overview of issues that developments should address and seek to satisfactorily resolve prior to a planning application being submitted and subsequently being approved.

4.39 In considering the appropriateness of developments a number of factors as outlined in the policy may be applicable, whilst for some, relatively few will apply. A number of the criteria are inter-related. For each criterion there is also likely to be more specific policy considerations in the NPPF and associated Planning Practice Guidance, the London Plan and the Brent Local Plan and associated Supplementary Planning Documents.

4.40 Where approved, the impact of the majority of developments is likely to be controlled through approving a set of plans, along with a limited number of associated conditions. For larger scale developments the number of conditions is likely to be larger with potential additional information needing to be supplied prior to commencement or occupation of the development. In a small number of cases legal agreements between the developer and the council (and others) might be required to ensure that certain actions or payments are undertaken to make a development acceptable. The council aims to ensure that development complies with appropriate national and local planning policy and guidance through effective enforcement action. Enforcement action will be considered against unauthorised development and will be guided by national guidance and the priorities set out in the Brent Enforcement Plan which includes a test of expediency.
4.41 Some uses have specific policy that prioritises their direction towards certain locations, e.g. main town centre uses within town centres, others in principle might be appropriate in a wider variety of locations, e.g. residential. Whilst an individual development of a particular use might be acceptable, a concentration of the same or similar uses might not be, for example if giving rise to potential increases in antisocial behaviour or exacerbating an adverse environmental issue.

4.42 In relation to the siting, layout, scale, type, density, materials, detailing and design of a development, the surroundings of the site will be an important consideration and in particular, the quality of the development and how it would relate to existing buildings and spaces together with its impact on neighbouring occupiers. In areas with a set of consistent characteristics that create a sense of place this does not necessarily mean a slavish reproduction of existing styles or architecture. Modern interpretations based on a demonstrable appreciation of local context can add variety and interest to complement a heritage asset will be required to show a demonstrable appreciation of local context, addressing issues like density, materials, detailing and design of a development, the surroundings of the site and how it would relate to existing buildings and spaces together with its impact on neighbouring occupiers. In areas with a set of consistent characteristics that create a sense of place this does not necessarily mean.

4.43 The accessibility of a development is a fundamental component of its success. From an equalities perspective development should be as accessible and easily navigable as possible to individuals whatever their characteristics. In addition, movements by walking, cycling and public transport should be maximised and functioning of existing movement networks not undermined. Parking, accessibility and servicing of new buildings need to be fit for purpose in terms of amount and layout.

4.44 Development will be expected to provide any associated infrastructure required to make it acceptable from a planning perspective. This includes elements such as on or offsite physical infrastructure for example transport improvements, water and sewerage infrastructure, surface water drainage or social infrastructure such as additional capacity in schools or health practices.

4.45 Heritage assets include a wide variety of statutorily designated and non-designated buildings need to be fit for purpose in terms of amount and layout. Some are protected by law and cannot be materially altered without consent, e.g. listed buildings and scheduled monuments. This statutory protection together with national planning policy also places a legal duty on the council to seek to preserve or where possible enhance the significance of such assets and their settings. As such, developments affecting places a legal duty on the council to seek to preserve or where possible enhance the significance of such assets and their settings. As such, developments affecting the significance of such assets and their settings. As such, developments affecting their direction towards certain locations, e.g. main town centre uses within town centres, others in principle might be acceptable in a wider variety of locations, e.g. residential.

4.46 Similarly with ecological sites, some have statutory designations, e.g. Sites of Special Scientific Interest whilst for ecology in general other legislation statutorily protects flora and fauna such as bats and nesting birds. The emphasis is on protecting and ideally where possible enhancing these types of features.

4.47 Developments should be safe and not expose users or those in neighbouring areas to an unacceptable risk of danger. In seeking to limit the potential for crime the preference is through good design related to factors such as the layout, use, building orientation and materials, passive surveillance, active frontages as well as security deterrents such as locks, fences, alarms and CCTV.

4.48 Developments should ensure that they do not create unacceptable exposure to adverse environmental factors to users/occupiers and those in surrounding areas. National policy seeks to steer development away from areas of flood risk (from rivers and others sources), unless exceptions can be justified. Developments should also control water output to ensure flood risk to other areas is not unacceptably increased. In both cases, where possible, flood risk should be reduced. Similarly, this approach applies to a range of other potential environmental factors which will have to be controlled by for example location away from receptors, or physical measures to bring potential impacts to acceptable levels. In the case of a takeaway introduced into a shopping parade with residential properties above, this could require filters and positioning of extraction fans/flues to reduce the impact of noise, smells and diminished air quality, whilst limits on opening hours might be required to regulate general disturbance to patrons at night.
4.49 Environmental assets such as blue and green infrastructure enhance the appearance, quality and bio-diversity of Brent, provide a recreational resource, improve air quality and reduce the potential impacts of climate change. As such wherever possible and in particular where they are of high quality they should be retained. In addition to this, developments are encouraged to take every opportunity to provide additional features or where adjacent provide extensions to or enhance the setting of such features.

4.50 Brent’s predicted increase in population size, along with its continuing trend for increased diversity will put pressure on the capacity of supporting community facilities. This allied to the need to provide new homes and employment opportunities means that community facilities which have a low monetary value may be under-pressure for redevelopment for higher value uses. Communities have the potential to identify Assets of Community Value. In addition to this in Brent, emphasis will be placed on ensuring that such community facilities are not lost where they meet or could meet a potential need and ideally enhanced to address these needs.

**DETAILED SITE POLICY AND DEVELOPMENT CAPACITY IDENTIFIED**

4.51 A greater level of detail of planned change that can be specific to particular sites is set out within the seven Places in the next chapter. Please note that within these chapters all the development capacities in Growth Areas and site allocations are indicative. Most are a high level assessment based on an understanding of the opportunities and constraints and use of typical densities when the plan was drafted based on the prevailing policy context at that time. Planning permissions on sites may subsequently vary capacity up or down due to the more detailed analysis that is undertaken at that stage and potentially changes in higher level policies or circumstances. Meeting indicative capacities should not be used to justify over-riding other policies where it would result in creating poor developments. Similarly, high quality schemes that meet other development plan policies should not be expected to reduce development to be consistent with indicative capacity figures.
5. PLACES
5.1 CENTRAL PLACE

FIGURE 7 Map of places
The Central place includes parts of Barnhill, Preston and Tokyngton wards. Its town centres are Wembley Park and part of Wembley. The Chiltern line runs along the southern boundary passing through Wembley Stadium station. Barn Hill conservation area forms the northern boundary whilst the Chalkhill estate and Wembley Stadium Industrial Estate lie to the east. The Wealdstone Brook runs through the Central place.

The Jubilee/Metropolitan line bisects this place and both sides have very different characters. The north is predominantly metroland suburban residential comprising the 1920s/1930s detached and semi-detached houses of Barn Hill conservation area and the later developed Chalkhill estate. The south has some element of typical metroland character to the west of Empire Way, but to its east is very different. Historically it was predominantly industrial land around the Wembley stadium following the closure of the Empire Exhibition in 1925. A significant part of the area has more recently been undergoing a transformational change following completion of redevelopment of the national stadium in 2007. This has resulted in a new Wembley Park development, a high density mixed use neighbourhood of contemporary designed tall buildings, predominantly of new homes, but also hotels, student accommodation, library, civic centre, offices and retail/leisure.

5.1.3 The eastern fringe between the national stadium and north circular road consists of small scale and large footprint industrial units. This is recognised as a Strategic Industrial Location of importance to London. The quality of public realm here is lower, due to its industrial nature, being traffic dominated and providing a poorer pedestrian experience.

5.1.4 There are several notable heritage assets including the conservation areas of Barn Hill, Lawns Court and Wembley High Street and listed buildings such as the SSE Arena and the Lycée International de Londres Winston Churchill (the former Town Hall). The national stadium is an iconic structure of national and international cultural significance in relation to football. The cultural importance of Wembley to London as a visitor hub is identified in the London Plan.

5.1.5 There are currently no significant open spaces within the Central place, provision is below Brent’s average. Chalkhill and St David’s are the principal public parks currently. Nevertheless, larger high quality spaces are adjacent such as King Edward VII Park (to the west) and Barn Hill/Fryent Country (to the north). A new 7-acre public park will be delivered as part of the Wembley Park development which will enhance the character of the place.
5.1.6 This area is well connected to the rest of Brent, Wembley Park and Wembley Stadium station provide access to central London and South Buckinghamshire by both the Jubilee and Metropolitan lines and Chiltern line. Wembley Central station located in the South West place close by, provides access to Bakerloo, Overground, Southern and London North Western trains. It has become a convenient location for commuters and students travelling into central London. The Jubilee Line is now part of the night tube network, providing an opportunity for the night-time economy to grow here. There are significant congestion issues for road traffic on event days at the national stadium or SSE Arena.

5.1.7 The major roads in and connecting Central place elsewhere are A4089 Bridge Road/Wembley Park Drive, Empire Way for north-south movement. East-west movement is provided by the A4088 Forty Avenue/Forty Lane and South Way. South Way links the national stadium and Wembley industrial estate to the North Circular Road. These roads are also the principal bus routes. No strategic London walking routes run through Central. Pedestrian routes are essentially street based, with only Wembley Park Boulevard/Olympic Way being pedestrianised. A potential road connection at Bridge Road/North End Road will help address recognised vehicle circulation problems for local residents during events.

5.1.8 This area generally has a high Public Transport Accessibility Level (PTAL) of 4 to 6a, particularly around Wembley Park Station and along Wembley Park Drive towards Wembley town centre. It is one of the best connected places in the borough and has potential for significant tourism and evening economy uses in conjunction with the stadium, SSE Arena, London Designer Outlet (LDO), Boxpark and Troubadour theatre.

5.1.9 Only 1% of journeys in this area are by cycle. The London Cycle Network borders but does not pass through Central. New and planned links branch from Wembley Park along low-traffic routes such as Wembley Park Boulevard, Olympic Way, Chalkhill Road, Brook Avenue and South Way.

5.1.10 The volume of visitors creates significant congestion issues on event days. Less private vehicle use, effective vehicle circulation, controlled access and parking restrictions can better address this. Public realm design and junction improvements from Forty Lane through to Wembley triangle will improve legibility, flow and capacity for pedestrians, cyclists and public transport.

TOWN CENTRES

5.1.11 This place has two designated town centres, part of Wembley which also continues in the South West place and Wembley Park. Wembley Park contains a selection of smaller, independent shops along Wembley Park Drive. It encompasses a number of service uses such as a launderette, pharmacy.
set behind extensive surface car parking; an

restaurants, pubs and cafes, supported in

Theatre (a meanwhile use before its

proportion of night-time economy uses of all

new Troubador

5.1.12 Overall, the town centre is considered to

below the borough average. It is likely that

rates, average rental values are slightly

retail units are vacant, significantly below

be one of the borough's best performing in

ASDA superstore and Stadium Retail Park.

Wembley Park Boulevard. Aside from its

new hotels and new purpose built office

food and drink outlets as well as a cinema.

a wide range of mainstream high street

Civic Centre and library. Much of this part of

floorspace, as well as the significant further

populations of the borough's Strategic Industrial

fringe includes a significant proportion

have one of the highest concentrations

Association and Network Homes. It

Football Business (UCFB), the Football

its activities on Wembley Park by

ups to develop. In addition, due to

workspace provision will allow start-

transport connectivity make it a prime

significant delays this will need to be further

affordable workspace and commercial

as population density increases and the new

Wembley Park neighbourhood is built, this

as well as the potential identified through its potential sale

borough.

existing industrial use, is required due to

floorspace in new developments, where

the town centre, likely to be exacerbated by

the significant loss of office

off-set the significant loss of office space in particular that has and will

Mismatched office and other land uses and particularly residential

vehicular movements can raise tensions with

and underutilised with poor public realm and in

provision in the Central area

pedway leading up to Wembley Stadium

addressed by the proposed removal of the

significant public open space

• Providing an effective buffer along the length of the SIL boundary

• Maximising the potential use of industrial land to further enhance the

• Greater use of the national stadium, with a demographic encouraging

• Continue the new Wembley Park development to create a new

• The success of existing cultural assets provides a springboard for

• Mixed use redevelopment of employment sites between the stadium

• Mixed use redevelopment of employment sites between the stadium

• Removing the need for additional public space

• Two-way working of road networks around the stadium will improve

• Potential to improve the link between the two town centres through

• Significant new office space,

• logistics than across London.

• manufacturing and warehousing and

• There is currently no significant open space

• The Sil is mature residential area with a diverse mix of homes and

• West-east travel during events faces

• FRP levels could reduce car dependence and also allow car-free

• The area is well served by public transport and could benefit from

• The success of existing cultural assets provides a springboard for

• Poor air quality

• Strategic Industrial Location now, odour, dust and operational and

• Maximising the potential use of industrial land to further enhance the

• Providing an effective buffer along the breadth of the SIL boundary.
5.1.16 Wembley Park as part of the wider Wembley Growth Area is set to drive the regeneration of central Brent. It will continue its transformational change to becoming a high quality, highly dense, highly connected and sustainable city quarter generating thousands of new homes as well as jobs across a range of sectors including retail, offices, Brent Civic Centre, conference facilities, hotels, sport, leisure, housing and other attractions, creating and cultural industries and education facilities reflecting its designation as an Opportunity Area and a strategic cluster of cultural and economic assets for London.

5.1.17 The heart of Wembley will be a series of distinctive mixed-use places reflecting the diverse character of the associated developments, linked together by Engineers Way. A variety of uses will be introduced to the east of the national stadium to provide a transition from the residential to the commercial spaces around the London Designer Outlet through the Strategic Industrial Locations further east. The wider Strategic Industrial Locations, together with the high density mixed use Wembley Park typology post 2041, will be considered in more detail for employment led extension of the high density mixed use Wembley Park development post 2029.

5.1.18 New development will build on the cultural heritage of the national stadium and the SSE Arena whilst its longer term future, particularly its western edge as an Industrial Location will be protected and where possible intensified, to the Strategic Industrial Locations further east. The wider Strategic Industrial Locations, together with the high density mixed use Wembley Park typology post 2041, will be considered in more detail for development post 2029.

5.1.19 Development post 2029 will build on the cultural heritage of the national stadium and the SSE Arena while the historic Barn Hill neighbourhood will be protected to preserve and ideally enhance its identity, creating a place where the new and existing parts of Wembley interface with one another. Wembley national stadium and the SSE Arena will be an integral part of improving the stadium’s use as a venue for the final of Euro 2020 and Brent’s parts of Wembley interface with one another. Wembley national stadium and the SSE Arena will be an integral part of improving the stadium’s use as a venue for the final of Euro 2020 and Brent’s parts of Wembley interface with one another. Wembley national stadium and the SSE Arena will be an integral part of improving the stadium’s use as a venue for the final of Euro 2020 and Brent’s parts of Wembley interface with one another. Wembley national stadium and the SSE Arena will be an integral part of improving the stadium’s use as a venue for the final of Euro 2020 and Brent’s parts of Wembley interface with one another. Wembley national stadium and the SSE Arena will be an integral part of improving the stadium’s use as a venue for the final of Euro 2020 and Brent’s parts of Wembley interface with one another.

5.1.20 The heart of Wembley will be a series of distinctive mixed-use places reflecting the diverse character of the associated developments, linked together by Engineers Way. A variety of uses will be introduced to the east of the national stadium to provide a transition from the residential to the commercial spaces around the London Designer Outlet through the Strategic Industrial Locations further east. The wider Strategic Industrial Locations, together with the high density mixed use Wembley Park typology post 2041, will be considered in more detail for employment led extension of the high density mixed use Wembley Park development post 2029.

5.1.21 Intensification and higher residential densities will be supported around Wembley Park and Wembley town centres. Off this will be a strong pedestrianised commercial spine between Wembley Park and Wembley Stadium stations. Off this will be a strong pedestrianised commercial spine between Wembley Park and Wembley Stadium stations. Off this will be a strong pedestrianised commercial spine between Wembley Park and Wembley Stadium stations. Off this will be a strong pedestrianised commercial spine between Wembley Park and Wembley Stadium stations. Off this will be a strong pedestrianised commercial spine between Wembley Park and Wembley Stadium stations.

5.1.22 Proposals should plan positively to deliver the place vision by contributing and where appropriate delivering the following:

CHARACTER, HERITAGE AND DESIGN

a) Tall buildings are appropriate within the Wembley masterplan area, taking care to preserve protected views of the stadium and create a high quality new neighbourhood in line with the suburban character of the surrounding area
b) Conserving and enhancing heritage and cultural assets including Barn Hill conservation area, the SSE Arena and the national stadium
c) Enhancing the public realm and stadium approach from Wembley Park and Wembley Stadium Stations, which will be reinforced through the removal of the Pedway, whilst maintaining a strong pedestrian spine, creating stronger links between Wembley Park and Wembley town centres

HOMES

a) Residential-led mixed-use development within the Wembley Growth Area will be supported delivering a total of over 15,000 new homes, principally within the Wembley Park development
b) Intensification and higher residential densities will be supported around Wembley Park Station where it can be demonstrated

COMMUNITY AND CULTURAL FACILITIES

Proposals should plan positively to deliver the place vision by contributing and where appropriate delivering the following:

COMMUNITY AND CULTURAL FACILITIES

m) Meeting social infrastructure requirements
n) Providing a new primary school on the York House car park site
o) Supporting the re-naturalisation of the River Brent and Wealdstone Brook and its setting cultural and community facilities
p) Creating a new seven-acre public park and Wembley Park development
q) Ensuring that the transportation infrastructure of the national stadium by 2020
r) Removing the one-way system to the east of the national stadium by 2020
s) Ensuring that the transportation infrastructure of the national stadium by 2020

TRANSPORT

a) Reducing event day congestion/local resident inconvenience by creating a road link between North End Road and Bridge Road by 2020
b) Removing the one-way system to the east of the national stadium by 2020
c) Ensuring that the transportation infrastructure of the national stadium by 2020
While much of this area has a strong suburban character, the heritage and design of the area's potential additional residential capacity to a minimum additional 15,000 homes by 2041. Outside of these areas building heights more suitable for densities such as Blackbird Hill, Forty Lane, Forty Avenue and Wembley Park Drive. Outside the Wembley Growth Area, there are a number of key sites which could contribute to Brent's housing need. Land along First Way and Watkin Road has previously been allocated for non-industrial development. These sites still provide that opportunity, but at higher densities than previously identified in the 2010 Core Strategy; whilst incorporating more employment floorspace and retail on the ground floor, whilst retaining a supermarket. This is due to its size, excellent public transport links and amenity and safety.

TOWN CENTRES

Convenience retailing floorspace should be directed to Wembley Park in line with London Plan guidance on station intensification. In addition, the residential units to the south of the road could be replaced with taller buildings to make better use of the land, reduce flood risk and provide an improved setting for Wembley Park Station.

5.1.24 ASDA, together with the Kwik Fit/The Torch site has potential to be redeveloped to provide a significant number of new homes in line with London Plan guidance on station intensification. In addition, the residential units to the south of the road could be replaced with taller buildings to make better use of the land, reduce flood risk and provide an improved setting for Wembley Park Station.
COMMUNITY AND CULTURAL FACILITIES
5.1.33 Due to high levels of population growth communities. New small scale affordable workspace has been provided at ground floor level in the purpose built Yellow pavilion on the site of York House car park and Quintain have opened permission and Quintain have opened community facility. The provision of Boxpark, Troubadour theatre plus the development of Plot W12 which has permission for further cultural facilities

5.1.34 Improving the night time economy at Wembley Park will support the cultural offer of the area. The addition of affordable workspace has resulted in occupation by artists and makers. The provision of additional space can extend this trend and provide a greater critical mass to make it more of a recognised concentration.

OPEN SPACE AND BIODIVERSITY
5.1.36 The Central area does not currently contain any significant open space. The creation of a new 7-acre park and other pocket parks as part of the Wembley Park development will alleviate the pressure on open spaces outside the Central area and remove the need to use open space.

5.1.37 Within large new developments open space should be provided in line with London Plan and Brent borough standards, offering a mix of green space and community meeting space. Existing small open spaces should be protected and enhanced given the lack of public space currently available in the Central area. Sites of Special Nature Conservation Interest such as the Wealdstone Brook and railway corridors provide the opportunity for further ecological enhancement of the place.

TRANSPORT
5.1.38 The high levels of population growth planned in this area will without mitigation measures place additional pressure on the existing road network, particularly on event days. To address the need for new community and cultural facilities. A new primary school owing to new development there will be a need for new community and cultural facilities. A new primary school is currently being constructed on the site of York House car park and community space has planning permission and Quintain have opened the purpose built Yellow pavilion.
Wembley will continue to drive the economic regeneration of Brent. It will become a high-quality, urban, connected and sustainable city quarter generating new jobs across a range of sectors including retail, offices, conference facilities, hotels, sports, leisure, tourism and visitor attractions, creative and cultural industries, and education facilities reflecting its recognised potential as a future metropolitan centre and cultural area of significance at the London level.

The council will seek to secure further investment from differing occupiers and commercial uses that add to the town centres’ vitality and viability to ensure future growth. A key element to making the centre work will be through ensuring that the physical pedestrian and cycle route linkages from Wembley Triangle to Forty Lane/Bridge Road are provided, as well as into the surrounding development areas, particularly to the east.

Wembley Park’s setting and its environmental and recreational benefit will be enhanced through naturalisation of the channel/adjacent land where possible, creation of recreational space provided in the area between the channel and an appropriate set back of development. All developments will achieve the highest design standards. Energy efficient design and renewable energy are encouraged.

Development will provide at least 15,000 new homes, supported by infrastructure identified within the Infrastructure Delivery Plan. Anticipated infrastructure will include:

- Junction improvements
- New nursery and primary school at York House
- Multi-use community centre
- New public open space (7-acre park plus other smaller spaces) incorporating play areas
- Improvements to the quality and accessibility of existing adjacent open spaces
- New health facilities
- Extension of Combined Heat and Power network
- New health facilities
- Extension of Combined Heat and Power network

5.1.40 Wembley Growth Area covers an extensive element of the Central place and certainly is the major contributor to the majority of the change that will occur. The exception to this are the intensification corridors and land that retains its SIL designation. As these changes have essentially already been addressed in the justification for the Place, it is not proposed to unnecessarily repeat them again.

KEY SITE ALLOCATIONS

Wembley Park Station
Watkin Road
Fifth Way/Euro Car Parts
Stadium Retail Park & Fountain Studios

OTHER POLICY GUIDANCE

- Approved Masterplan for Wembley Park relating to Planning Permission 15/5550
- Approved Masterplan for the South West Lands relating to Planning permission 14/4931
**EXISTING USE**
Supermarket with associated car parking and filling stations, public house and Kwik Fit car services

**ALLOCATED USE**
Residential-led mixed-use

**INDICATIVE CAPACITY**
485

**TIMEFRAME FOR DELIVERY**
- 0-5 Years: 88
- 5-10 Years: 377

**ADDRESS**
Forty Lane, Wembley, HA9 9EX

**AREA**
- 2.79 ha (ASDA) and 0.38 ha (The Torch/Kwik Fit)

**DESCRIPTION OF EXISTING SITE**
The site currently comprises a Kwik Fit, Public House and ASDA supermarket with associated carpark and four-pump petrol station. These are for the most part single storey buildings with large areas of car parking. The site is located approximately 200m northeast of Wembley Park Station and is bordered by the A4088 Forty Lane to the north, commercial properties to the south west and a retail parade and by residential development to the south and east.

**OWNERSHIP**
Private

**PLANNING HISTORY**
No relevant planning history.

**PTAL RATING**
5-6a (2031 estimate)

**PLANNING CONSIDERATIONS**
The site forms part of Wembley Park Town Centre and sits within the wider Wembley Growth Area, making it suitable for residential development. The site is not within a Conservation Area or Archaeological Priority Area, however it is immediately adjacent to the Barn Hill Conservation Area and the Grade II listed international de Londres (former Brent Town Hall).

There are two vehicular access points to the ASDA site from the A4088 and opportunities to create further access points on Wembley Crescent. The site is well served by public transport with tube and bus links located approximately 200m south west of the site at Wembley Park Station, potentially allowing the site to be partly or wholly car free development.

Given the presence of filling stations on ASDA and current uses on Kwik Fit site, there is a risk of contamination. Where development does come forward a Preliminary Risk Assessment will be required and, if necessary, remediation.

Given Brent’s status as a provide capacity borough, the Council will seek no net loss of employment floorspace and encourage to maximise its provision.

The site is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area. There are a number of mature trees across the sites which should be retained where possible.

Small part of the site to the south falls under Floodzone 3a and is susceptible to surface water flooding. As the site is over one hectare a site specific flood risk assessment will be required.

Developers should provide a noise management plan to minimise where possible noise levels at source. Any works on site are to comply with the Control of Noise regulations. Any new development should have good sound insulation due to HGV’s on site.

A replacement of public house, pub or community facility D1 use class will be required.

Space for potential junction improvements at Forty Lane/Bridge Road may be required.

RISKS
Site is currently occupied by supermarket which is trading well and Kwik Fit meeting their operation needs which may affect willingness of the owners to develop.

**DESIGN PRINCIPLES**
To provide a vertically mixed use development incorporating ground floor retail/leisure/commercial uses that maximise the potential of street frontage along Bridge Road, Forty Lane, Wembley Crescent and Chalkhill Road. Ideally the ASDA store entrance will be closer to Forty Lane and any servicing arrangements not creating a break in the connection with the rest of the town centre. The potential for smaller scale ground floor uses/commercial to create a positive frontage that adds to the retail offer and viability of the town centre should be considered if the supermarket cannot provide the active frontage.

To remove the obvious levels differences along the southern and south eastern boundaries for at least one building width by providing at street level building frontage.

Adjacent development of nine and seven storeys indicate the potential for taller buildings than the traditional suburban context, that will need to take account of the setting of the opposite Grade II listed former Town Hall and not adversely impact on protected views of the stadium.

The relationship with space required for potential junction improvements need to be considered with a new development.

Retain or provide for sufficient space along the frontages to accommodate large broad leaf trees such as the London Planes that currently exist.

**INFRASTRUCTURE REQUIREMENTS**
- Waste water facilities enhancement.
- Green and sustainable infrastructure should be part of the development process and the development.

**JUSTIFICATION**
Site is located in an area of high public transport accessibility and large scale ongoing regeneration. Redevelopment for mixed use retail/development would create a more efficient use of land. The site benefits from accessible green space at the nearby Chalkhill Park and has good access to local shops and services within Wembley Park town centre.

**BCSA: ASDA/THE TORCH/KWIKFIT**
The site offers substantial development potential as an integral part of the wider Wembley development area. The Wembley masterplan suggests that there are a number

**JUSTIFICATION**

**REQUIREMENTS**

**INFRASTRUCTURE**

**DESIGN PRINCIPLES**

No significant long term risks identified, leaseholders who operate on the site might be reluctant to end their occupation early. The site is owned by Quintain who are

**CONSIDERATIONS**

**PLANNING**

**OWNERSHIP**

**EXISTING SITE**

**DESCRIPTION OF EXISTING SITE**

**SITE PLAN**

**LOCAL PLAN | LONDON BOROUGH OF BRENT LOCAL PLAN | LONDON BOROUGH OF BRENT**

The site is currently home to large retail units, a branch of McDonalds and the former Fountain Studios building, and is subject to planning application for a

**DURATION FOR DELIVERY**

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The site forms part of Wembley Park Town Centre and sits within the wider Wembley Growth Area, making it suitable for all main town centre uses, plus residential/ student accommodation. Moreland uses will be encouraged on site on those parts that remain vacant until construction begins. The existing retail and office offering of the site format contributes towards capacity within a town centre. As such given the limited opportunities to find new large scale sites

**TYPOGRAPHY**

**RESIDENTIAL**

**CAMERAS**

**ADDRESS**

Stadium Retail Park, Wembley Park Drive, HA9 8TS

**KEYWORDS**

**EXISTING USE**

Large retail units and the former Fountain TV studio complex

**ALLOCATED USE**

Residential-led mixed-use development

**SITE PLAN**

**LOCAL PLAN | LONDON BOROUGH OF BRENT LOCAL PLAN | LONDON BOROUGH OF BRENT**

Private

**PLANNING HISTORY**

Outline application 17/3059. Proposed development within a series of buildings, ranging from 8 to 25 storeys in height, to A1-A4 Retail and/or B1 Office and/or D1 Non Residencial Institutions) and/or D2 Leisure up to 6,600 sqm and C3. Associated open space and landscaping; car parking spaces and cycle storage; pedestrian, cycle and vehicle access; associated highway works.

**PLANNING CONSIDERATIONS**

The site is currently home to large retail units, a branch of McDonalds and the former Fountain Studios building, and is subject to planning application for a

**DURATION FOR DELIVERY**

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The site is not within a Conservation Area or Archaeological Priority Area and contains no heritage assets.

**TIMEFRAME FOR DELIVERY**

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The site is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area Borough of Culture 2020 status and the desire to support the evening economy would ideally be replaced with another cultural facility.

**INFRASTRUCTURE**

Due to the site’s location in Flood Zone 23a, the ‘sequential approach’ at site level should be applied to steer more vulnerable development such as residential, student accommodation, hotels, and certain community uses towards areas of lowest risk within the site; north west area and southern edge. Density should be varied to reduce permeability to support pedestrian movement from Olympic Way to Wembley Park Drive.

**RISKS**

Building height and massing should build upon the established rhythms in this part of the Wembley Park regeneration scheme. It should correspond to the neighbouring buildings and step down in scale towards the west of the site. Density should reflect the site’s high PTAL.

**BUILDING**

Active frontages should be provided at ground floor level, particularly along Wembley Park Drive, Olympic Way and Fulton Road. The site should retain an element of

**INFRASTRUCTURE**

Significant infrastructure is to be provided as part of the Wembley masterplan, therefore no specific infrastructure apart from that usually required on large

**JUSTIFICATION**

The site offers substantial development potential as an integral part of the wider Wembley development area. The Wembley masterplan suggests that there are a number of mixed use options where creative office and other accommodation can be combined with educational and commercial uses at lower levels with residential development in upper storeys. Proposals should maximise opportunities for development that would benefit from a town centre location with excellent public transport access and the close proximity to bus, rail and underground transport interchange.

**RESIDENTIAL**

Residential-led mixed-use development

**CAMERAS**

Residential-led mixed-use development

**ADDRESS**

Stadium Retail Park, Wembley Park Drive, HA9 8TS

**EXISTING USE**

Large retail units and the former Fountain TV studio complex

**ALLOCATED USE**

Residential-led mixed-use development

**SITE PLAN**

**LOCAL PLAN | LONDON BOROUGH OF BRENT LOCAL PLAN | LONDON BOROUGH OF BRENT**

The site is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area Borough of Culture 2020 status and the desire to support the evening economy would ideally be replaced with another cultural facility.

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Due to the site’s location in Flood Zone 23a, the ‘sequential approach’ at site level should be applied to steer more vulnerable development such as residential, student accommodation, hotels, and certain community uses towards areas of lowest risk within the site; north west area and southern edge. Density should be varied to reduce permeability to support pedestrian movement from Olympic Way to Wembley Park Drive.

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Building height and massing should build upon the established rhythms in this part of the Wembley Park regeneration scheme. It should correspond to the neighbouring buildings and step down in scale towards the west of the site. Density should reflect the site’s high PTAL.

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The site offers substantial development potential as an integral part of the wider Wembley development area. The Wembley masterplan suggests that there are a number of mixed use options where creative office and other accommodation can be combined with educational and commercial uses at lower levels with residential development in upper storeys. Proposals should maximise opportunities for development that would benefit from a town centre location with excellent public transport access and the close proximity to bus, rail and underground transport interchange.
BCSA3: BROOK AVENUE

DESCRIPTION OF EXISTING SITE

Site is a residential street characterised by a mixture of two-storey detached and semi-detached houses dating from the early 20th century. The street is bounded by Brook Avenue to the north and the Wealdstone Brook to the south. The eastern part of the land comprises a Premier Inn and associated car parking. To the north of Brook Avenue recent development has established a higher density which should be reflected in redevelopment of this site.

EXISTING USE

Residential

ALLOCATED USE

Hotel/other main town centres uses/residential on the current Premier Inn site with residential on the remaining along Brook Avenue.

PRESENT USE

Hotel

PLANNING JUSTIFICATIONS

- Opportunity to provide a more defined edge to Wembley Park Drive/Brook Avenue and introduce an active frontage containing main town centre uses.
- The Premier Inn site provides the opportunity to provide a more defined edge to Wembley Park Drive/Brook Avenue and introduce an active frontage containing main town centre uses.
- The Premier Inn site has the potential to accommodate a larger hotel or a hotel and range of other main town centre uses or resident.
- The remodelling of the site along Brook Avenue can accommodate much higher density residential.

PLANNING CONSIDERATIONS

- The site is adjacent to a mixture of residential and commercial buildings up to ten storeys. Within this context development that is taller than the existing two storey suburban dwellings will be acceptable to the eastern side of the site, sloping down towards the residential buildings to the west of the site which is identified as an intensification corridor along Forty Avenue.
- The building line should be closer towards Brook Avenue.
- Some of the existing dwellings in Brook Avenue are two storey suburban dwellings will be acceptable to the eastern side of the site.
- Part of the site is within the Wembley Park town centre (Premier Inn). It all sits within the wider Wembley Growth Area. The Premier Inn site has the potential to accommodate a larger hotel or a hotel and range of other main town centre uses or resident.
- The site is located in an area with excellent public transport accessibility levels and could improve the public realm as a gateway to the new Wembley Park development.
- The site is not located in a Conservation Area or Archaeological Priority Area.

PLANNING HISTORIES

- Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest stage of the site.

STAY RATING

0-5 Years 5-10 Years 10+ Years

- 80 370 0

TIMELINE FOR DELIVERY

- 0-3 Years 3-5 Years 5+ Years

- 30 170 0

LOCAL PLAN

- London Borough of Brent Local Plan

INFRASTRUCTURE

- Thames Water

JUSTIFICATION

- The site is located in an area with excellent public transport accessibility levels and could improve the public realm as a gateway to the new Wembley Park development.
- Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest stage of the site.

SITE PLAN

- Brook Avenue, Wembley, HA9

- Site is a residential street characterised by a mixture of two-storey detached and semi-detached houses dating from the early 20th century. The street is bounded by Brook Avenue to the north and the Wealdstone Brook to the south. The eastern part of the land comprises a Premier Inn and associated car parking. To the north of Brook Avenue recent development has established a higher density which should be reflected in redevelopment of this site.

EXISTING USE

Residential

ALLOCATED USE

Hotel/other main town centres uses/residential on the current Premier Inn site with residential on the remaining along Brook Avenue.

INDICATIVE CAPACITY

450

GREEN AND SUSTAINABLE INFRASTRUCTURE

- Green and sustainable infrastructure should be part of the development process and the development. Brook Avenue/Bridge Road junction improvements are scheduled to be delivered in 2021; at this stage it is not anticipated any further improvements will be sought in relation to this allocation.

NOTE

- Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest stage of the site.
- The London Borough of Brent Local Plan should be taken into account at the earliest stage of the site.
- The existing site is adjacent to a mixture of residential and commercial buildings up to ten storeys. Within this context development that is taller than the existing two storey suburban dwellings will be acceptable to the eastern side of the site, sloping down towards the residential buildings to the west of the site which is identified as an intensification corridor along Forty Avenue.
- The building line should be closer towards Brook Avenue.
- Some of the existing dwellings in Brook Avenue are within functional floodplain zone 3a and 3b (surface water and flood risk area) and are at risk of flooding. The site is located in an area with excellent public transport accessibility levels and could improve the public realm as a gateway to the new Wembley Park development.
- The site is not located in a Conservation Area or Archaeological Priority Area.
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- The site is located in an area with excellent public transport accessibility levels and could improve the public realm as a gateway to the new Wembley Park development.
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- The site is located in an area with excellent public transport accessibility levels and could improve the public realm as a gateway to the new Wembley Park development.
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LOCAL PLAN  |   LONDON BOROUGH OF BRENT LOCAL PLAN  |   LONDON BOROUGH OF BRENT

ALLOCATED USE
Mixed use, residential-led development to incorporate maximum of business use floorspace, hotel and potentially student accommodation

INDICATIVE CAPACITY
Up to 350 dwellings (residential and student accommodation; Employment space and hotel space to be confirmed)

TIMEFRAME FOR DELIVERY
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ADDRESS
Fifth Way, Wembley

AREA
1.3ha

DESCRIPTION OF EXISTING SITE
The site is currently in commercial and industrial use with approximately half the site occupied by large sheds and the remainder comprising associated parking and storage. Wealdstone Brook forms the northern border of the site, with new housing development coming forward to the south and west. Directly east of the site becomes industrial in nature characterised by small scale low rise sheds along Fourth Way.

OWNERSHIP
Private

PLANNING HISTORY
No relevant planning history

PTAL RATING
3/4 (2031 estimate)

PLANNING CONSIDERATIONS
The site was allocated within the Wembley Area Action Plan for mixed-use development with capacity for 360 dwellings. The approval of the Wembley Park masterplan and subsequent increases in height and therefore density within that context means that a larger amount of development is now considered appropriate on the site. The site is appropriate for tall buildings, subject to them achieving an appropriate relationship sensitive to its surroundings and not adversely affecting protected views of the stadium.

The site is located within an Air Quality Management Area. As such, development at this site should achieve to reduce pollutant emissions and minimise exposure.

Given Brent’s status as a provide capacity borough, the council will seek no net loss of employment floorspace and if a plot ratio of 0.65 is greater, encourage the maximisation of its provision suitable for B1 (c), B8 and B2 use as a part of any redevelopment of this site.

RISKS
Existing employment use of the site means that the policy context has changed from when the site was allocated in the Wembley Area Action Plan. As such re-provision of employment space could impact on previously assumed capacity for other uses and development economics.

DESIGN PRINCIPLES
The creation of an appropriate buffer between the existing industrial and new non-industrial uses will be required. The provision of active frontages along Fifth Way and Fulton Road.

Biodiversity improvements and flood risk adaptation measures will be sought when development proposals come forward. A buffer strip of at least 10 metres wide should be retained for a publicly accessible brook side path to allow for a cycle way/footpath, associated landscaping, tree planting and street furniture as agreed in consultation with the Environment Agency and Brent Council.

JUSTIFICATION
This large site is heavily underutilised and would be of much greater benefit as a mixed-use residential led development. The forthcoming development immediately west of this site will comprise several tall residential towers and this site offers the opportunity to transition between the wider Wembley development and the industrial land to the east. Development on this site can contribute to an improved setting for Wealdstone Brook including the delivery of open space and river restoration work to improve ecological diversity and climate change adaptation.
EXISTING USE
Offices of Network Homes

ALLOCATED USE
Mixed use main town centre uses, education/campus or residential incorporating flexible retail uses (A1, A2, A3, A4, D1, D2) at ground floor level

INDICATIVE CAPACITY
253 residential units plus 1,051sqm of flexible retail uses if the site comes forward for residential as set out in the planning permission – currently it is anticipated that it will now be where the College Of North West London will be relocated – so no residential dwellings have been assumed for the housing delivery trajectory on this site.

TIMEFRAME FOR DELIVERY
0-5 Years
5-10 Years
10+ Years

ADDRESS
Olympic Office Centre, 8 Fulton Road, Wembley, HA9 0NU

AREA
0.44ha

DESCRIPTION OF EXISTING SITE
The site is located between Olympic Way and Rutherford Way and is currently occupied by an eight storey office building along with associated car parking and soft landscaping.

OWNERSHIP
Private

PLANNING HISTORY
Permission granted (17/5097) Redevelopment of the Olympic Office Site and erection of a part-21 and part-15 storey building comprising 253 residential units and 1051sqm of flexible retail uses (A1, A2, A3, D1, D2)

PTAL RATING
Currently 5, 2031 forecast 5-6a

PLANNING CONSIDERATIONS
The site falls within Wembley town centre boundary and forms part of the wider Wembley Growth Area. The site is suitable for a tall building subject to this not adversely impacting on protected key views of the National Stadium and does not fall within a Conservation Area or Archaeological Priority Area.

A small part of the site falls under Floodzone 3a and is susceptible to surface water flooding.

Although it has planning permission for principally a residential development, its town centre location makes it appropriate for a range of town centre uses as well as for any potential CVWA/Rather/Higher education campus.

Public Transport Accessibility Levels are very high for this site, and so parking spaces should be minimal.

The site is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area.

RISKS
No significant risks identified.

DESIGN PRINCIPLES
Building height and massing should build upon the newly established rhythm along this part of Olympic Way and respond to surrounding development coming forward as part of the Wembley Park redevelopment. This ground floor/podium area should come forward towards the edge of the stadium. The low level podium and massing set out as such to protect the views of the stadium.

INFRASTRUCTURE REQUIREMENTS
Public realm improvements associated with removal of vehicle crossings/new access points, green and sustainable infrastructure should be part of the development process and the development.

JUSTIFICATION
The site is located in an area with excellent public transport accessibility levels and will replace a dated office building with a modern, high quality development that will allow for a more efficient use of land to enhance the viability and vitality of the town centre and Growth Area.

BCSA5: OLYMPIC OFFICE CENTRE

SITE PLAN
BCSA6: WATKIN ROAD

**ADDRESS**
Watkin Road, Wembley, HA9 0NA

**AREA**
1.41ha

**DESCRIPTION OF EXISTING SITE**
Wembley Business Centre industrial estate.

**OWNERSHIP**
Private

**SITE PLAN**

- **TIMEFRAME FOR DELIVERY**

  - Development to the industrial land located east of Wealdstone Brook. Given the high levels of development around this site, it would benefit from good access to public transport and a reduction of surface water run-off.

  - The site is located in an area with good public transport accessibility levels and could improve the public realm as a transition from the new Wembley Park masterplan to the residential-led uses to the west of the site adjacent to other schemes coming forward as part of the Wembley Park masterplan, transitioning to more commercial-led use towards the east of the site bordering Wembley Business Centre industrial estate.

**OWNERSHIP**

- **EXISTING USE**
  - Industrial and ancillary office use

**ALLOCATED USE**

- Mixed-use, residential-led development to the west of the site adjacent to other schemes coming forward as part of the Wembley Park masterplan, transitioning to more commercial-led use towards the east of the site bordering Wembley Business Centre industrial estate.

**PLANNING HISTORY**

- The site falls under Wembley Growth Area. The approval of the Wembley Park masterplan and subsequent increases in height and therefore density within that context means that a larger amount of development is now considered acceptable on the site than was identified in the Wembley Area Action Plan. The site is appropriate for tall buildings, subject to them being lower than the adjacent approved Wembley masterplan parameters, not adversely affecting protected views of the stadium or the residential amenity of the occupiers of North End Road.

- The site is located within an Air Quality Management Area. As such, development at this site should be of an air quality positive so as to fit within the Growth Area. Given current and historic industrial use there is a risk of contamination and a Preliminary Risk Assessment will be required and, if necessary, remediation. The site falls within Flood Zones 3b and 3a in Surfaces, Fluvial and Flood. A Flood Risk Assessment will be required as part of any development coming forward.

- The site is located adjacent to Wealdstone Brook which runs along the northern boundary of the site and is designated as a Grade 5 Site of Interest for Nature Conservation (SINC) of Borough Importance. Although the loss of existing employment land was considered appropriate in the WAAP, Brent’s London Plan ‘provide capacity’ status for employment means that employment focussing at least on the ground floor of 0.15% ratio or existing focussing whichever is the greater will now be sought as part of the redevelopment of the site. Development in proximity to the eastern part must adopt the ‘agent of change’ principle, potentially through incorporation of more commercial uses to ensure the potential activities within the Wembley Business Centre is not compromised.

- Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

**RISKS**

- Site is in multiple ownership

**EXISTING USES**

- Industrial, storage and ancillary office uses

**PLANNING SCHEMES**

- **PLANNING HISTORY**
  - 17/3626 – approved application for the demolition of Penfold House to provide 115 luxury affordable workspace plus 283 bedroom student accommodation within a part 13 and part 17 storey building. Under construction.
  - 18/3381 approved application and under construction - Demolition of existing buildings and redevelopment of the site to provide 219 residential units and 584.6sqm of affordable workspace (Use Class B1(a)) on ground floor, in a new building ranging between 2 and 23 storeys together with associated infrastructure and 150 car parking spaces.
  - 17/2782 – approved application for the demolition of Parkwood House to provide 113sqm affordable workspace plus 283 bedroom student accommodation within a part 13 and part 17 storey building. Under construction.
  - 17/2781 – approved application for the demolition of Amex House and Empire Court. Under construction.
  - 18/2410 approved application to provide a mixed-use development comprising 799 housing units on 46ha land to the west of the stadium or the residential amenity of the occupiers of North End Road.

**JUSTIFICATION**

- The site is located in an area with good public transport accessibility levels and could improve the public realm as a transition from the new Wembley Park development providing for the industrial and located east of Wealdstone Brook. Given the high levels of development around this site, it would benefit from good access to local shops and services.
BCSA7: WEMBLEY PARK STATION (NORTH & SOUTH)

EXISTING USE
Car parking and office facilities for Wembley Park Station and disused railway sidings

SITE PLAN
400 dwellings (300 southern site, 100 northern)

INDICATIVE CAPACITY
Mixed-use residential-led development to include replacement of the existing office space

SITE
0.7 ha
Wembley Park Station, Wembley, HA9 9AA

ADDRESS

TIMEFRAME FOR DELIVERY
Development to re-provide the existing TfL space alongside a significant number of new dwellings.

PLANNING CONSIDERATIONS
The site has excellent access to public transport and local infrastructure including shops and green spaces. The council needs to ensure continued provision of employment opportunities for residents. The site contains no designated heritage assets however development must ensure that it does not impact on the protected view of Wembley Stadium from Barn Hill Open Space. Access to the northern parcel of land is constrained and so development will likely be of a lower density than that on the southern site. The rail is considered a wildlife corridor and so development should take reference from the surrounding three and four storey residential and commercial uses.

RISKS
Site is considered available and developable; no significant risks identified.

OWNERSHIP
Site wholly owned by TfL

INFRASTRUCTURE REQUIREMENTS
Green/silver and sustainable infrastructure should be part of the development process and the development.

JUSTIFICATION
London Plan Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, in particular through the redevelopment of sites around transport hubs and mixed-use redevelopment of car parks. Other recent developments along Brook Avenue suggest that the site can be more intensively developed.

SITE

REQUIREMENTS
Green/blue and sustainable infrastructure should be part of the development process and the development.

DESIGN PRINCIPLES
A contemporary design will be supported, and links should be established between this site and others coming forward as part of the wider Wembley Park regeneration process. The developers need to take into consideration a positive contribution to the existing ecology, biodiversity, improve access to nature and its recreational functions. The northern parcel of land will be developed at a lower density than that currently opposite to the south of the railway on Matthews Close. Building height should take reference from the surrounding three and four storey residential and commercial uses. Buildings may step up to four or five storeys however the northern site is not suitable for tall buildings of a significant scale.

 Other recent developments along Brook Avenue indicate that this site can be more intensively used as part of a mixed-use scheme which co-locates TfL’s commercial space with a significant number of new dwellings. Other recent developments along Brook Avenue suggest that the site can be more intensively developed.

A contemporary design will be supported, and links should be established between this site and others coming forward as part of the wider Wembley Park regeneration process. The developers need to take into consideration a positive contribution to the existing ecology, biodiversity, improve access to nature and its recreational functions.

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The site contains no designated heritage assets however development must ensure that it does not impact on the protected view of Wembley Stadium from Barn Hill Open Space. Access to the northern parcel of land is constrained and so development will likely be of a lower density than that on the southern site. The rail is considered a wildlife corridor and so development should take reference from the surrounding three and four storey residential and commercial uses.

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The site has excellent access to public transport and local infrastructure including shops and green spaces. The council needs to ensure continued provision of employment opportunities for residents. The site contains no designated heritage assets however development must ensure that it does not impact on the protected view of Wembley Stadium from Barn Hill Open Space.

Access to the northern parcel of land is constrained and so development will likely be of a lower density than that on the southern site. The rail is considered a wildlife corridor and so development should take reference from the surrounding three and four storey residential and commercial uses.
ALLOCATED USE
Mixed-use residential-led development

INDICATIVE CAPACITY
2180

TIMEFRAME FOR DELIVERY
NE01/02 NE03, NE04/05/06

0-5 Years 5-10 Years 10+ Years

468 1712

ADDRESS
Wembley Retail Park, Wembley, HA0

AREA
The site forms the North Eastern Lands section of the Wembley masterplan and is currently occupied by a small number of industrial warehouse units to the east and temporary office facilities and playing pitches. The majority of the site is currently covered by car parking associated with Wembley Stadium. The site boundaries are formed by Engineers Way, Fulton Road and Rutherford Way, with plots of land adjacent to the site also under construction or planned to come forward for development either as part of the Wembley masterplan or as standalone schemes.

OWNERSHIP
Private

PLANNING HISTORY
Forms part of application 15/5550, a hybrid planning application for the redevelopment of land around Wembley Stadium

PTAL RATING
3-5 (2031 estimate)

PLANNING CONSIDERATIONS
The site is made up of plots NE01-06 of the approved Wembley masterplan as well as the northern section of the new park planned for the area. The site falls just outside Wembley Town Centre boundary however it does sit within the wider Wembley Growth Area, making it suitable for residential development. The site is not within a Conservation Area or Archaeological Priority Area and contains no heritage assets. The site is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area.

The site was identified as suitable for tall buildings in the Wembley Area Action Plan and will be home to the tallest building in the proposed development, signalling the northern entrance into the park.

Small part of the site to the south falls under Floodzone 3a and is susceptible to surface water flooding. As the site is over one hectare a site specific flood risk assessment will be required.

Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

RISKS
No significant risks identified.

DESIGN PRINCIPLES
Scheme should be designed in line with principles set out in planning application 15/5550.

INFRASTRUCTURE REQUIREMENTS
Significant infrastructure being provided throughout the masterplan area. This site should provide the northern section of the planned new 7-acre park. Green and sustainable infrastructure should be part of the development process and the development.

JUSTIFICATION
The site offers substantial development potential as an integral part of the wider Wembley Development Area. The site forms one of the principal development areas of the forthcoming scheme and will provide a significant amount of green space to support the surrounding development. The site’s high PTAL and proximity to both Wembley and Wembley Park town centres make it suitable for dense residential development along with associated social and physical infrastructure as necessary.
BCSA9: FIRST WAY

1. **DESCRIPTION OF EXISTING SITE**
   - The site currently comprises low-rise industrial units although there is an emerging residential and commercial character with the UCFB campus building approved for the old Canon industrial units and the under-construction Kelaty House adjacent to the north. The site is bounded by First Way to the west and Second Way to the east. The site was previously allocated for development in the Wembley Area Action Plan, and has come forward in part for mixed-use residential-led schemes.

2. **EXISTING USE**
   - Industrial

3. **PLANNING HISTORY**
   - Approved planning application 1/3/2017 for the demolition of the existing buildings and erection of a part 7/10/2017 design building, comprising educational use (Use Class D1), office use (Use Class B1(a)), student accommodation (Use Class Sui Generis) and ancillary external landscaping.

4. **SITE PLAN**
   - [Image of site plan]

5. **LOCAL PLAN**
   - | 0-5 Years | 5-10 Years | 10+ Years |
   - | DELIVERY | DELIVERY | DELIVERY |
   - | TIMEFRAME FOR JUSTIFICATION | REQUIREMENTS | INFRASTRUCTURE DESIGN PRINCIPLES CONSIDERATIONS |
   - | 1a-3 (2031 estimate) | | |

6. **EXISTING SITE DESCRIPTION OF AREA**
   - First Way, Wembley, HA0

7. **PLANING CONSIDERATIONS**
   - Developments within this site should provide strong east-west pedestrian and cycling connections through the site to link to future development to the east between First Way and Second Way. This should be consistent with the pedestrian routes provided the development coming forward through Wembley Masterplan 15/55/50 development, north and south of the Dhamecha.
   - Developments must ensure they provide strong east-west pedestrian and cycling connections through the site to link to future development to the east between First Way and Second Way. This should be consistent with the pedestrian routes provided the development coming forward through Wembley Masterplan 15/55/50 development, north and south of the Dhamecha.
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   - Developments must ensure they provide strong east-west pedestrian and cycling connections through the site to link to future development to the east between First Way and Second Way. This should be consistent with the pedestrian routes provided the development coming forward through Wembley Masterplan 15/55/50 development, north and south of the Dhamecha.

8. **AVAILABILITY OF LAND**
   - Site is located on the land around Wembley Stadium and provides a good opportunity to maintain the balance between the residential blocks to the west and the low-rise industrial units which make up Wembley Stadium Industrial Estate. The impermeable nature of this site currently does not provide good east-west links to the stadium. There is an opportunity here to strengthen these links by creating new streets and pedestrian paths between First Way and Second Way. Whilst previously allocated for non-industrial uses, given Brent's provide capacity status, consideration needs to be given to potentially accommodate business premises in the redevelopment of sites that take place.

9. **INFRASTRUCTURE REQUIREMENTS**
   - Small parcels of land at the north and south of the allocation along Fifth Way and South Way may be required for future road improvements. Small parcels of land at the north and south of the allocation along Fifth Way and South Way may be required for future road improvements. Small parcels of land at the north and south of the allocation along Fifth Way and South Way may be required for future road improvements. Small parcels of land at the north and south of the allocation along Fifth Way and South Way may be required for future road improvements.

10. **JUSTIFICATION**
    - The site is located on the land around Wembley Stadium and provides a good opportunity to maintain the balance between the residential blocks to the west and the low-rise industrial units which make up Wembley Stadium Industrial Estate. The impermeable nature of this site currently does not provide good east-west links to the stadium. There is an opportunity here to strengthen these links by creating new streets and pedestrian paths between First Way and Second Way. Whilst previously allocated for non-industrial uses, given Brent's provide capacity status, consideration needs to be given to potentially accommodate business premises in the redevelopment of sites that take place.
EXISTING USE
Commercial office space and associated car parking

ALLOCATED USE
3FE primary school

INDICATIVE CAPACITY
- 5-10 Years
- 10+ Years

ADDRESS
York House, Empire Way, Wembley, HA9 0PA

AREA
0.79ha

DESCRIPTION OF EXISTING SITE
The majority of the site is comprised of car parking formerly associated with York House. The site is not within a Conservation Area or Archaeological Priority Area and contains no heritage assets.

OWNERSHIP
Private

PLANNING HISTORY
The site forms part of application 15/5550 for the redevelopment of land around Wembley Stadium. The plot is shown as YH 15/0204 granted permission for a 3 form primary school with 60 place nursery.

PTAL RATING
5-6a (2031 estimate)

PLANNING CONSIDERATIONS
A primary school is required as part of the Wembley Park development. This site is the preferred location and has full planning permission. It is anticipated that the school will be required once sufficient occupation of Wembley Park creates the need for additional school place capacity. If the site is not required for the school, then alternative suitable provision will be required elsewhere within the Wembley Growth Area.

The site falls outside Wembley Town Centre boundary; however it does sit within the Wembley Growth Area.

Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

RISKS
School funding delayed.

DESIGN PRINCIPLES
In line with planning application 18/02197 the school should be organised around an internal atrium space and an enclosed courtyard to maintain privacy for the pupils. The entrance to the school will be from the Royal Route. The school should be designed to provide a strong built form along Wembley Hill Road and locate its playground to the rear away from the principal traffic route.

INFRASTRUCTURE REQUIREMENTS
The Wembley transport improvements for York House Gyratory will be delivered in conjunction with the developer of the school. Green and sustainable infrastructure should be part of the development process and the development.

JUSTIFICATION
The site contains a large car park which is surplus to requirements. The site falls within Wembley Growth Area and Wembley Town Centre and benefits from good access to local services. Population growth in the borough requires the provision of extra primary school facilities and this site is well suited to being allocated for this use.
EXISTING USE
Educational facility for the College of North West London

ALLOCATED USE
Mixed-use residential-led development

INDICATIVE CAPACITY
155

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
Wembley Park Drive, Wembley, HA9 8HQ

AREA
0.24ha

DESCRIPTION OF EXISTING SITE
Site is currently home to the College of North West London Wembley campus. The site is bounded by Wealdstone Brook to the north and Olympic Way to the east. To the west the site fronts onto Wembley Park Drive. To the south are large retail units and associated car parking which is subject to a separate allocation in this Plan.

OWNERSHIP
Private

PLANNING HISTORY
No relevant planning history

PLANNING CONSIDERATIONS
The site falls outside Wembley Town Centre boundary however it sits within the Wembley Growth Area and Wembley Regeneration. The site falls almost entirely within Flood Zones 2 and 3. A Flood Risk Assessment will be required as part of any development coming forward. Waterside development must ensure it is in accordance with Local Plan policy BGI1 Green and Blue Infrastructure in Brent.

The site is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area. The area is identified as acceptable for tall buildings, although development has to take account of its location on the edge the Wembley Park masterplan site and the suburban context around Wembley Park Drive and protected views of the stadium.

RISKS
Need to find alternative location for the college

DESIGN PRINCIPLES
This is a gateway site as it is one of the main sites viewed when coming out of the Wembley Park station. Building height and massing should be built upon the established rhythm in this part of the Wembley Park regeneration scheme, corresponding to the neighbouring buildings and stepping down towards the west of the site. The design should be sensitive to the protected views of the stadium. Density should reflect the site’s high PTAL.

Active frontages should be provided at ground floor level, particularly along Wembley Park Drive and Olympic Way. There are a number of mature trees within the site adjacent to the Wealdstone Brook. Where possible these should be maintained and integrated into newly provided open space.

INFRASTRUCTURE REQUIREMENTS
Significant social infrastructure is being delivered nearby as part of the Quintain masterplan. Green and sustainable infrastructure should be part of the development process and be in accordance with the information contained in the SPDs and the non-D1 educational uses do not set a precedent developed for the College.

JUSTIFICATION
The site is located in an area with excellent public transport accessibility levels. The site is likely to be surplus to the college’s requirements as part of a process of consolidation of better facilities on another site within Wembley Park. The site’s location on Olympic Way provides an opportunity to create a high quality development to act as a gateway from Wembley Park Station to the stadium.
Existing Use

Industrial/D2/Concrete batching plant

Allocated Use
Residential-led mixed-use development including business premises.

Indicative Capacity
500 dwellings

Timeframe for Delivery
0-5 Years

Area
South Way, Wembley, HA0

Address
South Way, Wembley, HA0

Area
1.7 hectares

Description of Existing Site

The site currently comprises a mixture of low-rise industrial units (one in use as a night club) and a concrete batching plant. It is bound on the northern edge by South Way, to the south is the Chiltern line. To the west is the national stadium, to the north are industrial premises allocated for residential led mixed use development through Policy BCSA9. To the east a multi-storey car and coach park is being constructed for use in association with the national stadium/event days. The site was previously allocated for development in the Wembley Area Action Plan and part has come forward for the car park under construction.

The site is not within a Conservation Area or Archaeological Priority Area and contains no heritage assets.

Ownership

Private

Planning History

None recent of significance to the allocation.

PTAL Rating

2 (2031 estimate)

Planning Considerations

The site falls outside Wembley Town Centre boundary however it does sit within the wider Wembley Growth Area making it suitable for residential development. The SEIK Grade I Chiltern line passes south of the site. The site is also adjacent to a wildlife corridor, where the London Plan Policy GI (c) applicable. The developers need to take into consideration a positive contribution to the biodiversity, improve access to nature and its recreational function that are important contributing factors to health and well-being of the community.

The site was identified as sensitive to tall buildings in the Wembley Area Action Plan and so should come forward at heights consistent with buildings being constructed further west along South Way or sites SW03/04/05 that step down towards the south and form the east from the west of the site.

The site has a low PTAL although stands to benefit from better connections to the high levels of surrounding development and is within close walking distance to two rail stations. The site is also adjacent to two bus stops.

It is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area.

Prior to its Wembley Area Action Plan allocation, the site was formerly Strategic Industrial Land. It still contains numerous occupied business premises. Notwithstanding the acceptability of residential on site consistent with the previous WAAP allocation. Brent's status as a 'provide capacity' borough in the London Plan means that we seek out of employment floorspace and ex-usage of B1 (c), B8 and B2 use at ground floor/basement level should be undertaken as part of development consistent with a plot ratio of 0.30.

Given the interconnection of development in the area it is likely the concrete batching plant will be an important component to supporting delivery of new homes. The Developers need to ensure that the site remains operational throughout the development and the operation of the proposed replacement business space provided on site, so that it creates business space that will remain viable for the long term.

The proximity to the stadium, railway and adjacent coach/car parking will require appropriate attenuation measures to deal with noise, vibration and disturbance to create a suitable living environment.

A two-way road system at South Way/First Way is planned as highway improvements, new development should take this into considerations.

Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

Risks

Land is in multiple ownership which may prevent comprehensive redevelopment. Piecemeal development may prevent the most efficient land use. Potential for occupiers to want to remain towards the end or after the end of the Plan period.

BCSA12: LAND TO SOUTH OF SOUTH WAY
### FIGURE 10 OTHER SITE ALLOCATIONS

<table>
<thead>
<tr>
<th>REF.</th>
<th>ADDRESS</th>
<th>SIZE (HA)</th>
<th>EXISTING USE</th>
<th>ALLOCATED USE</th>
<th>INDICATIVE HOMES</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCSA13</td>
<td>Former Malcolm House Site, 0.2 Temporary construction storage site</td>
<td>Mixed Use with a minimum of 0.65 plot ratio B1 business use, with the remainder being of main town centre uses or residential</td>
<td>100</td>
<td>Ground floor active frontages required on streets, potential for some land required for junction improvements.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BCSA14</td>
<td>St Joseph’s Social Club, Empire Way 0.38 Vacant</td>
<td>Residential/community use</td>
<td>60</td>
<td>Re-provision of D1 community use, plus additional residential uses. Active frontage at ground floor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BCSA15</td>
<td>Site W10 Wembley Masterplan 0.5 Car park</td>
<td>Retail at ground, upper floors B1 office or D2 entertainment</td>
<td>0</td>
<td>Development parameters to be consistent with planning permission 15/5550</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BCSA16</td>
<td>Site NW04 Wembley Masterplan 0.35 Meanwhile use of public realm</td>
<td>A1-A5, ground, D1, B1/C1/D2 uppers</td>
<td>0</td>
<td>Outline consent for A1-A5 and B1/C1/D2 uses and development parameters granted through 18/0968.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BCSA17</td>
<td>Southwyk Motors, Tourway Suspension Mile End Motors, South Way, VIA D48</td>
<td>Repairs garage and storage</td>
<td>Business and residential</td>
<td>60</td>
<td>Re-provision of business floorspace at 0.65 plot required. Ground floor active frontage along South Way</td>
<td></td>
</tr>
<tr>
<td>BCSA18</td>
<td>Site W12 Wembley Park Boulevard, Wembley 0.015 The Red House</td>
<td>A1-A5, ground, D1, B1/C1/D2 uppers</td>
<td>0</td>
<td>Outline planning permission for the demolition of existing building and erection of a 4-storey building and new pedestrian boulevard with associated service yard, landscaping and infrastructure works.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BCSA19</td>
<td>Wembley Pets Station, Kiln Station and Adjacent Land Bridge Road 0.3 Police station and Underground Station ancillary</td>
<td>Residential, plus re-provision of police station</td>
<td>60</td>
<td>Provision of active frontage at ground floor along Bridge Road is required</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Design Principles
- The proximity to the stadium means that the height of the development should respect this setting and provide a similar solution to that of development on site SW03/04/05 on South Way, stepping up from the south/railway side and down towards the stadium from the eastern part of the site.

### Infrastructure Requirements
- Small parcels of land at the north and south of the allocation along South Way may be required for future road improvements. Green and sustainable infrastructure should be part of the development process and the design.

### Justification
- The site is located at the edge of the current approved masterplan for the land around Wembley Stadium and provides a key opportunity to create a better environment around the stadium meeting housing needs, but also to re-providing employment space for which there is a great need. The site has a number of environmental challenges particularly related to the proximity to the national stadium and coach/car parking means acceptable noise mitigation measures will be required to address event day activity. The proximity also encourages that design should be sensitive to the protected views of the stadium.

### Design Principles

#### The proximity to the stadium
- The height of the development should respect this setting and provide a similar solution to that of development on site SW03/04/05 on South Way, stepping up from the south/railway side and down towards the stadium from the eastern part of the site.

#### Active frontages
- Active frontages should be created along South Way, ground floor business space may be able to provide this role, particularly if buildings are vertically mixed use.

#### Development parameters
- Developments must take care to ensure they do not compromise the ability of other sites within this allocation to make the most efficient use of land possible at later date.

#### Design considerations
- Where possible existing trees should be maintained and new trees should be planted within the new development.

#### Noise mitigation
- Where possible existing trees should be maintained and new trees should be planted within the new development.

#### Design principles
- The proximity to the stadium means that the height of the development should respect this setting and provide a similar solution to that of development on site SW03/04/05 on South Way, stepping up from the south/railway side and down towards the stadium from the eastern part of the site.

### Infrastructure Requirements
- Small parcels of land at the north and south of the allocation along South Way may be required for future road improvements. Green and sustainable infrastructure should be part of the development process and the design.

### Justification
- The site is located at the edge of the current approved masterplan for the land around Wembley Stadium and provides a key opportunity to create a better environment around the stadium meeting housing needs, but also to re-providing employment space for which there is a great need. The site has a number of environmental challenges particularly related to the proximity to the national stadium and coach/car parking means acceptable noise mitigation measures will be required to address event day activity. The proximity also encourages that design should be sensitive to the protected views of the stadium.
# FIGURE 11 MAJOR SITES WITH PLANNING PERMISSION FOR HOUSING

<table>
<thead>
<tr>
<th>REF.</th>
<th>ADDRESS</th>
<th>SIZE (HA)</th>
<th>EXISTING USE</th>
<th>PERMISSION USES</th>
<th>INDICATIVE HOMES</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>14/4931</td>
<td>South West Lands SW01/02 South Way</td>
<td>0.25</td>
<td>NA</td>
<td>Residential</td>
<td>127</td>
<td>Site ready</td>
</tr>
<tr>
<td>14/4931</td>
<td>South West Lands SW03/04/05 South Way</td>
<td>NA</td>
<td>Residential</td>
<td></td>
<td>739</td>
<td>On site</td>
</tr>
<tr>
<td>14/4931</td>
<td>South West Lands SW06/07 South Way</td>
<td>0.1</td>
<td>NA</td>
<td>Residential</td>
<td>29</td>
<td>Site ready</td>
</tr>
<tr>
<td>15/4714</td>
<td>Mahatma Gandhi House, South Way</td>
<td>NA</td>
<td>Residential</td>
<td></td>
<td>198</td>
<td>On site</td>
</tr>
<tr>
<td>03/3200</td>
<td>Wembley masterplan W03</td>
<td>NA</td>
<td>Residential</td>
<td></td>
<td>340</td>
<td>On site Completion Autumn 2019</td>
</tr>
<tr>
<td>15/5550</td>
<td>Wembley masterplan W06</td>
<td>NA</td>
<td>Residential</td>
<td></td>
<td>150</td>
<td>On site Completion Spring 2020</td>
</tr>
<tr>
<td>15/5550</td>
<td>Wembley masterplan W08</td>
<td>0.5</td>
<td>Meanwhile play space</td>
<td>A1 retail ground, B1 office Upper floors</td>
<td>396</td>
<td>On-site</td>
</tr>
<tr>
<td>15/5550</td>
<td>Wembley masterplan NW09/10</td>
<td>0.4</td>
<td>Construction Storage</td>
<td>Residential/Commercial</td>
<td>396</td>
<td>On-site</td>
</tr>
<tr>
<td>15/5550</td>
<td>Wembley masterplan NW11</td>
<td>0.5</td>
<td>Meanwhile Boxpark</td>
<td>Residential/Commercial</td>
<td>125</td>
<td>Meanwhile use completed</td>
</tr>
<tr>
<td>17/4538</td>
<td>1 Olympic Way</td>
<td>Office</td>
<td>Residential</td>
<td></td>
<td>298</td>
<td>Prior of prior approvals and extensions proposed</td>
</tr>
<tr>
<td>17/3789</td>
<td>3 Olympic Way</td>
<td>Office</td>
<td>Residential</td>
<td></td>
<td>60</td>
<td>Prior approval</td>
</tr>
<tr>
<td>15/5550</td>
<td>Wembley masterplan E01/02</td>
<td>NA</td>
<td>Residential</td>
<td></td>
<td>633</td>
<td>On site – completion Autumn 2020</td>
</tr>
<tr>
<td>15/5550</td>
<td>Wembley masterplan E03</td>
<td>NA</td>
<td>Residential</td>
<td></td>
<td>743</td>
<td>On site – completion Autumn 2020</td>
</tr>
<tr>
<td>17/3213</td>
<td>Wembley masterplan E05</td>
<td>1.1</td>
<td>Residential, Commercial and community, B1 Office, Coach Parking</td>
<td>458</td>
<td>On site</td>
<td></td>
</tr>
<tr>
<td>16/1404</td>
<td>Amex House North End Road</td>
<td>NA</td>
<td>Residential</td>
<td></td>
<td>195</td>
<td>Autumn 2020 Completion</td>
</tr>
<tr>
<td>12/1293</td>
<td>Kelaty House First Way</td>
<td>Vacant Employment</td>
<td>Student Accommodation</td>
<td></td>
<td>240</td>
<td>Start on site. Student rooms to dwellings conversion factor 2.5:1 used.</td>
</tr>
<tr>
<td>17/4679</td>
<td>6-10 Hallmark Trading Centre, Fourth Way HA9 0LB</td>
<td>Employment</td>
<td>Residential</td>
<td></td>
<td>10</td>
<td>Prior Approval</td>
</tr>
<tr>
<td>16/3408</td>
<td>Blocks A &amp; B Raglan Court, Empire Way – Additional 2 storeys</td>
<td>Residential</td>
<td>Residential</td>
<td></td>
<td>72</td>
<td>Not started</td>
</tr>
</tbody>
</table>
5.2 EAST PLACE
5.1.1 This place includes the wards of Dollis Hill, Dudden Hill, Fryern and Welsh Harp. To the east it is bounded by the A5 Edgware Road which follows the route of the old Roman road, Watling Street into Central London. To the north it is bounded by Kingsbury Road, to the west by Stagg Lane/Salmon Street/Blackbird Hill and River Brent, to the south by Chiltern, Metropolitan/jubilee and Dudding Hill rail lines.

CHARACTER & CULTURE

5.1.2 East comprises largely residential neighbourhoods with limited focal points, the town centre being Neasden to the south, whilst for other parts it is local centres/parades along main movement corridors. It has one significant industrial area at the London scale at Staples Corner and at the Brent scale along Kingsbury Road. It has three conservation areas; St Andrew’s, Homestead Park and Neasden Road. It has three conservation areas; St Andrew’s, Homestead Park and Neasden Road. It has three conservation areas; St Andrew’s, Homestead Park and Neasden Road.

5.1.3 The character is predominantly interwar suburban of low rise terraced, semi-detached and detached homes. Exceptions to this are Neasden which also includes some Victorian and Edwardian terraces and other areas of more recent infill on surplus public land or former employment premises.

5.1.4 Significant open spaces include the expansive Welsh Harp reserve/Neasden sports and recreation ground, the northern part of Gladstone Park, Silver Jubilee Park and Kingsbury recreation ground. The River Brent and Canal Feeder run south through Neasden, along narrow corridors which largely to the rear of properties, are publically inaccessible and heavily engineered. Along the northern edge of Welsh Harp, part of Wood Lane retains a rural character.

5.1.5 There are some notable cultural and heritage assets including the Shree Swaminarayan Mandir temple, English Martyrs RC Church, St Andrew’s Church which is Grade I listed along with several other listed monuments in its church yard and dwellings in the adjacent area. Welsh Harp is home to a large sailing club and Silver Jubilee Park to Edgware Town and Kingsbury Town football club grounds.

TRANSPORT

5.1.6 Overall, the public transport offer overall is relatively weak, with only one rail station at Neasden providing access to the Jubilee Line. In addition, Dollis Hill underground improves public transport accessibility to the south east part of the East Place. There are bus services that focus on the principal movement corridors of the A5 Edgware Road, A1410 Salmon Street, A4088 Blackbird Hill/Neasden Lane, A406 North Circular, A406 Kingsbury Road and B454 Church Lane. The limited access to public transport over much of the area promotes a higher reliance on the private car for movement. Part of the London Cycle Network runs through Neasden to the A5 Edgware Road through quiet roads south of the North Circular. Walking routes are predominantly street based, with some recreational ones in parks and open spaces such as Welsh Harp.

TOWN CENTRES

5.1.7 This place only has one town centre at Neasden. This is a centre that is struggling in terms of its vitality and viability, in terms of draw/offer it is essentially operating as a neighbourhood centre for convenience shopping. There are a number of local parades along main movement corridors such as Edgware Road, Church Lane and Blackbird Hill/Neasden Lane. These all comprise predominantly small scale independent traders of local convenience shops and services reflecting Brent’s diverse communities, with restaurants and takeaways serving food from all around the world.

EMPLOYMENT & EDUCATION

5.1.8 Staples Corner is a designated Strategic Industrial Location, meaning it has importance at a London level. Its location near to the A5, A406 and M1 provides potential for good HGV access and has a range of employment spaces of different sizes but also a high number of trade counter type businesses. Smaller locally Significant Industrial sites are located along Kingsbury Road and near Neasden station. The area includes the College of North West London Neasden Campus and has a good coverage of primary and secondary schools.
5.1.9 Neasden centre’s role of local importance will be maintained, providing a range of retailing including many independent shops, a new street market and a mix of community and cultural facilities meeting needs reflecting its diverse population and some new homes. The local population to support it will be added to by the Neasden Stations Growth Area, a key focus for new housing and employment provided in tall buildings and a new West London Orbital railway station. Improvements to the public realm and townscape, particularly along and around the North Circular and Neasden junction will be sought.

5.1.10 Staple Corner will be transformed into a new mixed-use community, linking to the Thameslink Brent Cross West station and Brent Cross Opportunity Area in the London Borough of Barnet. It will also be a focus for tall buildings. Employment space that meets 21st century needs will be prioritised in association with new homes and social infrastructure. Marking the area’s role as a gateway to Brent, there will be significant improvements to townscape on the A5 Edgware Road and A406 North Circular Road, with the Welsh Harp’s setting, access and function significantly improved to better reflect its role as an environmental asset and ‘green lung’ for London.

5.1.11 Elsewhere existing low density development and limited potential for improvements to public transport accessibility will mean extensive change is unlikely. Opportunities for new development will however exist, e.g. town centres and intensification corridors along main public transport corridors, active ground floor frontages will wherever possible be maintained, whilst the height of buildings related to these opportunities will typically be in the region of 5 to 6 storeys.
Strengthen local identity and character by:

- Proposals should plan positively to deliver

**POLICY BP2 EAST**

Proposals should plan positively to deliver the place vision by contributing and where appropriate delivering the following:

**CHARACTER, HERITAGE AND DESIGN**

Strengthen local identity and character by:

- Conserving and enhancing heritage assets, including Church Lane and Neasden Conservation Areas.
- Respecting the predominantly suburban low rise character of the area. Tall buildings of over 30 metres (10 storeys) are identified for the Staples Corner and Neasden Stations’ Growth Areas, and will step down to form a comfortable relationship with adjacent areas.
- Along the intensification corridors of AS Edgware Road and Neasden, Blackbird Hill/Neasden Lane/Church Lane heights typically of around 15 metres (5 storeys) are likely to be acceptable. Within Neasden town centre this will be 6 storeys.
- In other areas where designated heritage assets will not be adversely affected heights of buildings should typically go no higher than two storeys above the prevailing predominant heights.

**HOMES**

- The potential residential development for Staples Corner Growth Area and Neasden Stations’ Growth Area will be determined by their respective masterplans, taking account of the need to support additional employment space on site. Depending on the capacity of these sites there may be specific requirements around different housing types, such as specialist (older people/supportive/students) housing and build to rent.
- Potential at various locations in Neasden town centre to support its vitality and viability.
- Intensification corridors – as yet numbers of homes are unknown. It is dependent on whether conversion/extensions or redevelopment of existing buildings.

**TOWN CENTRES**

- Neasden town centre will provide convenience retail for local communities in addition to a street market, restaurant and café offer. Additional small scale retail/other uses floorspace will be supported to consolidate this role. Improvements to the public realm and connectivity will be sought.
- Retail parades along Neasden Lane/Blackbird Hill and Church Lane will be supported with flexibility on uses to maintain commercial premises at ground floor, particularly for meanwhile uses or low cost workspaces. Rationalisation on the edges will however be supported if significant long term vacancies indicate a need to reduce current land capacity.
- Additional on upper floor or for efficient use of plots through redevelopment will be supported in these centres to support local population catchments.

**COMMUNITY AND CULTURAL FACILITIES**

- Supporting the local economy by:
  - Neasden town centre will provide additional residential on upper floors or making efficient use of commercial premises at ground floor, particularly for meanwhile uses or low cost workspaces.
  - Safeguard land for the West London Orbital route and associated infrastructure.
  - Safeguard land for the West London Orbital route and associated infrastructure.
  - Safeguard land for the West London Orbital route and associated infrastructure.
  - Safeguard land for the West London Orbital route and associated infrastructure.

**TRANSPORT**

- Supporting transformational change of Staples Corner to provide co-location/ intensification and a wide range of new business premises fit for modern day occupiers in association with a new mixed use community.
- Retaining/seeking re-provision of small scale employment in association with new development.
- Supporting the relocation of College of West London to a purpose built facility elsewhere in the borough through redevelopment of the existing Neasden Site.

**OPEN SPACE AND BIODIVERSITY**

- Open space and biodiversity
  - Contribute to high quality, well-used open spaces and wildlife corridors.
  - Enhance the Welsh Harp's and River Bransbury’s recreational and ecological offer.
  - Maintaining and enhancing Kingsbury Recreation Ground, Silver Jubilee Park and Gladstone Park.
  - Tree planting and associated landscaping.

**CHARACTER, HERITAGE AND DESIGN**

5.1.12 Although of slightly denser character in south towards Neasden where there is a higher concentration of terraced properties, the area as a whole is typically low rise, low density suburban in character. It is three or four storey properties in a few places along transport corridors/ Neasden Town Centre, but elsewhere almost uniformly two storey. The area has not been identified for substantial change in recent Local Plans, containing no Growth Areas. Where development has occurred, it has typically beenstuff, low rise and low density.

5.1.13 The limited extent of heritage assets for use in Neasden and Church Lane Conservation Areas might be seen as providing opportunity for extensive change. Nevertheless, the relative uniformity of the character, particularly in terms of height limits radical change, as does a range of other factors, most notably limited public transport accessibility.

5.1.14 Tall buildings will not be in character with much of the area. As such opportunities for buildings up 10 storeys are directed towards the Growth Areas which it is proposed will...
undergo radical change, related to major improvements in public transport accessibility where there is also the need to secure a wide range of benefits and be consistent with the London Plan’s priority of development near public transport.

5.1.15 Elsewhere opportunities for taller buildings (around 5 storeys) are considered likely to be appropriate along intensification corridors and Neasden town centre (around 6 storeys) where the larger scale buildings in the area already exist.

HOMEs

5.1.16 The proposed Growth Areas of Staples Corner and Neasden Stations will provide the opportunities for new mixed use communities with a significant amount of employment and residential floor space. A master planning exercise will be undertaken to identify the appropriate mix of uses and form of development with a view to improving employment opportunities as well as homes. Such large scale areas are also likely to require some on site social infrastructure which will need to be identified, taking account of needs of the proposed population and capacity/ability to meet needs in existing or extended facilities.

5.1.17 In these Growth Areas land designated as SIL or LSIS in the previous Local Plan will need to address the requirement to, at a minimum replace, but ideally intensify employment uses too. A range of employment space will need to be provided, although only a very limited focus on office space will be appropriate.

5.1.18 In advance of adoption of masterplan supplementary planning documents which will seek comprehensive solutions for the areas, small scale release of sites will be resisted, unless it can be shown that it will not undermine the outcomes of any likely adopted masterplan.

5.1.19 Elsewhere the opportunity to provide homes is likely to be in Neasden town centre and along intensification corridors, either through redevelopment, or as small scale infill/ development/ extensions and conversions. Delivery of additional homes is considered more uncertain in these areas, due to competing demands on existing buildings in many cases, e.g. existence of extended family housing, together elsewhere with occupation/ ownership by multiple people/ organisations.

TOWN CENTRES

5.1.20 The principal centre in this area is Neasden, which essentially provides a neighbourhood level of service/ attractiveness. It is a council priority centre with an associated action plan being developed. Competition from the internet and competing centres will provide challenges in maintaining its current relevance for the locality as a destination for retail or other activities. There is very limited need for additional retail and leisure/drinking in the area in the future. As such flexibility will be the key to ensure limited vacancy at ground floor level through, for example, reuse of retail premises for workspace and promotion of development opportunities where they exist. This could be through potentially turning peripheral ground floor commercial uses to residential/promoting redevelopment of buildings/ inefficient spaces to provide more living accommodation.

5.1.21 Elsewhere the role of the extensive retail parades along Neasden Lane, Church Street and A5 Edgware Road in providing for local convenience and service needs will be supported. These centres are also likely to find trading conditions challenging and as such flexibility of premises will be favoured to maintain commercial ground floor uses, until such a time as this can be shown to be unviable, when consideration will be given to potentially contracting their length to smaller cores.

COMMUNITY & CULTURAL FACILITIES

5.1.22 The need for new community facilities is likely to primarily be within and around the new Growth Areas. This will be resolved through the masterplanning exercise. It is recognised that there are continued unmet demands for religious buildings and youth facilities which these areas may accommodate.

EMPLOYMENT & SKILLS

5.1.23 The principal areas of industrial employment are currently the designated areas at Staples Corner, Kingsbury and Neasden. As identified Staples Corner and Neasden will be taken forward as Growth Areas. This will not be at the expense of employment space, which needs to be added to. Much of these areas have suffered from very low levels of investment in premises over the years. As such flexibility will be the key to ensure limited vacancy at ground floor level through, for example, reuse of retail premises for workspace and promotion of development opportunities where they exist. This could be through potentially turning peripheral ground floor commercial uses to residential/promoting redevelopment of buildings/
5.1.24 Consistent with London Plan policy, the council is seeking to ensure intensification of employment use in modern fit for purpose premises. Providing the incentive to develop these however is considered more likely to happen with cross-subsidy from other more lucrative uses. The council recognises that to date the mixing of larger scale employment uses with residential development in particular has been limited and needs careful management to be successful, creating good environments for communities and businesses.

5.1.25 The Kingsbury employment area retains principally clearly defined boundaries, with very little encroachment from non-employment uses. Exceptions have been the permitted development of office to residential which the council has now ceased through an Article 4 direction. The council will support the area’s continued employment use through encouraging investment only in employment uses.

5.1.26 The proposed redevelopment of the College of North West London site will allow the college to amalgamate sites elsewhere in the borough and invest in its future. The college is particularly important in allowing Brent residents to attain skills and training that will enable them to participate in the jobs market. As such, subject to being compliant with other development plan policies, development that maximises the potential to support this and wider local plan objectives on its existing site will be supported.

5.1.27 Whilst the north of this place is well served by open spaces, there are areas of deficiency to the south. There are limited opportunities to secure additional open spaces through redevelopment. On the large scale sites, whilst some space will be provided, the existing built up nature, combined with the need to generate sufficient values to ensure viability will be a challenge. It will therefore be important to ensure the quality of existing open spaces are enhanced, even where scoring highly such as at Welsh Harp, Silver Jubilee Park, Kingsbury Recreation Ground and River Brent corridor. The Welsh Harp has the potential to offer so much more in terms of accessibility for recreation and leisure use and ecology. Its proximity to development areas increases the potential to improve its setting and also provide developer funding for its improvement.

TRANSPORT
5.1.28 The West London Orbital, which will make use of the existing Dudding Hill freight line is a key opportunity to improve passenger orbital links and connect the area to High Speed 2 and Elizabeth Line and Old Oak and to the east Thameslink at Brent Cross West. This will significantly improve public transport accessibility levels in areas which are currently poorly served. The proposed development at Neasden looks to identify suitable space for the line and any station.

5.1.29 The A5 corridor and North Circular Road are important gateways into both Brent and Central London. They are very heavily trafficked, which creates an unattractive environment both for residents living along the routes and businesses. Reducing car dominance and creating a more attractive environment designed to healthy streets standards, will have a positive impact on residents by helping to mitigate poor air quality through tree planting. It will also benefit businesses, particularly those operating in Neasden Town Centre and Staples Corner, by creating an attractive environment.

5.1.30 Other existing public transport corridors along Neasden Lane/Blackbird Hill have reasonable levels of service. Putting additional development along them however provides for better use of capacity and levels of frequency to potentially be enhanced. Elsewhere development will not be promoted to such an extent, taking account of limited access to public transport, which might otherwise encourage increased car dependency at a time when ideally use of the car will be reduced across the Borough’s roads.

KEY SITE ALLOCATIONS
Neasden Stations Growth Area
Staples Corner Growth Area
Coombe Road
Cricklewood Bus Depot.

OTHER POLICY GUIDANCE
- Staples Corner Growth Area Master Plan/Supplementary Planning Document/Area Action Plan (forthcoming)
- Neasden Stations Growth Area Master Plan/Supplementary Planning Document/Area Action Plan (forthcoming)

OPEN SPACE AND BIODIVERSITY

SITE ALLOCATION POLICIES

LOCAL PLAN | LONDON BOROUGH OF BRENT
A significant part of the site is Strategic Industrial Land (locally Significant Industrial Site). The proximity of Neasden station means that consideration of this site for co-location/ intensification consistent with London Plan policies is appropriate. The potential for further station use and rail traffic together with the realisation of the College of North West London provide an opportunity for a much larger scale of development to be planned as a Growth Area. This will be subject to a masterplanning process which will provide additional clarity. Estimated using standard densities.

### EXISTING USE

Primarily employment uses comprising light industrial, storage and waste recycling and associated activities, some residential, a College of North West London campus and associated West London Orbital rail route. To the south is a petrol station currently in use.

### ALLOCATED USE

Growth Area – Strategic Industrial Location and locally Significant Industrial Sites subject to co-location and intensification, new passenger railway line infrastructure and associated with the roads and adjacent employment uses will have to be addressed in design of development.

### CONSIDERATIONS

- **Ownership**: Private and public ownership
- **Planning History**: No relevant planning history
- **FLAIL BARGING**: No evidence of flailing barge activity
- **PTAL RATING**: 3-6a both for now and in 2031. The potential West London Orbital station at Neasden will increase PTAL levels further.

### DESCRIPTION OF EXISTING SITE

Neasden Lane, Denzil Road and Selbie Avenue NW10. It includes a campus of the College of North West London which is relocating to a new site in Wembley. In between is some two storey residential, semi-detached and terraced, some of which is a former council estate. It also includes the Neasden Underground Station, with associated land and the West London Orbital rail route. To the south is a petrol station currently in use.

### EXISTING SITE

11.5 ha

Neasden Lane, Denzil Road and Selbie Avenue NW10. It also contains waste facilities which need to be addressed in any development, either off or on-site as there is a need to accommodate these types of facilities in the borough.

### PLANNING CONSIDERATIONS

- **Ownership**: Private and public ownership
- **HISTORY**: No relevant planning history
- **FLAIL BARGING**: No evidence of flailing barge activity
- **PTAL RATING**: 3-6a both for now and in 2031. The potential West London Orbital station at Neasden will increase PTAL levels further.

### DESCRIPTION OF EXISTING SITE

Neasden Station

Willesden Centre

West London College of North West London

**PLANNING CONSIDERATIONS**

- **Ownership**: Private and public ownership
- **HISTORY**: No relevant planning history
- **FLAIL BARGING**: No evidence of flailing barge activity
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Church End and Neasden town centres. The successful delivery of a key piece of transport infrastructure and improve the image of Brent on a gateway site. It also will assist in providing additional population to support the site’s role, to potentially increase its performance as an employment area, but also address other strategic needs, such as using land more effectively, providing new homes, ensure the area has a sense of quality public realm/ pedestrian/ cyclist environment particularly in allowing movement along Neasden Lane and Dollis Hill Lane. The edges of the development responding to the adjacent suburban housing context and the significant noise constraints provided by the rail lines and potentially other non-residential uses where the ‘agent of change’ principle will apply.

The proposed West London Orbital route requires appropriate safeguarding of land, but also provides an opportunity to increase the area’s accessibility by rail. The Brent Open Space Study identified the need for two pocket parks plus a series of public open spaces as part of this Growth Area.

The site adjacent to Neasden Lane is currently mostly low intensity used Strategic Industrial Land and Locally Significant Industrial Sites that are adjacent to a station with very high rail throughput. The risk of damage during construction must be minimised, and it must be ensured that development doesn’t inhibit access for maintenance or the services in any other way.

There is a notifiable pipeline bordering the site that is allocated for the potential station and parts of the residential areas south west of the site. Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater infrastructure are required to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. There are public sewers crossing or close to the site. The site of damage during construction must be minimised, and it must be ensured that development doesn’t inhibit access for transit and or the use of any other way.

The Brent Open Space Study identified the need for two pocket parks plus a series of public open spaces as part of this Growth Area. As a transformational area the site has the potential for tall buildings of over 10 storeys and has been identified as such in the Tall Building Strategy. This potential including appropriate heights, extent and location of these will be identified in the masterplan. The existing open space along Dollis Hill Lane should be enhanced, or potentially incorporated in another location in the development if the provides better townscape and recreational outcomes.

The Brent Open Space Study identified the need for two pocket parks plus a series of public open spaces as part of this Growth Area. The Brent Open Space Study identified the need for two pocket parks plus a series of public open spaces as part of this Growth Area.

The Brent Open Space Study identified the need for two pocket parks plus a series of public open spaces as part of this Growth Area.
The site is Strategic Industrial Land and is proposed as a Growth Area and for co-location; maximisation consistent with London Plan policies. It will be subject to a masterplan process to comprehensively identify how the area can best maintain and ideally increase useable employment floorspace (predominantly light industrial, industrial and storage and distribution) improving a GSI rate or replacement of the existing amount of employment floorspace, whichever is the greater, until permitting policies provide a new mixed use context for the site. This plan has been completed and is supported by the council.

Land ownership also means that the council will have to ensure that the necessary social and physical infrastructure needed to support the Growth Area change can be provided. This will include the securing of funding to service deliver and to bring in housing and other services, which may be achieved through cross equity packages and development contributions.

The viability of a comprehensive redevelopment of the whole site will be expected, rather than a piecemeal approach to ensure the effective and efficient use of land. If necessary and where it can be demonstrated that a comprehensive redevelopment is economically sustainable, a piecemeal approach may be acceptable.

TfL and Highways England control of adjacent highways where the priority will be on maintaining highway capacity and limiting potential disruption, potentially at the expense of a comprehensive approach to an area's development that would frustrate the outcomes of the masterplan, the use of a comprehensive redevelopment of the whole site will be expected, rather than a piecemeal approach to ensure the effective and efficient use of land. If necessary and where it can be demonstrated that a comprehensive redevelopment is economically sustainable, a piecemeal approach may be acceptable.
INFRASTRUCTURE REQUIREMENTS
Social and physical infrastructure requirements to be fully drawn out in any future masterplan related to the residential capacity of the site in particular. Improved crossings/street design/public realm/green infrastructure/open space and public transport accessibility/religious buildings/young people facilities are particular needs that need consideration. Thames Water has indicated the water network capacity is too small for the anticipated demand from this development, and upgrades to the wastewater network are likely to be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating additional capacity requirements. These are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development does not inhibit access for maintenance or the services in any other way. Thames Water has indicated the water network capacity may be unable to support the demand anticipated from this development, and upgrades to the wastewater network may be required.

REQUIREMENTS
There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development does not inhibit access for maintenance or the services in any other way. Thames Water has indicated that development should not significantly impact on the operation of the M1 motorway.

JUSTIFICATION
The site is the largest piece of Strategic Industrial Land that falls within the Local Plan boundary. Given Brent’s status as a ‘provide capacity’ borough in the London Plan, it will perform a vital role in meeting future employment needs. Currently although vacancy is low, it is not intensively used, contains many old buildings that have had very limited investment, includes many non-business uses which could be accommodated outside dedicated employment areas and is on overall poor quality environment in a gateway location. The development of the Brent Cross Opportunity Area across the Edgware Road in LB Barnet with its associated planned extension of Brent Cross shopping centre, provision of office development, residential and the opening of Brent Cross West Thameslink station and potentially the West London Orbital rail route will change the local environment and the area’s accessibility. It provides an opportunity to reconsider the area’s role, to potentially increase its performance as an employment area, but also address other strategic needs, such as providing new homes, ensuring the area is on the map as a gateway site, increasing the visibility and relevance of Welsh Harp as an environmental asset and addressing significant physical barriers to pedestrian and cycle movement across the borough.

EXISTING USE
Part Shurgard self-storage unit, part light industrial/employment uses and part McDonalds restaurant/drive thru.

ALLOCATED USE
Mixed use development including on the ground floor and upper floors if needed to accommodate the required provision, replacement of the existing employment B1-B8 floorspace and on the McDonalds site A1-A5 and/or B1-B8 employment uses, with the remainder being residential on the upper floors.
The site comprises four different land ownerships. A two storey Shurgard self-storage facility on the south west, and single storey McDonalds drive-thru on the south east, and 1-2 storey light industrial premises on the north east and north west. The north is bounded by Roger Stone Court, a residential block of 3-4 storeys and the south by Neasden Lane, beyond which is an open space.

- **TIMEFRAME FOR CAPACITY**
  - 1.0 Years
  - 2.5 Years
  - 5.0 Years

**DESCRIPTION OF AREA**

1.35 hectares

Land at Coombe Road

- **TIMEFRAME FOR CAPACITY**
  - 1.0 Years
  - 2.5 Years
  - 5.0 Years

**PLANNING HISTORY**

16/08/84 & 8 Coombe Road: 42 dwellings plus 727 sqm. of flexible work space approved March 1989.

**PLANNING CONSIDERATIONS**

- A financial contribution towards real time information being provided at the bus stop on the opposite side of the road will be sought.
- Delivery of the waterside pedestrian routes and their future potential to be made available for public use attaching to future additions will be sought through a S106.
- Active frontages will be maximised at ground floor on Neasden Lane and Coombe Road. Ideally these will be principally provided by the employment/commercial elements.
- Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. Local upgrades to the existing water network infrastructure may be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.
- **JUSTIFICATION**
  - The site is used to a relatively low intensity given its position adjacent to a main movement corridor. The McDonalds in particular is a poor piece of townscape inconsistent with the positive characteristics of the surrounding buildings and structures, for example breaking up the facades in a manner consistent with the plot width/rhythm of the terraces along Neasden Lane.
  - A contemporary design will be supported, particularly where development takes influence from the positive characteristics of the surrounding buildings and structures, for example in breaking up the facades in a manner consistent with the plot width/ rhythm of the terraces along Neasden Lane.
  - Development of around 5/6 storeys (with the upper storey set back so as not to be visible from the adjacent pavement) with a step down to four storeys (top storey set back) on the edges of the will be acceptable on the Neasden Lane frontage. On Coombe Road up to 5 storeys will be acceptable with a set-back on the upper storey and reduction down to 4 storeys will be acceptable.
  - A sequential approach to the local of uses followed.
  - Parts of the site fall within fluvial flood zone 3. It also is a residual risk of reservoir flooding should a defence failure occur. A site specific Flood Risk Assessment will be required and if necessary remediation.
  - A financial contribution towards real time information being provided at the bus stop on the opposite side of the road will be sought.
  - Delivery of the waterside pedestrian routes and their future potential to be made available for public use attaching to future additions will be sought through a S106.
  - Active frontages will be maximised at ground floor on Neasden Lane and Coombe Road. Ideally these will be principally provided by the employment/commercial elements.
  - The areas adjacent to the River Brent and Brent Canal Feeder should be kept. There are also some trees adjacent along the River Brent and Brent Canal Feeder both of these conditions are Sites of Nature Conservation Value Grade 2.
  - Provision of a design led approach to a design layout will be sought.
  - Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. Local upgrades to the existing water network infrastructure may be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.
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**THEME:**

**PLANNING**

**DESCRIPTION OF AREA**

London Transport Bus Depot 329 Edgware Road NW2 6JP

**ADDRESS**

The site comprises two separate land ownerships, the majority by Transport for London. A part single storey and then a (basement) bus depot fronting Edgware Road to the east, and a multi storey development to the south, in addition there is a single storey uses on the southern corner along Edgware Road. The site drops away from Edgware Road. It is bounded on the east by the Edgware Road. On the opposite side of Edgware Road are a mixture of industrial/ retail and retail premises, forming part of the Colindale Area Plan boundary in London Borough of Barnet. The north and south are bounded by railway lines which is elevated on the south and at grade on the north. There is two storey residential to the north and a mixture of single storey retail to the south.

**PLANNING CONSIDERATIONS**

There is no designated heritage assets and there are none in close proximity. Six regular bus services provide links north and south along the Edgware Road to Alperton, Brent Cross, Brent Park, Edgware, Green Man, Neasden, Paddington, Victoria and White City.

Given current and historic industrial use there is a risk of contamination and a Preliminary Risk Assessment will be required, and if necessary remediation is required.

In addition there is a single storey uses on the southern corner along Edgware Road. There is very limited green infrastructure on site. The site is used to a relatively low intensity in terms of its building occupancy given its position adjacent to a main movement corridor. It forms a poor piece of townscape along much of its length inconsistent with the edge of pavement/ small set back from the edges of pavement/ strong building line along the more traditional parts of the road. A contemporary design will be supported, particularly where development takes influence from the positive characteristics of the surrounding buildings and structures, for example in breaking up the facades in a manner consistent with the plot width/ rhythm of the traditional terraces along Edgware Road.

**PLANNING REQUIREMENTS**

Development of around 6 storeys (with the upper storey set back so as not to be visible from the adjacent pavement) along Edgware Road with a step down to five storeys (top storey set back) on the edges of the estate will be acceptable.

A financial contribution will be sought to additional street tree planting along Edgware Road outside the site. Additional vehicular access for the site that does not conflict with the bus movements/ pedestrian crossing.

There is two storey residential to the north and a mixture of single storey retail/ three storey residential to the south.

A contemporary design will be supported, particularly where development takes influence from the positive characteristics of the surrounding buildings and structures, for example in breaking up the facades in a manner consistent with the plot width/ rhythm of the traditional terraces along Edgware Road. Active frontages will be maximised at ground floor on Edgware Road. Ideally these will be principally provided by the employment/commercial elements and residential

**PERIOD:**

The site has no designated heritage assets and there are none in close proximity. Six regular bus services provide links north and south along the Edgware Road to Alperton, Brent Cross, Brent Park, Edgware, Green Man, Neasden, Paddington, Victoria and White City.

Given current and historic industrial use there is a risk of contamination and a Preliminary Risk Assessment will be required, and if necessary remediation is required.

The site has no designated heritage assets and there are none in close proximity. Six regular bus services provide links north and south along the Edgware Road to Alperton, Brent Cross, Brent Park, Edgware, Green Man, Neasden, Paddington, Victoria and White City.

Given current and historic industrial use there is a risk of contamination and a Preliminary Risk Assessment will be required, and if necessary remediation is required.
### FIGURE 14 OTHER SITE ALLOCATIONS

<table>
<thead>
<tr>
<th>REF.</th>
<th>ADDRESS</th>
<th>SIZE (HA)</th>
<th>EXISTING USE</th>
<th>ALLOCATED USE</th>
<th>INDICATIVE HOMES</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BESA3</td>
<td>5 Blackbird Hill</td>
<td>0.23</td>
<td>Vacant school</td>
<td>D1 and Residential</td>
<td>30</td>
<td>Replacement D1/community use floorspace required.</td>
</tr>
</tbody>
</table>

### FIGURE 15 MAJOR SITES WITH PLANNING PERMISSION FOR HOUSING

<table>
<thead>
<tr>
<th>REF.</th>
<th>ADDRESS</th>
<th>SIZE (HA)</th>
<th>EXISTING USE</th>
<th>PERMISSION USES</th>
<th>INDICATIVE HOMES</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>17/3698</td>
<td>39 Waterloo Road NW2 7TT</td>
<td></td>
<td>Offices</td>
<td>Residential</td>
<td>11</td>
<td>Prior Approval</td>
</tr>
<tr>
<td>16/4010</td>
<td>Warranty House, Dudden Hill Lane, NW10 1DD</td>
<td></td>
<td>Offices derelict</td>
<td>Residential</td>
<td>136</td>
<td></td>
</tr>
<tr>
<td>18/1446</td>
<td>Jubilee House, Townsend Lane, NW9 8TZ</td>
<td></td>
<td>Offices</td>
<td>Residential</td>
<td>12</td>
<td>Prior Approval</td>
</tr>
<tr>
<td>13/2453</td>
<td>1 Barons Court</td>
<td></td>
<td>Residential</td>
<td>Residential</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>17/0298</td>
<td>All units 4-9, Gladstone Parade and garages rear of 4-9, Gladstone Parade, Edgware Road, Cricklewood, London NW2 6JS</td>
<td></td>
<td>Commercial/residential</td>
<td>Commercial, including replacement pub and Residential</td>
<td>38</td>
<td>Ground floor commercial/active frontage, residential uppers</td>
</tr>
</tbody>
</table>
5.3 NORTH PLACE
5.3.1 This place comprises Queensbury and parts of Barnhill, Fryent and Kenton wards. To the north it is bounded by London Borough of Barnet, to the east it is bounded by London Borough of Barnet, to the south it is bounded by the A4006 and the neighbourhoods of Kingsbury and Wembley Park, and to the west are the neighbourhoods of Barnhill and Kenton.

CHARACTER AND CULTURE

5.3.2 This place is largely suburban in character, comprising of neighbourhoods focused around town centres, tube stations and locally significant industrial sites.

5.3.3 There are two main character areas located within this place:

a) Kingsbury, a mainly residential area which has a mixture of suburban and ‘metro-land’ characteristics. Houses are predominately 2-3 storeys and set in large plots. This character area contains a number of homes by the architect Ernest Trobridge in the 1920s and 1930s, a number of homes by the architect

b) The A5 corridor character area consists of Burnt Oak and Colindale town centres and surrounding residential areas. A number of the buildings date back to the 1930s period, where rapid expansion occurred as a result of the opening of tube stations in the surrounding areas. Arguably, the main feature of this area is the A5, which has a mixture of suburban and ‘metro-land’ characteristics. Houses are predominately 2-3 storeys and set in large plots. This character area contains a number of homes by the architect Ernest Trobridge in the 1920s and 1930s, ranging from thatched cottages to flats/houses with distinctive castle features and crosses.

5.3.4 There are two conservation areas within this place:

a) Roe Green, where the design of the area was based on the Garden City movement.

5.3.5 There are 6 areas of archaeological importance within this place, two of which are located within the boundaries of Fryent Country Park. All areas of archaeological importance are shown on the policies map.

5.3.6 The most significant open space within this place is Fryent Country Park, the borough’s only Metropolitan Park. There are smaller open spaces scattered throughout, such as Elton Grove Open Space, Grove Park and Roe Green Park.

5.3.7 There are a number of listed and locally listed buildings within this place. These include the Grade II listed Kingsbury Manor, a number of houses along Slough Lane, of which two were lived in by architect Ernest Trobridge, and 3-5 Buck Lane, which were built as part of the Summit Estate by J.J. Aldous. Two Art Deco cinemas of note include the Grade II listed Savoy Cinema (last used as a bingo hall) and the former Odeon Theatre, now Hurricane Snooker Rooms.

EMPLOYMENT AND EDUCATION

5.3.8 Located within this place are two locally significant industrial sites (SIS), Colindale and Homeport (lane east and west) and one local employment area, Kingsbury Road. The quality of these employment sites varies. They are well occupied, but as with most industrial locations within the borough have not been subject to significant investment in the recent past; have variable public realm and quality, and accessibility to the strategic road network. In some cases, they have a relatively high representation of non-industrial uses with pockets close to residential properties.

5.3.9 Similar to the North West place, employment within this place is concentrated within the public administration, education and health sectors, which account for half of employment. In general, the northern part of the borough accounts for a quarter of all micro businesses, and has the joint highest level of self-employment in Brent. The Burnt Oak/Colindale area, including the town centre and the neighbouring locally significant industrial site, has the highest concentration of the employees in this place.
5.3.10 The predominant PTAL level within this place is 2. There are large areas within this ward which have a lower PTAL rating than the average; the central part of the Borough of Barnet and are 0.5 miles from their respective town centres.

5.3.11 There are three town centres within this place, Burnt Oak, Colindale and Kingsbury. All are classified as district centres.

5.3.12 There are three major roads within this place; A5 through Roe Green Park, Fryent Way, and an off-road cycling route which passes through London's parks, passes through Fryent Country Park, and continues in an easterly direction through London's main routes north. This, together with poor vehicle movement, reflective of its history as one of London's first suburbs, has impeded the environment being dominated by vehicle movement, reflective of its history as one of London's main routes north. This, together with poor quality environment and public realm or have poor access to transport. The highest level of fuel poverty is located around Kingsbury Town Centre.

5.3.13 Orbital transport within this place is dependent on the bus network. In comparison to other areas within the borough, this place experiences lower levels of congestion.

5.3.14 The Capital Ring Walk, a strategic walking route through London's parks, passes through Fryent Country Park, and continues in an easterly direction towards Welsh Harp Open Space. The existing significant cycling infrastructure within this place, includes an on-road cycling route along the A5 and Fryent Way, and an off-road cycling route which passes through Roe Green Park.

TOWN CENTRES

5.3.15 There are three town centres within this place, Burnt Oak, Colindale and Kingsbury. They are all classified as district centres.

5.3.16 Burnt Oak town centre is within the boundary of the London Borough of Barnet and Harrow. Brent’s portion of the centre is the smallest, containing 35 commercial premises including Peacocks, whilst the majority are services. Vacancy rates are one of the highest of all Brent’s town centres.

5.3.17 Colindale town centre falls within Brent and the London Borough of Barnet. This centre has the highest proportion of all Brent’s town centres in services (63% of all units). The vacancy rate of 7% is similar to the Brent average. Out of the town centre to the north there are larger convenience and comparison stores including an ASDA superstore, Colindale Retail Park and shops within the Oriental City and Capitol Way developments.

5.3.18 Currently, both Burnt Oak and Colindale struggle with their identity. There is no clear boundary identifying their start and end. The environment is dominated by vehicle movement, reflective of its history as one of London’s main routes north. This, together with poor public realm and clutter has a detrimental impact on ‘dwell times’ and active travel uptake.

5.3.19 Kingsbury town centre in part also falls within the London Borough of Harrow. The centre has one of the highest proportion of convenience stores and lowest vacancy rates in Brent. Key draws within Brent’s section include Tesco Express, Aldi and the Kingsbury Underground station.
5.3.20 The Burnt Oak and Colindale Growth Area as part of the wider Burnt Oak and Colindale Opportunity Area will develop into a mixed, pleasant and accessible district centred along a strategic transport corridor. It will be made up of a series of distinctive, characterful places which build upon the existing strengths of the area. It will contain a range of facilities and infrastructure serving both existing and future occupiers and visitors to the area, located along a coherent and pleasant high street (the A5 Edgware Road).

5.3.21 Colindale and Burnt Oak town centres will continue to serve existing and new residents of the Burnt Oak Growth Area and surrounding areas through providing a good range of shops, community and leisure uses. Both centres will have high quality public realm, reducing vehicle dominance on the townscapes, and have developed an identity which reflects their unique character. Kingsbury town centre will become a destination for ethnic/specialist food shopping and will continue to be a popular evening economy destination.

5.3.22 Intensification and co-location within the locally significant industrial sites in this place will create employment space that meets 21st century needs and continue to provide good local employment opportunities.

5.3.23 Outside of the Growth Areas and key site allocations it is not likely that significant change will occur. This is as a result of the place’s low PTAL levels and limited land availability. It is possible that new development could come forward along intensification corridors and within Kingsbury and Colindale town centres which will be classified as tall buildings. These, however, will be more reflective of the suburban character in terms of scale, being no more than typically 5 storeys in height or up to 6 storeys in town centres. Other in-fill development will respect its context in terms of height and character.
POLICY BP3 NORTH

Proposals should plan positively to deliver the place vision by contributing and where appropriate delivering the following:

CHARACTER, HERITAGE AND DESIGN
Maintain and enhance local character and distinctiveness by:
- Continuing to conserve and enhance designated heritage assets within this area;
- Respecting the predominantly suburban low rise character of the area. Tall buildings of 30 metres or more will be directed to the Burnt Oak and Colindale Growth Areas, in town centres around 15 metres (5 storeys) and intensification corridors around 15 metres (5 storeys) could be approved. In these areas development should be stepped down to form a comfortable relationship with adjacent areas.
- Protecting, and where possible, enhancing

CHARACTER, HERITAGE AND DESIGN

a) Continuing to conserve and enhance

b) Respecting the predominantly suburban
c) Protecting, and where possible, enhancing

TOWN CENTRES
- Pursue opportunities to enhance the role and function of Kingsbury as an ethnic/ specialist food shopping destination.
- Establish clear identities for the Colindale/ The Hyde and Burnt Oak through implementing public realm, building upgrading and shop facade improvements.
- Provide up to 4,400 sqm of net comparison class A3 floorspace and 200 sqm class A4 floorspace, up to 3,600 sqm of net convenience foods floorspace, up to 500 goods floorspace, up to 300 metres of net comparison class A3 floorspace and 200 sqm class A4 floorspace by 2028. This floorspace should be directed towards the three town centres.
- Additional residential on upper floors and intensification corridors of the A5 Edgware Road, A406 Kingsbury and Kenton Roads and A414 Fryent Way and Honeyway – the development capacity of these areas is unknown. Residential development is dependent on whether conversions/ extensions or redevelopment of existing buildings come forward.
- Identify opportunities to potentially meet the need for a new leisure facility that incorporates swimming pool provision.
- Improve the quality of strategic sports hall sites within this place.

COMMUNITY AND CULTURAL FACILITIES
- Improve the quality of strategic sports hall sites within this place.
- Establish clear identities for the Colindale/ The Hyde and Burnt Oak through implementing public realm, building upgrading and shop facade improvements.
- Provide up to 4,400 sqm of net comparison class A3 floorspace and 200 sqm class A4 floorspace, up to 3,600 sqm of net convenience foods floorspace, up to 500 goods floorspace, up to 300 metres of net comparison class A3 floorspace and 200 sqm class A4 floorspace by 2028. This floorspace should be directed towards the three town centres.
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- Identify opportunities to potentially meet the need for a new leisure facility that incorporates swimming pool provision.
- Improve the quality of strategic sports hall sites within this place.

COMMUNITY AND CULTURAL FACILITIES
- Improve the quality of the borough’s parks, open spaces and squares of at least 0.2 hectares each within the Burnt Oak and Colindale Growth Area.
- Pursue opportunities to improve the Capital Ring.
- Tree planting and associated landscaping around the A5 corridor.
- Support the delivery of creating a range of buildings designed by Ernest Trobridge.
5.3.26 Opportunities for buildings above 10 storeys will be promoted in the Burnt Oak and Colindale Growth Area. Opportunities for taller buildings (around 5 storeys) may be considered to be appropriate to support the intensification and co-location of employment uses at the Queensbury LSIS and Monitors sites. The same is true within the town centres (18 metres/5 storeys) and along the intensification corridors (15 metres/3 storeys) of the A4006 Kingsbury and Kenton Roads and A4140 Fryent Way and Honeypot Lane.

5.3.27 The Burnt Oak and Colindale Growth Area contains area of land designated as LSIS. Redevelopment of this land, which will be in accordance with the London Plan ‘provide space on the LSIS to enhance the quality of the public realm along Honeypot Lane and the outcomes of any likely adopted masterplan.

5.3.28 The Capitol Valley site within the Burnt Oak and Colindale Growth Area contains area of land designated as LSIS. Any release of the site, which will be in accordance with the London Plan ‘provide capacity’ status through co-location with other uses. In addition, it increases the potential to improve the quality of the public realm along Honeypot Lane and Cumberland Road. A masterplanning exercise will be undertaken for this site to determine the approximate mix of uses to achieve an increase in employment floorspace and retention of a food store whilst providing a significant number of new homes and any associated infrastructure.

5.3.29 The Queensbury LSIS together with the Monitors superstore site provides the opportunity to maximise the efficiency of currently underutilised land. Mixed-use redevelopment will also support the intensification of employment space on the LSIS in accordance with the borough’s London Plan ‘provide capacity’ status through co-location with other uses. In addition, it increases the potential to improve the quality of the public realm along Honeypot Lane and Cumberland Road. A masterplanning exercise will be undertaken for this site to determine the approximate mix of uses to achieve an increase in employment floorspace and retention of a food store whilst providing a significant number of new homes and any associated infrastructure.

5.3.30 Elsewhere, the opportunity to provide homes is likely to be within the boundary of the site, which will be in accordance with the approved Masterplan, will need to address the requirement to intensify employment uses too. In advance of the adoption of a masterplan for this site, the council will resist small scale release, unless it can be shown not to undermine the outcomes of any likely adopted masterplan.

5.3.31 TOWN CENTRES

5.3.32 To help establish a clear identity for both town centres, the council will adopt the following policy in principle:

a) Improve the quality of the public realm to enhance walking and cycling access to the centres, and seek to increase ‘dwel time’;

b) Improve accessibility across the A5 for pedestrians;

c) Encourage the decluttering of the streetscape to promote ‘visual good manners’;

d) Where appropriate, promote building upgrades and improvements to the shop fronts and facades;

e) Enhance ‘foregotten’ heritage assets such as listed buildings along the town centre's designations and in the centres, and the impact that they have on the streetscape.

5.3.33 Burnt Oak and Colindale Growth Area sites centres boundaries are across two or more boroughs. The council will seek to adopt a co-ordinated approach to these centres.

5.3.34 To support Brent’s diversity, a number of the borough’s centres play an important role in delivering specialist world food and non-food shopping. The council’s Retail and Leisure Needs Study 2018 identifies that the ethnic specialist food shops within Kingsbury make an important contribution to the centre’s vitality and viability. Protection and enhancement of this role within Kingsbury Town Centre will be encouraged.

5.3.35 There is limited need for additional food and drink establishments within this place. Due to the presence of the three supermarkets, it is not currently considered necessary to plan for any more.

5.3.36 As identified in the council’s Indoor Sports and Leisure Facilities Needs Assessment 2018, this place has a number of sports halls identified as ‘strategic’ in ensuring the borough’s demand is met. Some require improvement to see an increase in their capacity.

5.3.37 The north currently has poor access to primary swimming pools. The council will consider the role for a new leisure facility within this place, taking into consideration an up-to-date analysis of demand.

5.3.38 The former Savoy Cinema premises at 1 Broadway is a Grade II listed building. Given the nature of the site, the council considers its most appropriate use is likely to be for community or leisure, but other uses compatible with its listed status will be considered. This will bring the building back into use without impacting its integrity or special interest.
5.3.39 Further additional community and cultural facilities for this place will be identified through the masterplanning process that is being adopted for the three key site allocations.

EMPLOYMENT AND SKILLS
5.3.40 There are three areas of locally significant industrial sites (LSIS) within this place. All are incorporated into site allocations. The redevelopment of these sites is expected to intensify employment floorspace and ensure long term safeguarding for employment uses. Providing the incentive to create these premises is currently only considered possible through subsidisation from other more lucrative uses, such as residential. The mixture of uses will require careful management to ensure that development is successful, and creates the environment and conditions to satisfy both the resident population and businesses. Brent Employment Land Demand Study 2015 identified a number of poor performing criteria for each site. A number of these, such as poor quality public realm, condition of buildings, and inadequate parking and servicing, could be addressed through re-development.

GREEN INFRASTRUCTURE AND OPEN SPACES
5.3.41 This place has reasonably good access to a range of public park typologies. The urban nature and limited land availability means it is important to ensure that the quality of existing open spaces are maintained, and where possible enhanced. Securing additional open space is only likely to be possible on larger scale development sites. Through adopting a masterplanning approach to large scale sites, open space requirements can be considered from the outset and contribute to a development achieving the appropriate urban greening factor.

5.3.42 The council will pursue opportunities to improve the Capital Ring within this place.

TRANSPORT
5.3.43 The projected growth in population, particularly within the Burnt Oak and Colindale Growth Area, will place additional pressure on the existing road network. To reduce such pressure, the council is looking to promote active and sustainable travel over private vehicle use within this place.

5.3.44 The A5, which forms the eastern boundary of this place, provides a link to central London and areas beyond, to the midlands and north. The road is heavily trafficked and creates a vehicle dominated landscape within this area. Reducing this dominance and creating an attractive environment which is designed to the healthy street standards, will help to encourage the uptake of active travel modes.

5.3.45 Improving the existing cycling infrastructure within this area can help to alleviate pressure on the road network. Extensions to the off-road and on-road cycling network to key destinations within this place, such as Fryent Country Park and locally significant industrial sites, will be promoted within this place.

JUSTIFICATION
5.3.46 Burnt Oak/Colindale is a Growth Area that was initially designated in the Brent Core Strategy 2010, as part of the wider London Plan Burnt Oak/Colindale Opportunity Area. The majority of the Opportunity Area lies within the London Borough of Barnet. It is a location for new homes, commercial floorspace and associated social infrastructure. By 2019 planning permission has already been granted for 892 homes and 18,846 sqm of commercial floorspace; including provision of a supermarket, food hall, garden centre, and community facilities. Much of this development has already been delivered. Additional development sites have been identified in this local plan and in recognition of this the Growth Area boundary has been extended.

5.3.47 An extensive area of Locally Significant Industrial Site off Capitol Way provides the opportunity to better meet Brent’s longer term employment needs through investment in new premises. Consistent with London Plan employment land policies and Brent’s ‘provide capacity’ status, this area will need to be subject to wider masterplanning to ensure effective re-provision. Subject to this process being undertaken, the area is identified as potentially acceptable for co-location to provide a more mixed use area that can also contribute towards improving the sense of place and meeting housing needs.
POLICY BNGA1
BURNT OAK/ COLINDALE GROWTH AREA

The Burnt Oak/ Colindale Growth Area is promoted for mixed use regeneration along the axis of Edgware Road. The primary emphasis in this area will be on creating a sense of place, through well considered quality design that is complementary to the remaining adjacent metropolitan heritage of the area. This will also seek to reduce the traffic dominance of Edgware Road through public realm improvements, including significant urban greening. New economic activity will be created along Edgware Road in the form of ground floor commercial and employment uses. Reduction in car dependency and the greater uptake of active travel should be achieved through the implementation of the London Plan Healthy Streets approach. The inclusion of additional commercial floorspace will help revitalise the area and support the growing population which is set to come forward through redevelopment.

The existing Locally Significant Industrial Sites will be subject to masterplanning with a view to its regeneration to re-provide updated employment floorspace that meets employers existing and future needs, through co-location with other uses.

Burnt Oak/ Colindale Growth Area will deliver over 2,000 new homes to 2041, supported by social and physical infrastructure to include:

- Improvements to the quality and accessibility of existing local open spaces
- A series of play areas within new developments and open space
- Improved cycle infrastructure along the A5.

5.3.48 As the majority of the Opportunity Area’s development will occur in the London Borough of Barnet, the council will have to work closely with it, particularly in relation to development along the A5 Edgware Road to ensure its successful implementation. A portion of Burnt Oak town centre also lies within the London Borough of Harrow. It will therefore be important that the council collaborates with them on associated strategic matters relating to Burnt Oak.

5.3.49 Much of the Growth Area remains deficient in all but metropolitan open space. Therefore, in order to produce a sustainable community, it is essential that additional green space of varying typologies is delivered. Under policy BGI1 new major development will be required to provide open space on site and provide a high level of urban greening. This will help to enhance the character of the area and provide further opportunities for recreation. This will also help meet the needs of children through the provision of informal play space for which the area is also deficient. However, additional dedicated outdoor children’s play spaces will need to be secured through developments, with the proposed quantum being in line with anticipated child population growth as a result of the development.

KEY SITE ALLOCATIONS

Capitol Way Valley
Colindale Retail Park, Southon House and Trust Ford Garage
Queensbury LSIS and Morrisons

OTHER POLICY GUIDANCE

- Burnt Oak, Colindale and The Hyde Placemaking Plan
- Masterplans for Capitol Way Valley, Colindale Retail Park and Queensbury LSIS

SITE ALLOCATION POLICIES
BNSA1: CAPITOL WAY VALLEY

LOCAL PLAN  |  LONDON BOROUGH OF BRENT LOCAL PLAN  |  LONDON BOROUGH OF BRENT

Mixed-use development comprising areas of employment intensification and co-location with other uses, retention of supermarket of same size, or less, residential development and any associated required social infrastructure.

EXISTING USE

Locally significant industrial land. The LSIS consists of a number of industrial units that are generally no taller than two storeys in height. The majority of units which form the LSIS are small, with only a small number of larger units. The majority of these larger units are located within the eastern part of the LSIS. Located in the north eastern corner is a derelict and associated parking storage land. A petrol station forms the north eastern corner.

DESCRIPTION OF EXISTING SITE

The ASDA superstore formed part of the previous Site Specific Allocation BC/1 in 2011. The allocation, which included the former Oriental City site, was identified for mixed-use development which included residential, retail, food and drink, community facilities and leisure and the re-provision of Chinese and Far Eastern commercial and community space. Within the Capitol Way LSIS, permission (17/0837) has been granted for the ‘Demolition of the existing buildings and redevelopment of the site to provide six buildings ranging between four to nine storeys and eighteen storey residential houses, and the erection of a two storey commercial building, providing a total of 4,051m² of flexible floorspace across the site and 414 residential units’ at 1-8 Capitol Way.

PLANNING CONSIDERATIONS

The PTAL rating of the site ranges from 1b-3.
**RISKS**

- Fragmented nature of landownership could increase time taken to deliver. Furthermore, this landownership could result in a piecemeal, rather than a comprehensive approach to redevelopment of the site, which could create a disjointed environment and inadequate provision on infrastructure.
- Potential for a lack of co-ordination with the London Borough of Barnet related to the cumulative impacts of the Burnt Oak/Colindale Opportunity Area.

**DESIGN PRINCIPLES**

- Key issues for any future masterplan to include:
  - Ensuring successful co-location/intensification to allow the area to successfully retain, and enhance, its employment function. Factors to be considered include dedicated parking and services facilities.
  - Tall buildings on the site should respond to the height of the surrounding residential character and ensure that there is a stepping down towards 2-storey character to the north, west and part of the east.
  - Providing high quality public realm, which improves pedestrian and cycle movement and complements the work being undertaken in the Burnt Oak/Colindale Opportunity Area.
  - Access to the site to be considered carefully to ensure no conflict is created between different users.
  - Interchange between residential and industrial uses.
  - Improving access to Grove Park, whilst ensuring the current green and open space on the site is maintained and enhanced. Additional green infrastructure is likely to be required to support the site.
  - Creating an active frontage around the site edges along streets and in particular along the Edgware Road frontage.
  - Providing tree planting along the Edgware Road frontage to address an air quality healthy streets agenda.
  - The masterplan for the site will also need to take into consideration the ‘Burnt Oak and Colindale Placemaking Plan’.

**INFRASTRUCTURE REQUIREMENTS**

- Due to the low PTAL score of the site, some car parking will need to be provided. Retention and enhancement of undesignated existing green space and additional green infrastructure should be incorporated. Improvements to the public realm should also be addressed. Increased traffic at site could require some junction improvements, which will need to be determined through a transport assessment. Social and physical infrastructure requirements to be fully drawn out in future masterplan work on the site.
- Thames Water has indicated upgrades to the wastewater network are likely to be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to being required to meet additional demands created through the development.

**JUSTIFICATION**

- This site incorporates land within the Burnt Oak and Colindale Growth Area, and land which adjoins it. This area has previously been identified as a suitable location to accommodate growth, as well as providing an opportunity to boost business and employment opportunities within the borough. Furthermore, the intensification/co-location of the LSIS will contribute to meeting the 'provide capacity' status given to Brent within the London Plan. Currently, although the vacancy rates are low, the site is not intensively used and contains a number of two storey buildings that vary in condition. The LSIS also has good access to services and amenities which will support intensification/co-location.

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**BNSA2: COLINDALE RETAIL PARK, MULTI-STOREY CAR PARK AND SOUTHON HOUSE**

**SITE BOUNDARY**

**EXISTING USE**

- Mixture of uses, including Colindale Retail Park which consists of 6 commercial units and associated car parking, a multi-storey car park with car showroom on the bottom floor, Southon House, which contains office floorspace, and a large car dealership forming the southern region of the site.

**ALLOCATED USE**

- Mixed use development to include residential, retail and employment space.
PRIVATE OWNERSHIP

DESCRIPTION OF EXISTING SITE

The multi-storey car park is approximately 5 storeys in height and contains a car showroom on the ground floor. Adjoining to the front of the multi-storey car park is a small area of hard and soft landscaping, which is being used to store cars associated with the dealership. Southen House, an office block which forms the site’s south eastern corner, is approximately 6 storeys in height. There is an area of green space which sits behind the building adjacent to the A5 road, which adjoins it to the east.

There are some variations in the site levels, especially within the southern part, which will need to be taken into consideration, particularly when considering heights for addresses these matters.

The majority of the site is located within an area which is susceptible to sewer flooding. A flood risk assessment will need to address how development satisfactorily impact on the setting of this building.

The PTAL rating of the site varies from 2-3. The majority of the northern and southern part is within PTAL rating 2, with the central part achieving PTAL rating 3.

Planned consideration

The site is located in close proximity to Beis Yaakov Primary School and Nursery, which is a locally listed building. Development at this site should avoid having any detrimental impact on the setting of this building.

The site currently has a poor quality frontage along Edgware Road, with most buildings set back from historic building lines. The council has a desire to create active frontage between the two centres of Burnt Oak and Colindale. Redevelopment at this site should ensure that this is achieved.

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BNSA3: QUEENSURY LSIS AND MORMISONS

SITE PLAN

EXISTING USE
Locally Significant Industrial Sites located in the northern and southern parts of the site, with a large retail superstore and associated car parking facilities occupying the central region.

ALLOCATED USE
Mixed use development - intensification at Honeypot Lane LSIS, co-location at Lowther Lane Honeypot Lane LSIS. Redevelopment of the superstore site at Honeypot Lane, to include residential and retail floor space.

DESCRIPTION OF EXISTING SITE
There are three main areas which form this site allocation:

Honeypot Lane LSIS (Lowther Road) – the majority of the western portion of this LSIS site consists of two large units (B&Q and Selco) and associated car parking/ storage areas. The buildings take the form of warehouses, which are at least 6 metres tall. To the north and east of the site are smaller units, predominantly stores in height.

Honeypot Lane LSIS (Westmoreland) – consists of a number of industrial units that range in size and are predominantly 2 storey and surrounded by poor quality public realm.

Morrisons Superstore - a single storey large supermarket and petrol station, with extensive surface car parking.

EXISTING USE
Honeypot Lane LSIS (Lowther Road) – the majority of the western portion of this LSIS site consists of two large units (B&Q and Selco) and associated car parking/ storage areas. The buildings take the form of warehouses, which are at least 6 metres tall. To the north and east of the site are smaller units, predominantly stores in height.

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Honeypot Lane LSIS (Westmoreland) – consists of a number of industrial units that range in size and are predominantly 2 storey and surrounded by poor quality public realm.

Morrisons Superstore - a single storey large supermarket and petrol station, with extensive surface car parking.
RISKS

Fragmented ownership of the site could increase time taken to deliver, and if not properly managed result in piecemeal, rather than a comprehensive approach to redevelopment, resulting in disjointed environments.

Part of the Lowther Road LGS is located within Harrow’s administrative area. As a result, it is likely that cross-boundary working will be required to bring this site forward for development.

DESIGN PRINCIPLES

The design and layout of the area should be determined through the Masterplanning process. Key points that will need to be addressed within the masterplan include:

- Building heights should be around 6 storeys and should step down towards the adjacent residential that will remain.
- Ensuring there is successful co-location/intensification on the LGS sites to ensure the area continues to prosper as an employment location.
- The site adjoins the Kingswood Centre which is an NHS building that provides a therapeutic environment of green space for patients. Development should ensure that there is not detrimental impact on its setting.
- Incorporating green infrastructure throughout the design, which contributes to the conservation and enhancement of the adjoining and nearby green spaces.

INFRASTRUCTURE REQUIREMENTS

Social and physical infrastructure requirements for this site to be fully drawn out in any future masterplan related to the residential capacity of the area. Retention of space for the 5 storey temple building on site. Improvements to public realm, incorporation of green infrastructure and improvements to public transport accessibility. Thames Water has indicated upgrades to the wastewater network are likely to be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to being required to meet additional demands created through the development.

JUSTIFICATION

Within the boundary of the site are two areas of locally significant industrial sites, which are not intensively used and contain buildings which are in poor condition. Given Brent’s status as a ‘provide capacity’ borough in the London Plan, the proposed intensification and co-location at these sites will contribute towards meeting future employment needs. Furthermore, London Plan policy encourages the comprehensive redevelopment of low-density supermarket sites. The site is also located in an area of higher PTAL, in relation to the surrounding area.

BNSA4: FORMER MECCA BINGO SITE

SITING USE

Vacant site – former bingo hall (closed in 2014)

ALLOCATED USE

Community use, employment space, some residential development.

INDICATIVE CAPACITY

Unknown – will require detailed assessment as part of planning application.
**TIMEFRAME FOR DELIVERY**

<table>
<thead>
<tr>
<th></th>
<th>0-5 Years</th>
<th>5-10 Years</th>
<th>10+ Years</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ADDRESS</strong></td>
<td>1 Burnt Oak Broadway, Edgware HA8 5LD</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AREA</strong></td>
<td>0.159ha</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DESCRIPTION OF EXISTING SITE**

The site contains a Grade II Listed purpose built inter-War 2000-seat cinema and associated front of house areas. It was converted into a bingo hall in the 1980s and closed on bingo use in 2014. The building height ranges between two to three storeys. The main entrance of the building is located in the north eastern corner of the site.

To the north of the site is the new residential development which is to contain 7 storey residential block with retail units on the ground floor. To the south of the site is a number of shops with residential use above. To the east of the site is a residential development within the Burnet administrative area, which is largely 3 storeys in height. To the west is a residential area, which is predominantly 2 storey in character.

**OWNERSHIP**

Private Sector

**RELEVANT PLANNING HISTORY**

This forms part of the former 2011 site allocation B/C4 3-5 Burnt Oak Broadway for mixed use development to include residential and retail, and to introduce active frontages and a range of storey heights having regard for the residential properties located to the rear. Proposals at this site should contribute to transport improvements along the street frontage.

**PTAL RATING**

The PTAL rating of the site ranges from 4-5.

**PLANNING CONSIDERATIONS**

The site is located within the town centre boundary of Burnt Oak. As such, the council would like to see active frontage created on this site, where considered appropriate. Furthermore, the site is within the boundaries of the Burnt Oak and Colindale Growth Area, being a sustainable location to accommodate growth.

The former cinema on this site is Grade II listed and is a 'Building at Risk' contained on Historic England’s Heritage at Risk Register. The cinema was constructed in 1938 and is a good example of a relatively unaltered large suburban neighbourhood super-cinema of the 1930s. Development at this site should ensure that proposals do not adversely affect its character as a building of special architectural or historic interest.

In comparison to other areas within Burnt Oak and Colindale, this site has relatively high PTAL levels. Therefore, development at this site should be car-free.

There are six trees within proximity to the site. Development at this site should not result in the loss of these trees.

**RISKS**

Building continues to deteriorate whilst awaiting development.

Developer aspirations being inconsistent with conserving the building’s character in line with the requirements of both Historic England and the Cinema Theatre Association.

**DESIGN PRINCIPLES**

The special significance of the building lies in its auditorium, foyer spaces and façades. New development should look to preserve these areas of significance. However, it is accepted that to make a scheme viable, new build on top and to the side may be the only option. Some subdivision of the auditorium may also be necessary. Proposals for the building should be carefully considered with its significance in mind within an options and viability appraisal for the site.

**INFRASTRUCTURE REQUIREMENTS**

Improvements to the public realm along Edgware Road to encourage the uptake of active travel.

**JUSTIFICATION**

The site is a Grade II listed building, located within the Burnt Oak town centre boundary. Development at this site can support appropriate improvements to the Grade II listed building, with the aim of removing it from Historic England’s ‘Building at Risk’ register. There is a preference to create active frontage within this area to support the viability and visibility of the town centre, which can be achieved through introducing community floorspace on the ground floor of this site.
## FIGURE 18 MAJOR SITES WITH PLANNING PERMISSION FOR HOUSING

<table>
<thead>
<tr>
<th>REF.</th>
<th>ADDRESS</th>
<th>SIZE (HA)</th>
<th>EXISTING USE</th>
<th>PLANNING PERMISSION</th>
<th>INDICATIVE HOMES</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>15/1337</td>
<td>Oriental City, Edgware Road, NW9 0JJ</td>
<td></td>
<td>Buildings which housed 'Oriental City', a commercial and retail centre that provides goods and services orientated towards the Asian Market.</td>
<td>Residential, Retail/ Leisure, Primary School</td>
<td>126</td>
<td>Partially complete. Remaining works still in progress 2019.</td>
</tr>
<tr>
<td>17/1342</td>
<td>Allied Carpets, 3 Burnt Oak Broadway HA8 5LD</td>
<td>0.27</td>
<td>Three storey building with large scale retail facility at ground floor level</td>
<td>Residential</td>
<td>38</td>
<td>Construction commenced summer 2014 and is ongoing.</td>
</tr>
<tr>
<td>17/1829</td>
<td>The Willows, Honeypot Lane</td>
<td>0.24</td>
<td>Vacant residential care home</td>
<td>Residential</td>
<td>50</td>
<td>Supported accommodation.</td>
</tr>
<tr>
<td>16/2353</td>
<td>Watling Gate, Edgware Road, Kingsbury, London, NW9 6NB</td>
<td>0.11</td>
<td>Office</td>
<td>Residential</td>
<td>43</td>
<td>Prior approval.</td>
</tr>
<tr>
<td>18/2183</td>
<td>Carpark north east of Morrisons, Honeypot Lane &amp; Vacant Land at the junction of Westmoreland Road, &amp; Cumberland Road</td>
<td>0.7</td>
<td>Parking/ vacant land</td>
<td>Residential</td>
<td>194</td>
<td>Works started early 2019</td>
</tr>
<tr>
<td>17/0837</td>
<td>1-8 Capitol Industrial, Capitol Way, NW9 0EQ</td>
<td>1.74</td>
<td>B8 storage and distribution</td>
<td>Commercial/ residential</td>
<td>414</td>
<td></td>
</tr>
</tbody>
</table>
5.4 NORTH WEST
5.3.1 This place comprises Northwick Park and parts of Barnhill, Kenton, Preston and Sudbury wards. The place is bordered by London Borough of Harrow to the north and west (Harrow-on-the-Hill). To the east is Fryent Country Park and Wembley Park and to the south is Sudbury.

CHARACTER AND CULTURE

5.3.2 The North West place is largely suburban in character, with housing focused around town centres, tube stations and significant pieces of social infrastructure (Northwick Park Hospital and the Harrow Campus of University of Westminster).

5.3.3 There are four main character areas located within this place. The variations in character are not significant as the residential element predominantly within this place is based on suburban metroland ‘Mock Tudor’ vernacular. Northwick Park character area contains Northwick Park Hospital. This provides a stark contrast due to its scale and angular concrete and glass architecture. Its visibility is increased due to the open aspect of the soft landscaping of Northwick Park Metropolitan Open Land (MOL). This encloses it on two sides (east and south). Kenton character area is suburban residential focused around the high street and tube station. Similarly, Preston Road character area is focussed on a high street which gradually slopes from north to south and contains Preston Road Station in its centre. Another key character area within this place can be around Sudbury Court Drive, consisting of large houses which vary in style, with large front gardens, set back behind a pathway, access road and grass verge.

5.3.4 There are three conservation areas located within the place:

a) Northwick Circle – a typical 1920’s and 30s residential development whose high quality architectural character is underpinned by relatively wide and generous roads, tree lined with grass verges between road and pavements

b) Sudbury Court – housing development planned either side of a central spine of The Fairway. Houses are spaciously positioned amongst garden buffers and tree lined roads, aided by gentle curves which help to define the garden suburb character.

c) Mount Stewart – a typical 1920’s and 30s residential development that contains housing that are Mock-Tudor style with variable elevations. Housing is set in wide generous roads, which are tree lined with grass verge buffers between the roads and pavement.

5.3.5 Located on the boundary of this place is Sudbury Cottages Conservation area, which contains the remains of this part of the historic core of Sudbury.

5.3.6 There are two sites of archaeological importance within this place – Sudbury Court and Lyon’s Farm. Sudbury Court is also designated as an Archaeological Priority Area.
5.3.11 The Capital Ring goes from east to west across the central section of this place, passing through Northwick Park. It is a strategic walking route that connects the three London boroughs and their greenspaces.

EMPLOYMENT AND EDUCATION
5.3.12 Located within this place is the East Lane Business Park, which is designated as a Strategic Industrial Location (SIL). It is a mixture of mainly older industrial premises, with a very large modern retail distribution unit supported by a small office element. It has a number of key strategic characteristics. These include good access to the strategic road network and a ‘good and fit for purpose industrial land supply’ which makes it supportive of employment activities.

5.3.13 Employment within this place is concentrated within the public administration, education and health sectors. In general, the northern part of the borough accounts for a quarter of all micro business, and has the joint highest level of self-employment in Brent (14% of economically active people being self-employed). The northern part of Northwick Park, where the hospital is located, has one of the highest concentrations of employees in Brent, providing approximately 8,000 jobs. East Lane Business Park has the second highest, providing approximately 4,000-4,500 jobs.

5.3.14 There are 8 primary schools, 3 secondary schools and 1 all-through located within this place. The place also includes the University of Westminster Harrow campus, which focuses on design, creative and digital industries.

5.3.15 There are two town centres located within this place: Kenton Road and Preston Road. Kenton 5.3.16 Kenton is a district town centre. Part of it lies within the London Borough of Harrow, although the majority is within Brent. In comparison to other centres, Kenton has a relatively high proportion of services. Anchors include Sainsbury’s and Kenton Bridge Medical Centre. It also contains Kenton underground and overground station. Vacancy rates within Kenton are equivalent to the London average.

5.3.17 Preston Road is a district town centre. It extends along the Preston Road from Carlow Avenue East to The Avenue and includes Tesco Express as an anchor. It also contains Preston Road underground station. Similar to Kenton Road, this street has a relatively high proportion of services but also has a range of comparison and convenience outlets. This town centre has relatively low vacancy rates in comparison to borough-wide levels.

5.3.18 There is a District Centre located within this place, which can be achieved through:

- Intensification of employment uses at East Lane;
- Implementation of Cycleways and other schemes within this place, in line with the Transport Strategy, to improve active travel;
- Improving the Capital Ring and other pedestrian routes Northwick Park;
- Applying the ‘Healthy Streets Approach’ to improve pedestrian and cycling connections between Northwick Park Station and Kenton Town Centre.
- Increasing the quality of the open spaces and sports facilities within the place, which can be achieved through:
  - Pursuing pitch improvement opportunities at Northwick Park;
  - Investment into purpose-built, non-turf cricket practice facilities at Northwick Park;
  - Improved signage, pathways and infrastructure in the parks and open spaces within this place;
  - Public realm improvements within Kingsbury Town Centre.

5.3.19 To address the characteristics of its metro land past, this place will be comprised of a series of local and sub-urban neighbourhoods, whose character and local distinctiveness are enhanced through the Northwick Park Growth Area.
Proposals should plan positively to deliver the place vision by adhering to the following principles:

**CHARACTER, HERITAGE AND DESIGN**

Maintain and enhance local character and distinctiveness by:

a) Continuing to conserve and enhance designated heritage assets within this area.

b) Protecting, and where possible, enhancing the established metro-land characteristics of the place.

c) Concentrating new tall buildings in the Northwick Park Growth Area, town centres and intensification corridors (A4006 Kenton Road).

**HOMES**

d) Providing approximately 2,600 new homes as part of development within the Northwick Park Growth Area, including specialist accommodation to meet identified demand.

e) Delivering mixed-use development on the Sainsbury’s Kenton Road site.

**TOWN CENTRES**

f) Supporting the creation of new convenience floorspace within Preston Road and Kenton providing that they are of an appropriate scale, to support their local function.

g) Managing the likely overall reduction in length of the Preston Road and Kenton Town Centres.

**COMMUNITY AND CULTURAL FACILITIES**

h) Protecting and enhancing playing pitch provision at Northwick Park, JFS School, Claremont High School and Tenterden Sports Ground.

i) Encouraging community use Bryon Court Primary School’s sports facility.

As part of the development within the Northwick Park Growth Area the following improvements to community and cultural facilities should be achieved:

j) Redeveloped and/or enhanced university hospital.

k) Redeveloped and/or enhanced university facilities.


m) Improved setting of and better integration of open space within the site to Northwick Park.

**EMPLOYMENT AND SKILLS**

Supporting the local economy by:

n) Retaining and encouraging intensification of SL land at East Lane Business Park.

o) Promote employment growth/skills within the Northwick Park Growth Area.

**OPEN SPACE AND BIODIVERSITY**

Maintaining and enhancing the quality of the well-used, cherished public parks, open spaces and biodiversity areas through:


q) Pursuing opportunities to increase the provision of pocket parks.

r) Exploring opportunities to create a Local Nature Reserve at Ducker Pool.

**TRANSPORT**

u) Improving Northwick Park station to increase capacity and establish step-free access.

v) Implementing Cycleways to encourage uptake of active travel.

w) Improvements to road junctions around Northwick Park Growth Area and station with the view of improving road safety.

x) Improving walking and cycling infrastructure within this place, with a focus on improving pedestrian and cycling links between the four tube stations.
5.3.20 The predominant character of this area is residential suburban, with a number of areas displaying characteristics which can be linked to the majority of this place. An exception to this will be Northwick Park Growth Area, where the presence of tall buildings has already been established. Tall buildings will not be in keeping with the character of the majority of this place. Due to their height, these will not be in keeping with the character of other places within the borough. There are two areas within this place which offer the opportunity to provide employment space and job opportunities. These are Northwick Park Hospital and Clinical Research Centre, and East Lane SL. The employment function at these two areas will be protected, and where possible, enhanced.

5.3.21 Northwick Park Growth Area provides the opportunity to enhance or redevelop the facilities at Northwick Park Hospital and Clinical Research Centre, and introduce an element of commercial and flexible workspace. Additional jobs on this site will help satisfy the strategic objectives of the borough. As well as proposed state-of-the-art teaching spaces for both the University of Westminster and the university hospital.

5.3.22 The Kenton Sainsbury’s site provides an opportunity for comprehensive redevelopment of a low-density supermarket site. Its proximity to Kenton underground station makes it appropriate for intensification, incorporating residential development. The redevelopment of this site should ensure a replacement food store that better addresses the town centre.

5.3.23 Additional homes are likely to be concentrated along the A4006 Kenton Road entrance that better addresses the town centre. The redevelopment of the facilities at Northwick Park Hospital and Clinical Research Centre, and the provision of additional hospital space, will be supported through residential development within the Northwick Park Growth Area. Improvements anticipated include upgrading the teaching space available within the hospital to improve its efficiency.

5.3.24 Employment and Skills, in comparison to other places within the borough, there is a significant deficiency in access to pocket parks as there are no open space deficiencies. In contrast, there is no open space deficiency within this place that offer the opportunity to increase sports provision. Additional playing pitch sites that will be protected, and where possible enhanced, within this place include the pitches at JFS school, Claremont High School and Tenterden Sports Ground. There are also a number of other school sites within this place which can contribute to ensuring the delivery of sports provision within the borough.

5.3.25 The Northwick Park Growth Area provides an opportunity to enhance or redevelop the facilities at Northwick Park Hospital and Clinical Research Centre, and introduce an element of commercial and flexible workspace. Additional jobs on this site will help satisfy the strategic objectives of the borough. As well as proposed state-of-the-art teaching spaces for both the University of Westminster and the university hospital.

5.3.26 East Lane SL has a number of positive characteristics which in the context of London Plan policy make it a good candidate for further intensification for employment uses.

5.3.27 Preston Road and Kenton Road town centres will continue to support the local population of this place.

5.3.28 The need for new community facilities within this place will primarily be within the Northwick Park Growth Area due to the significant increase in population that will occur as a result of the proposed housing development.

5.3.29 Improvements to Northwick Park Hospital, and Clinical Research Centre, and the provision of additional hospital space within this area, will be supported through residential development within the Northwick Park Growth Area. Improvements anticipated include upgrading the teaching space available within the hospital to improve its efficiency.

5.3.30 Employment and Skills. Additional homes are likely to be concentrated along the A4006 Kenton Road entrance that better addresses the town centre. The redevelopment of the facilities at Northwick Park Hospital and Clinical Research Centre, and the provision of additional hospital space, will be supported through residential development within the Northwick Park Growth Area. Improvements anticipated include upgrading the teaching space available within the hospital to improve its efficiency.

5.3.31 As part of the development, there is a desire to create a ‘local hub’, that will provide various uses such as commercial, retail and community uses. The exact nature of the ‘local hub’ will be informed by community consultation.

5.3.32 The potential to develop a new energy centre to supply energy to the University, Hospital and residential units will be explored.

5.3.33 The council will explore opportunities to increase sports provision within this place at appropriate sites.

5.3.34 Northwick Park has been identified as a strategic site for playing pitch provision within the borough, due to the number of pitches on site and the range of sports it supports. The council will continue to protect playing pitch provision at this site, and where possible, pursue opportunities for its enhancement. Additional playing pitch sites that will be protected, and where possible enhanced, within this place include the pitches at JFS school, Claremont High School and Thamesmead Sports Ground.

5.3.35 Whilst there is no open space deficiency within this place, there is a significant deficiency in access to pocket parks as there are no open space deficiencies. In contrast, there is no open space deficiency within this place that offer the opportunity to increase sports provision. Additional playing pitch sites that will be protected, and where possible enhanced, within this place include the pitches at JFS school, Claremont High School and Tenterden Sports Ground. There are also a number of other school sites within this place which can contribute to ensuring the delivery of sports provision within the borough.

5.3.36 In addition to increasing open space provision, it is important to ensure that the quality of the existing open spaces within this place are enhanced. The council’s qualitative assessment of the open space found that Northwick Park Growth Area provides the best opportunity to increase provision by improving the existing open space.

5.3.37 Improvements to Northwick Park will be required to support the growth in population.
as a result of the development within the adjoining Growth Area. Improvements to the park will need to ensure that local needs are satisfied and that the district park remains a first class recreational facility. This must include the increased provision of green infrastructure with the aim to achieve a net gain in biodiversity.

5.3.38 Northwick Park and the Ducker Pond are a designated SINC site of borough importance (Grade I). The site’s diverse habitat mosaic of woodland, short and long grassland, ponds, hedges, tree lines, mature/ veteran trees and streams, means that it is one of the more valuable biodiversity sites in the borough.

TRANSPORT

5.3.39 The projected growth in population across this place will place additional pressure on the road network, particularly around Northwick Park Hospital where most of the growth is focused.

5.3.40 One of Brent’s Long Term Transport Strategy (LTTS) Objectives is to ‘Increase the uptake of sustainable modes, in particular active modes of travel’. There are a number of schemes and initiatives which can be implemented within this place which can help to achieve this objective. Such schemes include improving the public realm and creating a better link between Northwick Park Station and South Kenton Station.

5.3.41 As mentioned above, public transport accessibility levels within this place are low in comparison to other areas within the borough. However, improvements which will increase the capacity and introduce step-free access at Northwick Park Station will improve the public transport accessibility levels around the Northwick Park Growth Area.

5.3.42 The uptake of cycling within the north currently lags behind the south. The implementation of Cycleways can encourage residents to cycle, which in turn will contribute to the reduction in congestion. The LTTS indicated that resources will focus on improving cycling uptake within the north of the borough. The council’s Cycling Strategy identifies that a number of new cycle routes are being considered within this area. These routes will improve the existing local cycle network, and look to create new links between key destinations, such as the tube stations and open spaces.

5.3.43 Improving road safety within the borough is a priority. In particular, road safety around the Northwick Park Hospital area has been identified as an issue. The design of a new junction to provide better vehicle access and egress, together with associated improved pedestrian crossing facilities can help reduce incidences of accidents, as will amendments to the Kenton Road/Watford Road roundabout.

KEY SITE ALLOCATIONS

Northwick Park Hospital
Sainsbury’s Kenton Road

OTHER POLICY GUIDANCE

- Northwick Park Master Plan/ Supplementary Planning Document/ Area Action Plan (forthcoming)
BNWGA1: NORTHWICK PARK GROWTH AREA

EXISTING USE

University of Westminster Harrow Campus and associated student accommodation, Northwick Park Hospital and associated car parking, residential, Northwick Park sports pavilion and Underground Station.

ALLOCATED USE

Growth Area - the site has been allocated for mixed used development. Additional residential development to enable upgrades/refurbishment to the existing and retained Northwick Park Hospital and University of Westminster facilities. A replacement sports pavilion, small amount of commercial floorspace, and possibly new small-scale non-acute medical facilities to also be provided on site.

INDICATIVE CAPACITY

Capacity for circa 3,600 units, of which 2,600 net additional development capacity will be better identified through a more detailed masterplan process.

TIMEFRAME FOR DELIVERY

<table>
<thead>
<tr>
<th>Years</th>
<th>0-5</th>
<th>5-10</th>
<th>10+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Units</td>
<td>650 (net 390)</td>
<td>1950 (net 910)</td>
<td>1300</td>
</tr>
</tbody>
</table>

ADDRESS

Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ
University of Westminster, Northwick Park, Middlesex, HA1 3TP
Northwick Park Tube Station

AREA

30.5 ha

DESCRIPTION OF EXISTING SITE

The site is located off Watford Road close to the boundary with the London Borough of Harrow. It is formed of five main areas: Northwick Park District Park, Northwick Park Hospital, Northwick Park Tube Station, Northwick Park Hospital Residential Accommodation and the University of Westminster. Within the site is a part of the one-way road system (also referred to as a ‘ring road’) that comes off of Watford Road, the main vehicular access for the site. Adjoining the northern boundary of the site is the Northwick Park underground station and tracks.

Northwick Park Station is a small, suburban station which has two platforms. The platforms are above the level of the surrounding area, and can be accessed by a flight of stairs from the ticket hall. The pedestrian connections from the station to Northwick Park is through a narrow tunnel. Access to Northcote Avenue is relatively open from the ticket hall, past a small shop.

Northwick Park Hospital residential accommodation forms the eastern, and part of the southern part of the Growth Area. It consists of a number of affordable homes provided by Network Homes, some occupied by hospital employees. These are terrace homes and flats, predominantly 2 to 4 storeys. All housing is set back from the road behind either gardens, hard landscaping or car parking spaces.

Northwick Park Hospital Campus consists of a number of buildings in height between 2 to 8 storeys extending along the southern boundary of the Growth Area. Large portions of the hospital campus are dedicated to at grade car parks. A multi-storey is located in the west. Northwick Park hospital provides a full range of services, which includes neurology, cardiology and elderly care medicine. It also has a 24/7 A&E service and Urgent Care Centre. It is one of the eight Hyper Acute Stroke Units within London.

University of Westminster comprises a number of buildings forms the western part of the Growth Area. Between these there are some areas of open/communal space. Halls of residence are located within its northern part with an associated green space, not currently publicly accessible. This green space has a variation in site levels and a number of trees line the southern boundary of the university site, acting as a visual break between it and the Northwick Park Hospital.

Northwick Park sports pavilion provides changing rooms and facilities to support recreation on the park. The facility is tired, needing significant investment to enhance its quality to allow the sports pitches to be used to their potential.

OWNERSHIP

The London Borough of Brent, London North West University Healthcare NHS Trust, the University of Westminster and Network Homes are the key landowners. They have committed to work in partnership through a memorandum of understanding to promote the redevelopment of land at Northwick Park in a comprehensive manner through joint-working as part of the One Public Estate programme.

RELEVANT PLANNING HISTORY

There have been numerous applications for the hospital site including new buildings, extensions, creation of multi-storey car park, ancillary services/infrastructure and facilities to support the functioning of the hospital.

PTAL RATING

The site has a mixed PTAL rating. Around the University of Westminster campus, the PTAL ranges from 4 to 5. It then decreases to PTAL 3 and 4 around the Northwick Park Hospital, dropping to 2 at Northwick Park Hospital Residential Accommodation and Northwick Park sports pavilion.
Adjoining the Growth Area to the east and south is Northwick Park. Designated as Metropolitan Open Land (MOL), it is afforded the same protection as Green Belt in Policy G3. Located within the boundary of Northwick Park is a sports pavilion. It is proposed that the sports pavilion be relocated, possibly to create an active frontage along the southern boundary of the Growth Area. Development should not impact upon the functionality of the Capital Ring, and should seek its enhancement wherever possible.

Adjoining the site to the south west is Ducker Pool, a Site of Importance for Nature Conservation (SINC) (Grade I), also subject to a group Tree Preservation Order. The Growth Area’s increase in residents could add to its recreational use as a nature conservation asset. Mitigation measures to address potential adverse impacts should be identified as part of the masterplanning process and ideally improvements to biodiversity implemented to enhance its SINC status.

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The western part of the site is within an Air Quality Management Area. As such development should be of high quality. The eastern part of the site is in a Flood Zone 3 for fluvial flooding only. Parts are however in zone 3 for surface water flooding, the majority being highway land. In the south of the site, flooding risks arise from the underground and buses and potentially transfer bus routes from the surrounding road network north of Northwick Park Station. Improved sports and leisure facilities as part of the MOL land swap, green infrastructure and public realm throughout the site. A site wide energy network. An infrastructure agreement will be drawn up and signed by all four key partners.

Vehicular access to the site is from Watford Road. This is often congested with traffic moving between Harrow and Wembley areas. Development should not exacerbate this congestion by increasing traffic flows and parking provision within the site. Development should seek to address these issues.

The design layout of the site should respond to the height of the existing hospital buildings and ensure that there is a stepping down towards the MOL and areas to the north. Consideration should also be given to impact on the locally protected views as identified in the Harrow Local Plan. The appropriate height, extent and location of buildings will be identified within a masterplan for the site. Consideration will need to be given to the site’s location next to MOL, to ensure that there is no inappropriate impact on its setting. Part of the site falls within the Ministry of Defence (MOD) safeguarding zone for RAF Northolt, in which the MOD will need to be consulted if development is over a certain height – 45.7m for development that occurs within the boundaries of the University of Westminster Campus and the majority of the site. No step free access is currently available to platforms. Development should seek to address these issues.

None of the site is within Flood Zone 3 for fluvial flooding. Parts are however in zone 3 for surface water flooding, the majority being highway land. In the south of the site, flooding risks arise from the underground and buses and potentially transfer bus routes from the surrounding road network north of Northwick Park Station.

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BNWSA1: KENTON ROAD SAINSBURY’S AND ADJOINING LAND

EXISTING USE
Sainsbury’s supermarket and associated car parking and some railway land.

ALLOCATED USE
Mixed use development incorporating a retail store of comparable size and residential development.

INDICATIVE CAPACITY
Superstore of equal size and up to 150 dwellings.

TIMEFRAME FOR DELIVERY
0-5 Years
5-10 Years
10+ Years

ADDRESS
1 Nash Way, Kenton, HA3 0JA

AREA
2.45 hectares

DESCRIPTION OF EXISTING SITE
The site currently consists of one large superstore (Sainsbury’s) surrounded by large amounts of parking. There is a small piece of railway land included to the south. The site is immediately to the west of the river, bounded by the western edge of the site. There is a small area of open space to the north of the site which provides a green barrier between the store and Draycott Avenue. Located to the north of the site is Kenton Town Centre; the site forms part of the town centre boundary but is currently set back from the majority of the shops due to the road layout.

OWNERSHIP
Private and small part public ownership

RELEVANT PLANNING HISTORY
No planning history of relevance.

PTAL RATING
The sites PTAL rating ranges from 4-5; PTAL rating of 5 is in the northern region of the site, covering the majority of the supermarket building.

PLANNING CONSIDERATIONS
The site forms part of the primary frontage of Kenton Town Centre, and as an anchor the supermarket is a significant draw. As such its retention, or a replacement of equivalent size is sought. The supermarket’s relationship to the town centre ideally needs to be greatly improved through the positioning of its entrance and creation of active frontage along its northern and eastern boundary. This will ensure it makes a stronger and wider contribution to the vitality and viability of Kenton Town Centre.

The streetscape, particularly the mini-roundabout on Nash Way is an insensitive over-engineered solution that provides a poor townscape and pedestrian environment. Improving this needs to be part of a development solution.

The site is susceptible to sewer and groundwater flooding. A small area of the north western corner is susceptible to surface water flooding. A flood risk assessment will need to be submitted which demonstrates how the development will mitigate against flood risk.

Part of the site is located within an Air Quality Management Area. Development will need to be air quality positive.

A transport assessment will be required to demonstrate the impact that residential development may have on this site.

RISKS
Incentive for Sainsbury’s to develop given potential impacts on operations of the existing store which is trading well.

DESIGN PRINCIPLES
The entrance to the store should have a greater focus on addressing Kenton town centre. Active frontage should be created along the northern and eastern edges along Nash Way and Draycott Avenue. The site’s visibility from Kenton Road is high, and the supermarket building needs to be visible from the town centre. The general character of the surrounding residential area is 2 storeys. 3 storey buildings are located to the north along Kenton Road. The large site, together with its proximity to a town centre and public transport accessibility will allow for some greater height than existing around Kenton High Road; subject to appropriate and easy genuine relationships to homes along Draycott Avenue. Development should incorporate green infrastructure, particularly adjacent to the wildlife corridor. This should enhance the natural and ecological value of this area but also help mitigate poor air quality.

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INFRASTRUCUTE REQUIREMENTS

An appropriate amount of car parking spaces will need to be retained for the superstore. Improved access arrangements/ public realm should be informed by design and access statement/ transport assessment.

Incorporation of green infrastructure on the site.

Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to being required to meet additional demands created through the development.

JUSTIFICATION

The site provides an opportunity for mixed-use development in a sustainable location. The car park is too large compared to the demand for spaces. The site currently has limited visual impact/ generation of linked trips to the high street of Kenton due to its set back location. The re-development of this site will offer the opportunity to better incorporate the superstore into the town centre frontage, and provide a more appealing development. As encouraged within the London Plan, mixed-use redeveloped is encouraged at supermarket sites, and development within close proximity to tube stations should seek to optimise the potential for housing delivery. The London Plan also encourages residential development within town centre locations as it will help to provide homes in well-connected places that will help to sustain local communities.

FIGURE 21 MAJOR SITES WITH PLANNING PERMISSION FOR HOUSING

<table>
<thead>
<tr>
<th>REF.</th>
<th>ADDRESS</th>
<th>SIZE (HA)</th>
<th>EXISTING USE</th>
<th>PLANNING PERMISSION</th>
<th>INDICATIVE HOMES</th>
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<tbody>
<tr>
<td>17/3717</td>
<td>79-83 Kenton Road</td>
<td>0.18</td>
<td>3 two-storey dwellings</td>
<td>Residential</td>
<td>39 (36 net)</td>
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<tr>
<td>16/3294</td>
<td>Clock Cottage next to Kenton Road Garage</td>
<td>0.24</td>
<td>Former stable used for storage</td>
<td>Residential</td>
<td>17</td>
<td>Assisted Living Accommodation</td>
</tr>
</tbody>
</table>
5.5.1 This place comprises Harlesden, parts of Kensal Green, Stonebridge, Tokyngton, and Willesden Green. To the south it is bounded by Park Royal one of Europe’s largest industrial estates and Old Oak Opportunity Area, to the east Kensal Green and Willesden and to the north a railway line separates it from Wembley.

CHARACTER AND CULTURE

5.5.2 This place has a diverse community and history, which is reflected in its buildings and attractions. Character varies with pockets of industry and retail warehouses to the north, and to the south large open spaces, terraced housing and Victorian High Streets. Stonebridge Estate which comprised high rise development from the 1960/70s, has been subject to investment and redevelopment. St Raphael’s is a housing estate with a mixed architectural character from 1960s three-four storey apartment blocks to more traditional two-storey terraces to the east.

5.5.3 The Shri Swaminarayan Mandir Hindu Temple is an important landmark and visitor attraction that highlights this area’s cultural importance. It was hand carved from 5,000 tonnes of Italian and Indian marble in India before being assembled in Neasden. Other local landmarks include the Jubilee Clock and Stonebridge Park Leisure Centre, SUFRA community kitchen and edible garden in St Raphael’s Estate and Bridge Centre, SUFRA community kitchen and edible garden in St Raphael’s Estate and Bridge Centre, SUFRA community kitchen and edible garden in St Raphael’s Estate and Bridge Centre, SUFRA community kitchen and edible garden in St Raphael’s Estate and Bridge Centre. The Brent Long Term Transport Strategy identifies the potential for future cycle routes from Harlesden to Wembley and Willesden industrial sites in Harlesden however also demonstrates an entrepreneurial culture with the highest level of business start-ups in the borough alongside Wembley.

5.5.4 Other notable community and cultural attractions include the Roundwood Children’s Centre, SUFRA community kitchen and edible garden in St Raphael’s Estate and Bridge Park Leisure Centre in Stonebridge.

TOWN CENTRES

5.5.5 Harlesden Town Centre’s offer reflects its diverse community, with authentic Portuguese, Brazilian and Jamaican restaurants and shops. Church End is a smaller neighbourhood centre. Its offer includes an Afghan Cultural Centre and a Market which is currently being redeveloped.

EMPLOYMENT AND EDUCATION

5.5.6 Locally Significant Industrial Sites in Church End contain low density employment uses and have a poor quality environment. Brentfield Locally Significant Industrial Site in Harlesden contains more modern managed workspace and a power station. Being located in between Park Royal and Wembley industrial sites, a high proportion of jobs in this place are in manufacturing and wholesale, logistics and transport. Brentfield Locally Significant Industrial Sites in Church End contain low density employment uses and have a poor quality environment.

5.5.7 The River Brent, which is surrounded by a large open space known as Brentford Green, runs to the west of St Raphael’s Estate. The Brent Long Term Transport Strategy identifies the potential for future cycle routes from Harlesden to Wembley and Willesden.

OPEN SPACE AND BIODIVERSITY

5.5.8 The north of this place has good links to Central London via Harlesden, Stonebridge Park and Willesden junction stations which are served by the Bakerloo Line and Overground. The planned High Speed 2 and Elizabeth Line interchange at Old Oak will further improve connectivity. The north however is more dependent on buses, which are less reliable due to road congestion.

5.5.9 Cycle routes are predominantly on road in this place and include routes from Stonebridge to Kensal Green, and Harlesden Station to Roundwood Park to the east and Church End to the north. Exclusions include off road routes along Brent River Park and between Harlesden and Roundwood Park. The Brent Long Term Transport Strategy identifies the potential for future cycle routes from Harlesden to Wembley and Willesden.

LOCAL PLAN  |  LONDON BOROUGH OF BRENT

5.5.10 Open space and biodiverse attractions include the Roundwood Children’s Centre, SUFRA community kitchen and edible garden in St Raphael’s Estate and Bridge Park Leisure Centre in Stonebridge.

TOWN CENTRES

5.5.11 Locally Significant Industrial Sites in Church End contain low density employment uses and have a poor quality environment. Brentfield Locally Significant Industrial Site in Harlesden contains more modern managed workspace and a power station. Being located in between Park Royal and Wembley industrial sites, a high proportion of jobs in this place are in manufacturing and wholesale, logistics and transport. Brentfield Locally Significant Industrial Sites in Church End contain low density employment uses and have a poor quality environment.

5.5.12 The River Brent, which is surrounded by a large open space known as Brentford Green, runs to the west of St Raphael’s Estate. The Brent Long Term Transport Strategy identifies the potential for future cycle routes from Harlesden to Wembley and Willesden.

OPEN SPACE AND BIODIVERSITY

5.5.13 Local biodiversity is supported by pond, reedbed and wetland habitats. The Brent and Wandle are important watercourses that provide water for recreation, and are adjoined by the Grade II Listed Willesden Jewish Cemetery which has been listed by Heritage Lottery Funding for enhancements including a new visitor centre. Sports pitches are located at Tokyngton Recreation Ground (part of Brent River Park) and Gilberd Recreation Ground.
CHALLENGES

• Neasden Temple, although an asset which attracts people from around the world, is currently challenging to travel to by walking or cycling because surrounding buildings also do not complement its setting.

• Wembley Park, Bripl Bridge Leisure Centre and the Unison Building at Stonebridge Park currently present an unattractive gateway into the borough. Bridge Park is a dated leisure facility.

• The Indices of Multiple Deprivation indicates St Raphael's Estate is one of the most deprived areas in Brent, with high unemployment levels and low levels of reported good health. Facilities in the area are limited with the exception of SUFRA community centre and edible garden. The estate has a poor quality environment and turns its back to the Brent River Park.

• St Raphael's and Mitchell Brook Estate feel isolated and are poorly connected to each other and the surrounding area.

• Church End Town Centre demonstrates high levels of vacancy, betting shops and takeaways.

• Air Quality along the North Circular is particularly poor.

• Public transport accessibility levels are lower to the north.

• Harlesden Overground station lacks a sense of arrival and is not well connected to the surrounding area. The same is true of Neasden which is outside this place, but could better serve the area.

• Part of Wembley industrial site is occupied by Ikea and Tesco stores. The site is underutilised, poorly connected to the surrounding area and have a low quality setting.

• Football pitches at Tokyngton Recreation Ground are over capacity.

• Enhance the setting of and wayfinding to Neasden Temple through redevelopment of surrounding sites.

• Improve Stonebridge Park gateway through redevelopment to include a modern leisure centre.

• Continue planned improvements to Stonebridge Estate, including new housing and investment in open spaces, to further enhance the character of this area.

• Improve life chances for those living in St Raphael's Estate by enhancing facilities and improving the quality of the built environment, improving its relationship with the adjoining Brent River Park and connections to surrounding communities. Enhancements to the Brent River Park could ensure this is a better used open space, whilst also helping to reduce flood risk.

• Plans to improve the market at Church End could be a catalyst to improve this town centre. There is also an opportunity to improve low density Locally Significant Industrial Sites and make more efficient use of land, particularly at sites in Church End which form a natural extension to the current growth area.

• Old Oak is both a challenge and an opportunity particularly for Harlesden. Harlesden Town Centre needs to be promoted as distinct from Old Oak, with its cluster of multicultural independent shops and restaurants, and music scene. There is a need to work with the Old Oak and Park Royal Development Corporation to improve links between Harlesden Town Centre and Willelden Junction. There is also potential to promote Harlesden to creative businesses looking to relocate from Old Oak due to redevelopment, and potentially for designation as a Creative Enterprise Zone by the Mayor of London which recognises an area’s contribution to supporting creative activity, including artists and creative businesses.

• Re-opening the Dudding Hill freight line as the West London Orbital passenger line is a key opportunity to improve accessibility to the north of this area, and reduce car reliance.

• Improve sense of arrival at Harlesden and Stonebridge Park stations.

• To improve the connectivity of this area with cycle routes from this place to Wembley, Cricklewood and Old Oak.

• Better utilise Wembley industrial site, enhancing the quality of environment and improving linkages to the surrounding area and enhancing access for local residents to facilities, services and employment opportunities.

• Improving football pitches at Gibbons Recreation Ground will help meet demand and take pressure off Tokyngton Recreation Ground.

OPPORTUNITIES

• Enhance the setting of and wayfinding to Neasden Temple through redevelopment of surrounding sites.

• Improve Stonebridge Park gateway through redevelopment to include a modern leisure centre.

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VISION

5.5.10 A vibrant place which celebrates its diversity and cultural assets including Neasden Temple. Harlesden will have strong links to Old Oak via Willesden Junction, but will keep its distinct identity as a place with multicultural shops, cafes and restaurants with a night time offer which celebrates its musical heritage.

5.5.11 The West London Orbital will improve Church End’s connectivity to London as a whole. Mixed use development will make Church End Growth Area a more attractive neighbourhood in which to live and work focused around a vibrant multi-cultural local centre with a thriving market.

5.5.12 St Raphael’s, Stonebridge and Mitchell Brook will be places which offer a high quality of life, better integrated with their surroundings and improved open spaces, built environment, community and leisure facilities.

POLICY BP5 SOUTH

Proposals should plan positively to deliver the place vision by contributing and where appropriate delivering the following:

CHARACTER, HERITAGE AND DESIGN

Strengthen local identity and character by:

a) Conserving and enhancing heritage and cultural assets and their setting, in particular that of Neasden Temple and Harlesden Conservation Area.

b) Positively responding to the predominantly low rise character of the area by enhancing the local setting and having a comfortable relationship with adjacent areas, while providing a dense development pattern.

c) There is an opportunity for some taller buildings near Wembley Point. This will be subject to buildings being of the highest design quality, and enhancing the local setting. Additional taller buildings of around 15 metres (5 storeys) could be appropriate in the intensification corridors of A404 Harrow Road/ Brentfield/ Hillside and A4088 Dudden Hill Lane.

d) St Raphael’s Estate is a priority area for the council. The council will engage with the community to develop a strategy for this area as a potential area of change. To help address issues identified and deliver more homes, the council is considering options for the place vision by contributing and where appropriate delivering the following:

ECONOMIC GROWTH

Supporting the local economy through:

i) Church End town centre will provide a dense development pattern.

ii) The final phases of Stonebridge Park will extend to include adjoining industrial sites and a masterplan produced to guide its improvement to a mixed use neighbourhood.

iii) The Harlesden Neighbourhood Plan provides policies and guidance on sites for housing and mixed-use development in the Harlesden Neighbourhood Area.

iv) Harlesden Town Centre will utilise its retail and evening economy offer to be protected and enhanced. New convenience and community hubs will be directed to Harlesden town centre.

v) Church End town centre will provide convenience retail for local communities, including a market.

EMPLOYMENT AND SKILLS

Support the local economy through:

a) Creative Quarters at Harlesden. Within Creative Quarters proposals to redevelop local employment sites will be required to re-provide high quality affordable workspace on site in accordance with policy BE3.

COMMUNITY AND CULTURAL FACILITIES

Supporting the local community through:

b) A new high quality indoor leisure facility in the Harlesden Neighbourhood Area to serve as an employment, community and health hub.

c) Enhancements to Sherrin’s Farm Open Space, Evefield Open Space, Brentfield Park, Church End Open Space and St Mary’s Open Space.

d) New space within Church End Growth Area will be provided on site in accordance with policy BE3.

e) Enhance cycle routes from Harlesden to Cricklewood, Wembley and Old Oak.

f) Improve connectivity between St Raphael’s Estate and the surrounding area.

TRANSPORT

a) Safeguard land for the West London Orbital route.

b) Enhance the setting of Harlesden and Stonebridge Park Stations and its connectivity to the surrounding area and Harlesden Town Centre through wayfinding and public realm enhancements.

c) Create strong links between Harlesden Town Centre and Old Oak via Willesden Junction, and from Harlesden and Stonebridge to Park Royal, through wayfinding and public realm improvements.

d) Enhance cycle routes from Harlesden to Cricklewood, Wembley and Old Oak.

e) Improve connectivity between St Raphael’s Estate and the surrounding area.

HOMES

a) Church End Growth Area will be extended to include adjoining industrial sites and a masterplan produced to guide its improvement to a mixed use neighbourhood.

b) The final phases of Stonebridge Park will be completed in accordance with policy BE2.

f) Harlesden Neighbourhood Plan provides policies and guidance on sites for housing and mixed-use development in the Harlesden Neighbourhood Area.

g) Harlesden Town Centre will utilise its retail and evening economy offer to be protected and enhanced.

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g) Harlesden Town Centre will utilise its retail and evening economy offer to be protected and enhanced.

i) Church End town centre will provide convenience retail for local communities, including a market.

EMPLOYMENT AND SKILLS

Support the local economy through:

j) Co-location of employment and residential uses at Church End Locally Significant Industrial Sites, subject to the requirements in policy BE2.

k) Retaining and encouraging intensification of employment uses at Brentfield Locally Significant Industrial Site.

l) Supporting the establishment of new significant industrial sites.

Significant Industrial Site.

m) The Harlesden Neighbourhood Plan provides policies and guidance on sites for housing and mixed-use development in the Harlesden Neighbourhood Area.

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o) A new 6 form of entry secondary school and college will be secured on the Chancel House site.

p) A new space within Church End Growth Area to serve as an employment, community and health hub.

q) Protect playing pitch facilities at Tokyngton and Gibbons Recreation Ground.

r) Prioritise tree planting in areas with poor air quality, particularly along the North Circular Road and other transport corridors.

s) Reduce flood risk at Brent River Park through environmental enhancements.
5.5.13 The character of this place in its residential areas is predominantly two to three storey terraced housing. Notable exceptions include Stonebridge Housing Estate, which previously included tall buildings, but redevelopment has replaced this with a housing of a more human scale including town houses and apartments on average four storeys in height. Whilst development should respect the predominantly low rise character of the area, on larger sites over there is an opportunity to create a new character with higher density development. In addition, additional taller buildings of around 15 metres (5 storeys) could be appropriate in the intensification corridors around 15 metres (5 storeys) could be appropriate in this location subject to buildings being of a high quality design which contributes to the sense of arrival to the borough and development successfully mediating between the taller elements and the surrounding low rise.

5.5.14 Adjacent to Stonebridge Park Station is the 21 storey Wembley Point building and the 2 floor Unisys building which previously included tall buildings, but redevelopment has replaced this with a high quality design which contributes to the sense of arrival to the borough and development successfully mediating between the taller elements and the surrounding low rise.

5.5.15 St Raphael’s Estate experiences significant levels of deprivation and a low quality environment. It is poorly connected to the surrounding area and lacks facilities including leisure facilities which previously included tall buildings, but redevelopment has replaced this with a high quality design which contributes to the sense of arrival to the borough and development successfully mediating between the taller elements and the surrounding low rise.

5.5.16 The delivery of improved housing and a cluster of taller buildings could be appropriate in this location subject to buildings being of a high quality design which contributes to the sense of arrival to the borough and development successfully mediating between the taller elements and the surrounding low rise.

5.5.17 The Harlesden Neighbourhood Forum is to promote housing delivery, in particular affordable housing in this area. The plan contains seven proposed development sites. A key site is the Harlesden Plaza at the town centre level, which will use the successful development use scheme including retail, residential, community, cultural and leisure facilities in the Harlesden Plaza Shopping Centre to create a focal point. In addition to the six proposed residential sites, the redevelopment of sites surrounding the Harlesden primary school could help improve this gateway and connectivity to the town centre.

5.5.18 Retail floorspace should be directed towards Harlesden district as the highest order centre in the place. This will ensure it remains a resilient shopping destination able to meet local shopping needs. This is important in light of the proposed new town centre floor space at Old Oak Common. Harlesden does not presently have a strong evening economy offer, and many residents are travelling to locations further afield. Its enhancement would retain a greater proportion of spend locally, and help diversify the offer of the town centre.

5.5.19 Church End serves a local catchment. Although its retail offer is currently limited, it remains a resilient shopping destination and will experience population growth and will also have improved connectivity due to the delivery of Bridge Park to provide a new modern leisure centre will ensure this part of the borough has a better sports offer, which will have associated health benefits.

5.5.20 Both are priority town centres that will be subject to action plans related to a range of issues that seek to improve their vitality and viability.

CHARACTER, HERITAGE AND DESIGN

HOMES

5.5.16 The delivery of improved housing and community facility at Stonebridge Park is to be continued. Initial phases replaced 1970s high rise housing with award-winning high quality homes, improved public open space and the Fawood Children’s Centre. These developments have improved the quality of the environment and provided mixed communities with social and private housing. Further phases will include new homes, an extension to Stonebridge Primary School including enhancements to open space and new play space. Once complete the scheme will have provided 1,390 new homes including 140 affordable and a new community and health centre.

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TOWN CENTRES

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CITY OF LONDON CORPORATION

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COMMUNITY AND CULTURAL FACILITIES

5.5.21 Population growth will give rise to the need for new community facilities in this area as evidenced by the Brent Infrastructure Delivery Plan. In particular, there is a need for a new secondary school which is to be delivered on the Chancel House site in Church End. Church End Growth Area also have improved connectivity due to the delivery of Bridge Park to provide a new modern leisure centre will ensure this part of the borough has a better sports offer, which will have associated health benefits.

5.5.22 Reported levels of good health are lower in this part of the borough than elsewhere in the place. This will ensure it remains a resilient shopping destination able to meet local shopping needs. This is important in light of the proposed new town centre floor space at Old Oak Common. Harlesden does not presently have a strong evening economy offer, and many residents are travelling to locations further afield. Its enhancement would retain a greater proportion of spend locally, and help diversify the offer of the town centre.

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5.5.23 Parts of this place experience high levels in the form of new affordable workspace to associated pressure on the transport network. Need to travel to central London with its encouraging enterprise and reducing the unmet demand for incubators, and an unmet demand for accelerators and co-working space. In addition, the redevelopment of Old Oak is an intensification. Units are in a poor condition there is an contrast has benefitted from investment. It contains Artesian Close a modern managed industrial estate and power station. It contains high quality open spaces, improvements whilst many of the open spaces in this place areas that are deficient such as Church End and Willesden Green. The Keep Britain Tidy Qualitative assessment identified that the highest number of benefits for Brent residents as possible. In particular, a key priority is to improve the connectivity between Old Oak and Harlesden through an enhanced Willesden Junction Station (including over-station development), and wayfinding. This will better ensure local residents can benefit from job opportunities and new facilities and that Harlesden Town Centre is not significantly affected by a proposed major centre at Old Oak.

5.5.26 Generally, this place is well served by open spaces ranging in scale from district parks to pocket parks. There are however some areas that are deficient such as Church End and Willesden Green. The Keep Britain Tidy Qualitative assessment identified that the high quality open spaces, improvements should be prioritised to Brent River Park, Shertins Farm Open Space, Ebefield Open Space, Brentfield Park, Church End Open Space and St Mary’s Open Space.

5.5.27 Brent River Park and some existing properties in the surrounding area are located within a flood risk zone. Enhancements to the park can be designed to also help reduce flood risk.

5.5.28 Projected population growth will place pressure on the road network, meaning the only sustainable long term solution is to promote active and sustainable travel over private vehicle use. A key hurdle to this is that orbital links here are reliant on the orbital links here are reliant on the pedestrian, and to Neasden Station. Enhancements will improve pedestrian and cyclist movement and prioritise pedestrians and cyclists. Wayfinding and public realm improvements will help to promote active and sustainable travel to Neasden Station. Enhancements will improve pedestrian and cyclist movement and prioritise pedestrians and cyclists. Wayfinding and public realm improvements will help to promote active and sustainable travel to Neasden Station. Enhancements will improve pedestrian and cyclist movement and prioritise pedestrians and cyclists. Wayfinding and public realm improvements will help to promote active and sustainable travel to Neasden Station. Enhancements will improve pedestrian and cyclist movement and prioritise pedestrians and cyclists. Wayfinding and public realm improvements will help to promote active and sustainable travel to Neasden Station. Enhancements will improve pedestrian and cyclist movement and prioritise pedestrians and cyclists. Wayfinding and public realm improvements will help to promote active and sustainable travel to Neasden Station. Enhancements will improve pedestrian and cyclist movement and prioritise pedestrians and cyclists. Wayfinding and public realm improvements will help to promote active and sustainable travel to Neasden Station. Enhancements will improve pedestrian and cyclist movement and prioritise pedestrians and cyclists. Wayfinding and public realm improvements will help to promote active and sustainable travel to Neasden Station.
5.5.31 Church End is an existing Growth Area identified for new homes, community facilities and a new outdoor market. Planning permission has already been granted for a new market, retail space and approximately 100 homes to the rear of Church End local centre. Whilst 47 homes have been delivered on land to the east of St Mary’s Vicarage.

5.5.32 The West London Orbital will further improve the connectivity of this area making it a desirable location to live and work. There is an opportunity to extend the Growth Area boundary to include nearby low density employment sites to promote investment in these areas. Church End Locally Significant Industrial Sites are low density employment sites, which also contain uses including retail. These sites have experienced limited investment and in places have a low quality environment. Intensifying these areas through mixed-use development will encourage investment whereby residential development can support the provision of modern workspace to help meet the borough’s need for incubators, accelerators and co-working space. The West London Orbital route will greatly increase public transport accessibility levels in this location, further supporting the need for higher density development on these sites. In advance of adoption of a Church End masterplan supplementary planning document which will seek comprehensive solutions for these employment areas, small scale release of sites will be resisted.

5.5.33 The town centre has been designated as secondary frontage. This will allow the centre to provide a more diverse and better quality offer, including restaurants and cafés, to serve the local catchment. There is also scope for community space and small scale employment uses. The southern parade of the centre retains many original features. The focus will be on restoring these features and replacing shopfronts to create a uniform character. There may be potential for some residential development above the shops, for example through sympathetic dormer extensions. The northern parade is in a poorer condition and in need of significant investment. This area has been identified for more comprehensive redevelopment.

5.5.34Whilst the location of the secondary school is fixed the location of additional infrastructure will be identified through the Church End masterplan. With the exception of the Afghan Community Centre there is a lack of community space in Church End. A new space to serve as an employment, community and health hub will help promote community cohesion. Access to open space is limited with the exception of Church End and Neasden Open Space. Under policy RG1 new major development will be required to provide open space on site and provide a high level of urban greening. This will help to enhance the character of the area and provide further opportunities for recreation. Willesden Jewish Cemetery has benefited from Heritage Lottery Funding which will allow the creation of a visitor centre, which will better promote this important cultural asset in the area.

**KEY SITE ALLOCATIONS**

- Church End Growth Area
- Argenta House
- Unisys and Bridge Park

**RELEVANT POLICY DOCUMENTS**

- Harlesden Neighbourhood Plan
BSSA1: ASIATIC CARPETS

**Indicative Capacity**
380

**Mixed-use residential, employment and supporting community facilities**

**Allocated Use**
Offices, warehouse and workshops

**Existing Use**
Offices, warehouse and workshops

**Site plan**

**Timeframe for delivery**

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<thead>
<tr>
<th>0-5 Years</th>
<th>5-10 Years</th>
<th>10+ Years</th>
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**Planning Considerations**

- **Reasons**
  - Thames Water has indicated the water network capacity in this area may be unable to support the development. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward prior to the development creating identified additional capacity requirements. The developer is encouraged to work with Thames Water early on in the planning process.

- **Design Principles**
  - Mature trees should be retained and soft landscaping reinforced. Sustainable Drainage Systems will be required to help mitigate surface water flooding.

- **Infrastructure Requirements**

  **Thames Water** has identified the water network capacity in this area may be unable to support the demand anticipated from this development. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward prior to the development creating identified additional capacity requirements. The developer is encouraged to work with Thames Water early on in the planning process.

**Risks**

- Impact on businesses. Prior approval changes of use prejudicing a comprehensive development.

**Justification**

- The site is located in a high PTAL location. The West London Orbital will further improve the PTAL of this area. The site is located in a high PTAL area. The site is bounded by soft landscaping to the west, including a number of mature trees. The site itself comprises expensive of impermeable surfaces, which contributes to surface water flooding. There are areas surrounding the warehouse within flood zone 3a due to surface water flooding. A flood risk management strategy should form part of the development and appropriate mitigation will be required.

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- Impact on businesses. Prior approval changes of use prejudicing a comprehensive development.

**Description of Existing Site**

- The site contains a large three storey warehouse, a three storey office building and Cygnus business park which comprises smaller one to two storey industrial units. There are large areas of underutilised space and storage. To the north and east the site is bound by two storey tenement housing the south modern apartment blocks and a large format retail unit and to the west residential and the magistrates court.

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**Local Plan Considerations**

- Mixed-use residential, employment and supporting community facilities

**Ownership**

- **Private**

**Planning History**

- **Private**

**Address**

- **High Road, NW10 2DA**

**Allocated Use**

- Offices, warehouse and workshops

**Indicative Capacity**

- 380

**Allocated Use**

- Offices, warehouse and workshops

**Existing Use**

- Offices, warehouse and workshops

**Site Plan**

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**Risks**

- Impact on businesses. Prior approval changes of use prejudicing a comprehensive development.

**Justification**

- The site is located in a high PTAL area. The West London Orbital will further improve the PTAL of this area and its connectivity to Central London. Currently the site is underdeveloped. Given its accessibility and proximity to facilities at Church End Town Centre it is a sustainable location for higher density development.

For development to be in conformity with London Plan requirements, including the requirement for Brent to provide increased employment capacity, mixed-use development will be subject to a net increase in employment floorspace in addition to other criteria outlined in E7, BE2 and BE3.
BSSA2: B&M HOME STORE AND COBBOLD INDUSTRIAL ESTATE

SITE PLAN

EXISTING USE
Retail, employment and housing

ALLOCATED USE
Housing, employment and supporting community facilities

INDICATIVE CAPACITY
160

TIMEFRAME FOR DELIVERY
0-5 Years
5-10 Years
10+ Years

AREA
3 ha

DESCRIPTION OF EXISTING SITE
The site comprises a large retail unit and expanse of car parking. The 6 storey Moran House has been converted to housing with ground floor commercial. To the rear Cobbold Industrial Estate and Trojan Business Centre comprises predominantly one storey industrial units suitable for small businesses, with a number of larger three storey industrial units to the rear. To the east and west the site is bounded by two storey terraced housing; to the south the Grade II listed Willesden Jewish Cemetery and to the north the High Road and industrial uses.

OWNERSHIP
Public/Private.

PLANNING HISTORY
Prior approval Moran House office to residential (14/3519)

PTAL RATING
2/4 West London Orbital could uplift by 1

PLANNING CONSIDERATIONS
Designated a locally significant industrial site, consistent with London Plan policy E7 and Brent local Plan policy EQ2, redevelopment will be subject to a masterplan-led approach. This will demonstrate comprehensive development will result in a net increase in employment floorspace, development of a high quality design and that any potential conflict between uses can be managed and mitigated and a high standard of amenity achieved.

The Jewish Cemetery to the south of the site is Grade II Listed.

The north west corner of the site lies within an Area of Archaeological Interest. Any proposals at this location should be accompanied by the appropriate assessments in order to identify the archaeological potential and the significance of the likely archaeological impact.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

The site itself comprises expanses of impermeable surfaces, which contribute to surface water flooding. Parts of the road network are within flood zone 3a due to a combination of flood risk. A Flood Risk Assessment and appropriate mitigation will be required.

A health, community and enterprise hub will be needed to meet the demands of the new population as set out in policy BSGA1 Church End Growth Area. The site has a PTAL of 2/4, but this could increase on implementation of the West London Orbital. The closest stations are Dollis Hill and Neasden Stations less than 500m away, and regular bus services run from the High Road.

A number of mature trees are located along Cobbold Road and in the B&M supermarket car park.

RISKS
High value retail site might impact redevelopment viability for non-retail uses. Impact on businesses. Multiple ownership.

DESIGN PRINCIPLES
Development must be subject to a comprehensive masterplan-led approach. Piecemeal development which would prejudice the delivery of a wider masterplan will be refused. The masterplan must demonstrate a high quality of design, and that any potential conflicts between uses can be mitigated and a high standard of amenity achieved.

Development should successfully relate to the scale of existing residential development to the east. Appropriate heights and density will be determined through a masterplanning exercise.

Development should be sensitive to the setting of the Grade II Listed Jewish Cemetery. Heights will need to be informed by an assessment of impact on views from the cemetery.

The development currently presents a blank wall along Cobbold Road. To be sensitive to the adjoining housing, development should be set back from Cobbold Road and provide an active frontage.

INFRASTRUCTURE REQUIREMENTS
The site is located in a high PTAL location. The West London Orbital will further improve the PTAL of this area and connectivity to Central London.

The site has a PTAL of 2/4, but this could increase on implementation of the West London Orbital. A Flood Risk Assessment and appropriate mitigation will be required.

JUSTIFICATION
The site is located in a high PTAL location. The West London Orbital will further improve the PTAL of this area and connectivity to Central London.

Currently the site is underutilised and is accessible by a service road, which provides connectivity to the A40. Development will provide connectivity to the A40, which will connect the site to Central London and the North Circular Road.

For development to be in conformity with London Plan policy, including the requirement for Brent to increase employment capacity by 20.5% by 2027, mixed-use development will be subject to a net increase in employment floorspace in addition to other criteria outlined in E7 and EQ2.
BSSA3: CHURCH END LOCAL CENTRE

EXISTING USE
Commercial, car park, community uses and housing

ALLOCATED USE
Commercial, new market and housing

INDICATIVE CAPACITY
195

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years
99 96

ADDRESS
Church Road, NW10 2ET

AREA
0.97 ha

DESCRIPTION OF EXISTING SITE
The site comprises the northern section of Church End local centre. The parade comprises commercial and community uses with residential above and car parking at the rear. A number of the buildings are vacant and show signs of disrepair. A road separates the site from St Mary’s Church. Church End open space and the Magistrates Court to the north.

OWNERSHIP
Public/Private

PLANNING HISTORY
Permission 54 residential units and a new market 205 Church Road and Eric Road (15/1038)
Permission 65 residential and retail 205 – 235 Church Road (15/2213)

PLANNING CONSIDERATIONS
The site forms the northern parade of Church End local centre. Permission has been granted for housing, commercial uses and a new market which will help to revitalise the main centre. The parade is designated secondary frontage. Redevelopment will need to retain active frontages at ground floor. As secondary frontage there is flexibility on the range of uses which could include retail, leisure, community and employment. Workspace will be sought as part of any redevelopment.

The parade includes a dentist which is needed to meet local healthcare needs. Space for a dentist will need to be retained unless re provision in suitable alternative premises with walking distance occurs.

A health, community and enterprise hub will be needed to meet the demands of the new population as set out in policy BSGA1 Church End Growth Area.

A health, community and enterprise hub will be needed to meet the demands of the new population as set out in policy BSGA1 Church End Growth Area.

Church Road and Eric Road are within flood zone 3a due to surface water flooding. Development should seek to reduce surface water runoff by maximising planting and through SuDS.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

The site has a PTAL of 2/3, but this could increase on implementation of the West London Orbital. The closest stations are Dollis Hill and Neasden Stations less than 500m away, and regular bus services run from the High Road.

St Mary’s Church to the north is a Grade II Listed building. The church hall and cottages are locally listed. The site lies within an Area Priority Area and the eastern corner of the site within a Site of Archaeological Importance. Any proposals at this location should be accompanied by the appropriate assessments in order to identify the archaeological potential and the significance of the likely archaeological impact.

RISKS
Impact on businesses, multiple ownership.

DESIGN PRINCIPLES
Development should create an active frontage onto Church Road. Building heights should complement the southern parade which is predominantly 3 storeys in height. There is potential for higher development of around 6 storeys at corner sites.

Given Church End Town Centres heavily urbanised character the open space to the west of the parade should be enhanced and planting increased. Currently buildings turn their back on Church End Open Space and St Mary’s Church. There is an opportunity to create a stronger foreground with views towards the church. Development should be sympathetic to the setting of St Mary’s Church and the associated locally listed buildings.

INFRASTRUCTURE REQUIREMENTS
The location of the health, community and enterprise hub will be determined through the masterplanning exercise.

JUSTIFICATION
The site is located in a high PTAL location. The West London Orbital will further improve the PTAL of this area and connect to Central London. Currently the site is underutilised. Given its accessibility it is a suitable location for higher density development.

A new market, commercial space and housing will help to revitalise the centre, as well as environmental improvement.
BSSA4: CHAPMAN’S AND SAPCOTE INDUSTRIAL ESTATE

SITE PLAN

EXISTING USE
Warehouse and workshops

ALLOCATED USE
Mixed-use housing, employment and supporting community facilities

INDICATIVE CAPACITY
200

TIMEFRAME FOR DELIVERY
0-5 Years

ADDRESS
High Road, NW10 2DH

DESCRIPTION OF EXISTING SITE

The site can be broadly broken down into four areas. Mp Moran & Sons which is open storage and a one storey building, currently in a poor condition. Sapcote Trading estate to the east which comprises one storey units largely occupied by vehicle repair premises. One storey garages fronting Colin Road in a range sizes. Chapman’s Estate to the west comprises larger industrial units largely in use as wholesalers. To the north the site is bounded by two storey terraced housing with large gardens; to the west and south two storey terraces; and to the east commercial uses along Dudden Hill Lane.

OWNERSHIP
Private

PLANNING HISTORY
None relevant

PTAL RATING
4/5

PLANNING CONSIDERATIONS

The site is a designated Locally Significant Industrial Site. Consistent with London Plan policy E7 and Brent Local Plan policy BE2 redevelopment will be subject to a masterplan-led approach, demonstrating comprehensive development will result in a net increase in employment floorspace, development of a high quality design and that any potential conflict between uses can be managed and mitigated and a high standard of amenity achieved.

The site itself comprises expanses of impermeable surfaces and lacks soft landscaping, which contributes to surface water flooding. Parts of the road network and open storage are within flood zone 3a due to surface water flooding. A Flood Risk Assessment and appropriate mitigation will be required.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

A health, community and enterprise hub will be needed to meet the demands of the new population as set out in policy BSGA1 Church End Growth Area.

The site has a PTAL of 4/5, but this could increase on implementation of the West London Orbital. Dollis Hill Station is less than 300m to the east, and Neasden Station less than 600m to the north. Regular bus services run from the High Road and Dudden Hill Lane.

RISKS
Impact on businesses. Multiple ownership.

DESIGN PRINCIPLES

Development must be subject to a comprehensive masterplan-led approach. Piecemeal development which would prejudice the delivery of a wider masterplan will be refused. The masterplan must demonstrate a high quality of design, and that any potential conflicts between uses can be mitigated and a high standard of amenity achieved.

The site is bounded by two storey housing. Development will need to be sensitive to impacting on the amenity of surrounding properties and successfully relate to their scale. Appropriate heights and density will be determined through a masterplanning exercise.

The development currently presents a blank frontage on to Colin Road and Dudden Hill Lane. The location of the health, community and enterprise hub will be determined through the masterplanning exercise. Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development. Local authorities in this location have identified additional capacity requirements. The developer is encouraged to work with Thames Water early on in the planning process.

This site is currently of a low townscape quality. It presents a blank frontage on to Dudden Hill Lane which makes the area feel unsafe. Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development.

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This site is located in a high PTAL location. The West London Orbital will further improve the PTAL of this area and its connectivity to Central London. Currently the area is underused. Given its accessibility and proximity to facilities at Church End Town Centre it is a sustainable location for high density development.

For development to be in conformity with London Plan policy, including the requirement for Brent to provide increased employment capacity, mixed use development will be subject to a net increase in employment floorspace in addition to other criteria outlined in E7 and BE2.
The site comprises a Transport for London Bus Depot and the long-term vacant Crown Public House. To the north and east the site is bounded by buildings ranging from two to four storeys in height. These comprise residential units with commercial ground floor uses fronting Willesden High Road. Willesden Jewish Cemetery is located to the west of the site, and to the south a terrace of two storey housing.

The site adjoins a warehouse and buildings with permission for mixed use residential and commercial development.

**JUSTIFICATION**

The site is located in an area of high public transport accessibility with good access to local services, making it a sustainable location for residential development.

The site is accessible via Pound Lane and from the High Road via Churchmead Road. It is well served by public transport. Regular bus services operate from the High Road and Pound Lane, and Dollis Hill Tube Station on the Jubilee Line is less than a 10-minute walk away.

The site falls within flood zone 3a due to surface water flooding. A Flood Risk Assessment will be required. Given current and historic industrial use there is a risk of contamination and a Preliminary Risk Assessment will be required, and if necessary remediation.

The operational requirements of the bus depot are a risk to the delivery of the site. Construction works will need to be carefully co-ordinated with Transport for London. There is an opportunity to enhance the character of the area, including the setting of the Grade II listed Jewish Cemetery and optimise the use of the site through a mixed-use development comprising residential and a re-provided bus depot.

**REQUIREMENTS**

There are four mature trees located along the northern and eastern boundary of the site. Tree planting along the northern and eastern boundary of the site should be retained and reinforced.

The development should take influence from the positive characteristics of the surrounding buildings and structures. In particular, the retention and consideration of the Edwardian Bus Depot entrance, war memorial and The Crown Public House is encouraged.

Development should also take account of the surrounding heritage assets and the effect on their special architectural and historic interest. A heritage statement will relate to the scale of existing two storey terraced housing to the south, whilst there are opportunities for taller elements fronting the High Road and Pound Lane.

Development should respond to the predominant character of the area, which is two to four storeys in height. Development should on its edge successfully relate to the scale of existing two to four storey housing to the south, whilst there are opportunities for taller elements fronting the High Road and Pound Lane. Development should also take account of the surrounding heritage assets and the effect on their special architectural and historic interest. A heritage statement will be necessary; and although the site has potential for taller, well-designed buildings, this will need to take account of the setting of the listed cemetery as well as the general streetscene.

The development should take influence from the positive characteristics of the surrounding buildings and structures. In particular, the retention and consideration of the Edwardian Bus Depot entrance, war memorial and The Crown Public House is encouraged.

**PLANNING HISTORY**

There is no relevant planning history for the bus depot itself but the adjoining warehouse and units have planning permission for re-development. Prior approval granted to convert adjoining warehouse on 291 High Road to residential. (16/2689). Planning permission for residential with commercial unit at ground floor on 295-197 High Road. (12/1685)

**LOCAL PLAN**

Policy BHC5 of the Local Plan protects public houses and would apply to The Crown Public House. Should the loss of the public house use be justified under policy BHC5, the preferred alternative use is employment floorspace, with the potential for some residential above. This would contribute to the existing workspace cluster in the area and complement the town centre uses on the high road.

**INFRASTRUCTURE REQUIREMENTS**

No site specific infrastructure requirements, beyond retention of the bus depot and associated vehicular access.

**SITE PLAN**

- **EXISTING USE**: Transport for London Bus Depot and vacant public house.
- **ALLOCATED USE**: To provision of bus depot and public house or employment uses with residential above.
**BSSA6: ARGENTA HOUSE AND WEMBLEY POINT**

**EXISTING USE**
- Light industrial, food and drink kiosk and office with prior approval to convert to residential

**ALLOCATED USE**
- Residential, affordable workspace, supporting community and cultural uses and small scale retail.

**INDICATIVE CAPACITY**
- 540

**TIMEFRAME FOR DELIVERY**
- 0-5 Years
- 5-10 Years
- 10+ Years

**ADDRESS**
- Argenta Way, NW10 0AZ

**DESCRIPTION OF EXISTING SITE**
The site is occupied by a two storey light industrial building, which houses a silversmith and kiosk selling food and drink, and the Wembley Point building with prior approval for conversion to residential. The Wembley Point building is a 21 storey building set within a large area of car parking. Wembley Brook intersects the site. The brook is in a concrete channel which connects to the River Brent via a culvert. To the north the site is bounded by two storey housing; to the east Harrow Road; to the south the North Circular Road; and to the west Stonebridge Park Station and associated railway lines.

**OWNERSHIP**
- Private

**PLANNING HISTORY**
- Prior approval to convert Wembley Point to 439 residential units (16/3125)
- Prior approval Wembley Point (17/0729)
- Prior approval Wembley Point (15/0486)
- Planning applications to clad Wembley Point. (18/4535 & 17/3244)
- Planning application to develop 130 residential units on Argenta House site. (18/4997)

**PTAL RATING**
- 4

**PLANNING CONSIDERATIONS**
- Due to its current and historic industrial use there is potential for contamination and a preliminary risk assessment will be required, and if necessary site investigations.

- The site contains a light industrial units. Re-provision of affordable workspace will be required to mitigate the loss of this unit. The London Plan identifies Brent as a provide capacity borough in terms of industrial employment floorspace and as such an increase in employment floorspace will be sought.

- The development will be heavily reliant on Stonebridge Park station which currently acts as an interchange for bus and rail travel. It has a poor public realm which needs to be improved.

**RISKS**
- Flood risk
DESIGN PRINCIPLES

The site is in a prominent location, highly visible from the North Circular and Stonebridge Park Station. Given its prominence the highest architectural quality will be required.

A cluster of taller buildings is located in this location, including the 7 storey Unisys buildings and 21 storey Wembley Point building. However, to the north the site is bounded by two-storey housing. The scale and layout must mediate between Wembley Point building and the surrounding low-rise buildings and mitigate any potential impacts. It is considered that this area is suitable for tall buildings, subject to development integrating well with the surrounding context, being of a high quality design and respecting local character.

Development must be informed by a detail Flood Risk Assessment and Drainage Strategy. Development, other than water compatible uses, will not be acceptable within the functional flood plain. Development elsewhere in the site will be subject to this Flood Risk Assessment demonstrating, through works to the Wembley Brook and other mitigation, development would be resistant and resilient to all relevant sources of flooding, reduce flood risk overall and not increase the risk of flooding on adjoining sites. The Wembley Brook should become a feature which contributes to the character of the site and provides natural Sustainable Urban Drainage. Proposals should seek to naturalise the Wembley Brook to improve its ecological and landscape value.

New planting and soft landscaping will be required to mitigate air quality impacts from the North Circular and increase permeability.

Development should create a strong pedestrian connection between Harrow Road and Stonebridge Park Station, through active frontage and public realm.

Should Argenta House and Wembley Point come forward separately, it will need to be demonstrated through a masterplan approach this will not prejudice comprehensive development and the achievement of all policy requirements.

INFRASTRUCTURE REQUIREMENTS

Flood mitigation. Improvements of the public realm/ interchange facilities at Stonebridge Park station and step-free access.

JUSTIFICATION

The site benefits from good public transport access with a PTAL rating of 4. In its current state the site is of a poor environmental quality, with dated buildings. Redevelopment would improve the environmental quality of the area, help reduce flood risk and create an attractive gateway to the borough and Stonebridge.

Draft London Plan policy requires Brent to provide additional employment floorspace capacity. Consistent with the benefits Local Plan policy allows adaptation for employment floorspace and/ or affordable workspace. An increase in employment floorspace will be sought.

The development will introduce a significant level of high density residential development to the area. As such supporting community and cultural facilities will be required to meet need and create opportunities for social interaction and integration.

The indicative capacity takes into account that the majority of the site is within functional floodplain and therefore not suitable for development. Should flood risk modelling approved by the Environment Agency result in changes to the extent of the functional floodplain, a higher level of development may be achievable. In such a scenario the design principles and policy considerations outlined would still apply.
The provision of a new leisure centre on the site is required to meet the need for indoor sports facilities in the borough, as set out in the Brent Indoor Sports and Leisure Strategy. A cluster of taller buildings is located on the western edge of the site, including the 8-storey Unisys buildings and, on the other side of the North Circular, the 21-storey Wembley Point building. In this context higher density development is appropriate, subject to being of high architectural quality and providing a high visual standard. The east section of the site, which is currently occupied by both the leisure centre and the former Sperry Univac building, was previously a bus station and has numerous industrial areas all contributing to low permeability and accumulated surface water build up. It must be demonstrated that the development will contribute to flood risk management and reduction, directing development to the areas at lower flood risk. As with the majority of Brent the site is located within an Air Quality Management Area. The adjacent North Circular Road is a major source of air and noise pollution. As a minimum requirement it is an Air Quality Quality site.

**OWNERSHIP**

Leisure centre and nursery are public; the rest is private.

**SITE**

2.7 ha

**ADDRESS**

Brentfield, Stonebridge, London, NW10 0RG.

Redevelopment would improve the environmental quality of the area and create an attractive gateway to the borough and Stonebridge. Comprehensive mixed-density development is required to provide a mix of housing that will help ease the pressure on existing deprived parts of the borough. It contrasts with the attractive environment created elsewhere in Stonebridge through modern development.

With a PTAL of 4/3, the site is located within a 6-minute walk of Stonebridge Park Station, which is served by the overground and underground and within a 5-minute walk of 3 bus stops, each serviced by one bus. Car free development will be encouraged, subject to a Controlled Parking Zone being achieved.

**PLANNING CONSIDERATIONS**

Improvements to the bus network may be required to increase PTAL and enable car free or car light residential development.

**Justification**

The site benefits from good public transport access, with a PTAL of rating of 4/3, in its current state the site is of a poor environmental quality, with dated buildings that have long term economic challenges. It contains with the attention and investment needed elsewhere in the Borough. To increase the provision of energy efficient and low carbon homes, significant planning input is needed to design a new public transport infrastructure that will improve the station environment. The provision of a new leisure centre on the site is required to meet the need for indoor sports facilities in the borough, as set out in the Brent Indoor Sports and Leisure Strategy. A cluster of taller buildings is located on the western edge of the site, including the 8-storey Unisys buildings and, on the other side of the North Circular, the 21-storey Wembley Point building. In this context higher density development is appropriate, subject to being of high architectural quality and providing a high visual standard.

**Infrastructure Requirements**

Improvements to the bus network may be required to increase PTAL and enable car free or car light residential development.

**Design Principles**

A cluster of taller buildings is located on the western edge of the site, including the 8-storey Unisys buildings and, on the other side of the North Circular, the 21-storey Wembley Point building. In this context higher density development is appropriate, subject to being of high architectural quality and providing a high visual standard. The east section of the site, which is currently occupied by both the leisure centre and the former Sperry Univac building, was previously a bus station and has numerous industrial areas all contributing to low permeability and accumulated surface water build up. It must be demonstrated that the development will contribute to flood risk management and reduction, directing development to the areas at lower flood risk. As with the majority of Brent the site is located within an Air Quality Management Area. The adjacent North Circular Road is a major source of air and noise pollution.
| BSSA16 | Mordaunt Road | Mordaunt Road, NW10 8NU | 0.1 | Commercial and residential | Mixed-use residential and commercial. Potential for self or custom-build | 8 | Enhance the setting of Harlesden Station and improve connectivity to Harlesden Town Centre |
| BSSA17 | Harlesden Railway Generation Station | Acton Lane, NW10 8UR | 0.21 | Workspace and substation | Workspace | 0 | Enhance the setting of Harlesden Station and improve connectivity to Harlesden Town Centre |
| BSSA18 | Harlesden Telephone Exchange | Avenue Road, NW10 4UG | 0.39 | Telephone Exchange building | Mixed-use residential and commercial | 52 | This site is immediately adjacent to the Grade II* Church of All Souls and the Harlesden conservation area. The presence of these heritage assets should be clearly indicated and the assessment of any effects on their significance (including on their setting) will be required. The Harlesden Conservation Area Character Appraisal provides further information on these heritage assets. |
| BSSA19 | Chancel House | Chancel House, Neasden Lane, NW10 2UF | 0.8 | Offices | 6FE Secondary School | 0 | |
| Harley Road | Harley Road, NW10 8BB | 0.08 | Signal Station | Residential. Potential for self or custom-build | 7 | See Harlesden Neighbourhood Plan |
| Car sales at junction of High Street and Furness Road | Furness Road, NW10 4TE | 0.08 | Commercial | Residential. Potential for self or custom-build | 5 | See Harlesden Neighbourhood Plan |
| Former Willesden Ambulance Station | 164 Harlesden Road, NW10 3SF | 0.07 | Vacant | Residential. Potential for self or custom-build | 8 | See Harlesden Neighbourhood Plan |
| Land at Challenge Close | 50-70 Craven Park Road, NW10 4AE | 0.19 | Commercial | Residential. Potential for self or custom-build | 10 | See Harlesden Neighbourhood Plan |
| Salvation Army & Manor Park Works | Manor Park Road, NW10 4J | 0.19 | Warehouse and Community Space | Residential | 45 | See Harlesden Neighbourhood Plan. Permission granted 17/2331 |
| Harlesden Plaza | Tavistock Road, NW10 4NG | 0.9 | Retail and car parking | Residential | 208 | See Harlesden Neighbourhood Plan |
5.6 SOUTH EAST PLACE
5.6.1 This place includes the wards of Brondesbury Park, Kilburn, Mapesbury, Queen’s Park and parts of Kensal Green and Willesden Green. To the east it is bounded by the A5 road which follows the route of the old Roman Road into Central London. The neighbourhoods of Maida Vale and West Hampstead form the boundary to the south, Roundwood Park and Harlesden to the west, and the Dudling Hill Freight line to the north.

CHARACTER AND CULTURE

5.6.2 The South East Place comprises largely residential neighbourhoods focussed around town centres, and with eight conservation areas has a strong sense of character. To the south Brondesbury, Queen’s Park, Willesden and Kilburn are characterised by Victorian terraces. Further north Cricklewood and Mapesbury are characterised by suburban houses with large gardens and turn of the century town houses. In contrast South Kilburn Estate is an area in transition, and comprises a mix of 1960/70s residential concrete towers and contemporary apartments.

5.6.3 There are many notable cultural and heritage assets including the Kiln Theatre (formerly known as Tricycle Theatre) in Kilburn, which has transferred multiple productions to the West End; the Lexi independent cinema; the Grade II listed Tin Tabernacle originally built in 1863 as a church, formerly home to the Sea Cadets and now a community venue; and the Gaumont State Cinema a Grade II* listed Art Deco building which when first built was one of the largest cinemas in Europe; The Granville Centre and South Kilburn Studios which provide community and workplace; Queen’s Park which was opened by the Lord Mayor of London in 1887; and Willesden Green Library a modern library which includes performance, community and exhibition space and is home to Brent Museum.

TOWN CENTRES

5.6.4 This place benefits from good access to shops and services. Queen’s Park, Willesden Green and Kensal Rise are characterised by independent shops, cafes and restaurants. Cricklewood and Kilburn High Road have an offer which reflects their diverse communities.
with restaurants serving food from all around the world. Kilburn High Road has a lively night-time offer including restaurants, the Kiln Theatre and cinema, and performance and entertainment venues in its pubs.

EMPLOYMENT AND EDUCATION
5.6.5 Although there are no designated employment sites here, there is a strong entrepreneurial culture with the highest proportion of micro businesses (with less than 9 employees), home working and self-employment in the borough. Creative businesses are clustered in Queen’s Park Creative Quarter on Lonsdale Avenue, Kilburn High Road and Willesden Green. Employment is concentrated in ICT, media, creative services, professional and financial services.

OPEN SPACE AND BIODIVERSITY
5.6.6 Significant open spaces include Queen’s Park, Paddington Cemetery, part of Gladstone Park Metropolitan Open Land, Kilburn Park and the newly completed Woodhouse Park. Smaller open spaces and pocket parks, such as Mapesbury Dell, Tiverton Green and Rainbow Park are also distributed across this place. Cricket, football and rugby sports pitches are concentrated at Gladstone Park and Willesden Sport Centre adjoining King Edward Recreation Ground.

TRANSPORT
5.6.7 This area has long been a convenient commuter location for central London. Railway stations first opened in Kilburn and Brondesbury in the mid-1800s.

CHALLENGES
• Although generally a relatively affluent place there are areas of deprivation particularly in South Kilburn, parts of which in 2015 were in the top 10% of the most deprived areas in the country. Linked to this parts of Kilburn experience amongst the lowest levels of reported good health in the borough.
• Whilst the east of Willeseed Green Town Centre is performing well the west towards Dollis Hill Station experiences high levels of vacancy and a low quality environment.
• The Brent Cross extension could impact on trade to Kilburn and Cricklewood Town Centres.
• Although generally well served by high quality open spaces there are areas of open space deficiency to the north of this place.
• Orbital transport links in the north of this place are reliant on buses and therefore less reliable.
• High volumes of traffic on the A5 impact on the quality of the environment, including air quality and noise and public realm.
• Hassop Road to the rear of Cricklewood Town Centre contains a concentration of vehicle repair centres, which impact on the amenity of neighbouring residential units.
• Some of the playing pitches at Gladstone Park are in need of improvement.
• Continue the regeneration of South Kilburn Estate to create an environment which provides for a better quality of life and provides additional homes.
• Kilburn Town Centre is well performing with a strong convenience retail goods offer. It has scope to improve its comparison retail offer. The night tube could be a catalyst to further enhance Kilburn’s evening night-time culture and offer.

OPPORTUNITIES
• Ensure development supports public realm improvements along the A5 to reduce traffic dominance and enhances this important gateway into the borough and Central London.
• The proposed Kensal Canalside development of 3,500 new homes and other uses in the adjacent Royal Borough of Kensington and Chelsea lies to the south of this Place.
POLICY BP6 SOUTH EAST

Proposals should plan positively to deliver the place vision by contributing to and where appropriate delivering the following:

CHARACTER, HERITAGE AND DESIGN

Strengths, local identity and character by:

- Conserving and enhancing heritage assets
- The character of the AS corridor will be enshrined and the Victorian terraces which characterise Cricklewood Town Centre protected.
- Redevelopment of sites in Willows Green and Willesden Lane denser development could be appropriate.
- Tall buildings will be appropriate in this place in South Kilburn Growth Area, where consistent with the South Kilburn Masterplan. In this place are on road. The recently completed cycle route 3 connects Gladstone Park to Regents Park via Willesden and Kilburn. Brent's first segregated cycle route has also been introduced in the South Kilburn Growth Area. The Brent Long Term Transport Strategy identifies the potential to improve cycle connections within this place with additional routes from Kilburn and Kensal Rise to Church End via Willesden Green.

COMMUNITY AND CULTURAL FACILITIES

- Promoting increased cultural and community use of the Gaumont State Cinema.
- Securing infrastructure in South Kilburn to include a new community space, 3 form of entry primary school and nursery and other community uses.
- Enhance and protect playing pitches at Gladstone Park and leisure provision at Willesden Green Sports Centre.

EMPLOYMENT AND SKILLS

- Safeguard land for the West London Enterprise Hub.
- Creating a high quality pedestrian connection from Brent Cross West ThermaLink station to Staples Corner and the widening area.
- Reduce traffic dominance and enhancing the AS corridor through public realm improvements to healthy streets standards.
- Enhance cycle links from Kensal Rise and Kilburn to Church End via Willesden Green, and from Harlesden to Cricklewood.

VISION

10 A place which celebrates its historic character and cultural attractions, where creative industries can flourish. A series of attractive green neighbourhoods, focused around vibrant town centres of Cricklewood, Queen’s Park, Willesden Green and Kilburn. Kilburn Town Centre will be a bustling night time destination, supported in the first instance directed to Willesden Green and Cricklewood Broadway Retail Park. The majority of cycle and walking routes place with additional routes from Kilburn and Kensal Rise to Church End via Willesden Green.

HOMES

- South Kilburn Growth Area will deliver approximately 3,400 new high quality homes, with a target of 50% affordable including social rented for existing secure tenants of South Kilburn.
- Kilburn Square as part of a mixed-use development including re-provision of the market and a new public square.
- The comprehensive redevelopment of Cricklewood and Willesden Green for mixed-use development including residential will be supported.
- Redevelopment of identified sites in Cricklewood and Willesden Green Town centres will be encouraged, where development is consistent with the design quality and makes a positive contribution to the character of the conservation area.
- Diversification to uses including residential and employment on the intensification corridor which connect the buildings of Willows Green Town Centre will be encouraged with further employment supported along other intensification corridors.

TOWN CENTRES

- Delivering tree planting focussed along the AS corridor and South Kilburn Growth Area.
- Protecting and enhancing playing pitches at Gladstone Park and leisure provision at Willesden Green Sports Centre.
- Enhance and protect playing pitches at Gladstone Park and leisure provision at Willesden Green Sports Centre.
5.6.11 The council is undertaking a review of conservation area boundaries and producing Conservation Area Design Guides. The proposed extension to the Mapesbury Conservation Area boundary to include parts of the A5 and Cricklewood New Town reflects the distinct and special character of these areas as outlined in the Brent Heritage Study. This will ensure that future development contributes positively to the character of these areas.

5.6.12 This place has a strong sense of character, dominated by two to three storey Victorian terraces and suburban houses with large gardens. Developments should reflect this characteristic with the exception of the South terraces and suburban houses with large dominated by two to three storey Victorian characteristic with the exception of the South terraces and suburban houses with large

5.6.13 Kilburn Square is the principal opportunity for homes. Notwithstanding the existing retail uses, the site by developing the area. The Council’s draft SPD for the area. Elsewhere intensification of Cricklewood Town Centre reflects the distinct and special character of these areas as outlined in the Brent Heritage Study. This will ensure that future development contributes positively to the character of these areas.

5.6.14 Cricklewood Retail Park which contains a Matalan and Wickes store is located outside of Brent’s town centres. The buildings which take the form of large format retail warehouses and dominant car parking do not contribute positively to the character of this area. These units fall outside of the town centre boundary. In order to improve the quality of the environment and make more efficient use of the land, a one storey parade of shops. Given that the council seeks to direct retail to existing town centres, the proposed extension to the Mapesbury Conservation Area boundary to include parts of the A5 and Cricklewood New Town reflects the distinct and special character of these areas as outlined in the Brent Heritage Study. This will ensure that future development contributes positively to the character of these areas.

5.6.15 In Cricklewood Town Centre there have been a number of small developments which are not sympathetic to the character of this proposed Conservation Area. Redevelopment of these sites to a style more sympathetic to the existing character and uniformity of the terraces facing the A5 would have a positive impact on local character. In addition, redevelopment should contribute to enhancing the setting of the A5 through public realm improvements and tree planting.

5.6.16 Within Willesden Green Town Centre there are a number of key sites which could help to support its viability. The Sainsbury’s supermarket is set back from the main high street. Comprehensive redevelopment of the site, including additional floorspace to create an active frontage on surrounding residential uses. Redeveloping the site for mixed-use development including retail, high quality market facility with a new market focal point and meeting space. The site by developing the area. The Council’s draft SPD for the area. Elsewhere intensification of Cricklewood Town Centre reflects the distinct and special character of these areas as outlined in the Brent Heritage Study. This will ensure that future development contributes positively to the character of these areas.

5.6.17 Kilburn has the highest comparison goods turnover of any centre in the borough, and has increased its market share over the past decade. This positive momentum needs to be protected and enhanced. Kilburn, on acts as the principal evening economy destination. Cricklewood has a diverse range of businesses and commercial uses which support the development include retail, offices, food and drink, and a Creative Hub. However, there is a need to ensure that the site by developing the area. The Council’s draft SPD for the area. Elsewhere intensification of Cricklewood Town Centre reflects the distinct and special character of these areas as outlined in the Brent Heritage Study. This will ensure that future development contributes positively to the character of these areas.

5.6.18 Queen’s Park and Kensal Rise play an important role in the evening economy. For residents of the Cricklewood area, as Queen’s Park as an eating and drinking destination. Cricklewood has a diverse range of businesses and commercial uses which support the development include retail, offices, food and drink, and a Creative Hub. However, there is a need to ensure that the site by developing the area. The Council’s draft SPD for the area. Elsewhere intensification of Cricklewood Town Centre reflects the distinct and special character of these areas as outlined in the Brent Heritage Study. This will ensure that future development contributes positively to the character of these areas.

5.6.19 Although the core of Willesden Green Town Centre is successful, the west experiences a high level of vacancies and a poor quality environment. These units fall outside of the town centre boundary. In the interests of promoting a more compact and viable centre the council will support the diversification of these areas to other uses, including housing and employment.

5.6.20 The need for new community facilities in the existing clusters of creative industries in central London, Camden, and St John’s Wood. Building on the introduction of the Jubilee Line Night Tube and promoting evening uses including food and drink ‘dine in’ will extend the trading life of the centre from retail hours, through to later into the evenings.

5.6.21 An assessment of playing pitch provision identified some of the facilities at Gladstone Park require improvement to meet future demand. The sports centre in Willesden, including running track, is one of only three Council sports centres in the borough and plays an important role in providing sporting facilities.

5.6.22 The Brent Workspace study identified existing clusters of creative industries in Queen’s Park Design District focused along Lonsdale Road and Queen’s Park Town Centre, Kilburn and Willesden Green Town Centre, and an unmet demand for incubators, accelerators and co-working space. Within this area there are no

5.6.11 The council is undertaking a review of conservation area boundaries and producing Conservation Area Design Guides. The proposed extension to the Mapesbury Conservation Area boundary to include parts of the A5 and Cricklewood New Town reflects the distinct and special character of these areas as outlined in the Brent Heritage Study. This will ensure that future development contributes positively to the character of these areas.
designated employment sites, but a high level of micro-businesses and home working. This is something the council wishes to support and enhance both to improve employment opportunities, encourage enterprise and to reduce the need to travel to central London for work and associated pressures on the transport network. These creative clusters will be protected and where redevelopment of local employment sites is proposed, new workspace to meet identified need will be secured.

OPEN SPACE AND BIODIVERSITY

5.6.23 Whilst the south of this place is well served of the Brent Open Space Study (2019), open spaces in this place overall scored highly. Therefore, scope for improvements were identified in particular to Aylestone Avenue and Chapter Road Open Space, South Kilburn Growth Area is an opportunity to secure additional open space with pocket parks to be secured and Kilburn Park is enhanced.

TRANSPORT

5.6.24 Projected population growth will place pressure on the road network, meaning the only sustainable long-term solution is to promote active and sustainable travel over private vehicle use. A key barrier to encouraging people to use public transport over private vehicles is that orbital links in this part of the borough are reliant on the bus network and therefore unreliable.

SOUTH KILBURN GROWTH AREA

South Kilburn will be a thriving, vibrant and sustainable community. The council will continue to facilitate a shift from the housing estates of the 1960s and 1970s to high quality housing, a flourishing local economy, supported by high quality, safe and healthy local environment, and the amenities and services to place to support a diverse and vibrant local culture.

All developments will achieve the highest design standards and contribute positively to the delivery of the wider landscape and public realm strategy to better integrate South Kilburn into the surrounding area.

5.6.25 The AS corridor is an important gateway into both Brent and north-west London. It is heavily trafficked, which creates an unsatisfactory environment for both residents living along the road and businesses. Reducing car dominance and creating a more attractive environment for pedestrians helps to mitigate poor air quality through tree planting. It will also support particularly those operating in Kilburn and Cricklewood Town Centres, by creating an attractive environment which will increase footfall and dwell time and in turn the viability of their centres.

5.6.26 Improved cycle routes and the public realm will encourage more people to cycle or walk and take pressure off the road network, which will have recognised health and environmental benefits.

POLICY BSEGA1

The revised South Kilburn SPD provides detailed guidance on how policy BSEGA1 will be realised. The SPD sets out detailed guidance to ensure new development achieves the highest standards of design and contributes to the open space and environmental benefits.
public realm strategy and can facilitate the provision of additional homes.

5.6.29 Future improvements include reconfiguration of Kilburn Park, with the existing school relocating to the east. The school move will result in no loss of open space and create a more regular shaped space that can be put to better use and feel more secure. It will raise the profile of the space in the public’s consciousness and its impact on townscape by opening up views into the park when arriving from Queen’s Park/Kilburn Lane.

5.6.30 The existing 2 form entry Kilburn Park Junior School and Carlton Vale Infant Schools will be co-located and extended to create 3 forms of entry. This will accommodate additional children generated by the provision of new homes, provide high quality and up-to-date teaching facilities to increase local educational attainment and provide the opportunity to incorporate a range of community facilities out of hours.

5.6.31 South Kilburn is within walking distance of Queen’s Park and Kilburn Town centres. The majority of shops and services to meet day to day needs within the Growth Area will be located within local shopping parades at Salusbury Road, Kilburn Lane and Malvern Road. These will be supplemented by small scale provision in active ground floor frontages along Carlton Vale and adjacent to Kilburn Lane. In addition, facilities which complement the healthcare hub and public square will be located on the Peel site.

KEY SITE ALLOCATIONS
South Kilburn Growth Area
Cricklewood Retail Park and Town Centre sites
Willesden Green Town Centre sites

OTHER POLICY GUIDANCE
South Kilburn SPD
Mapesbury Design Guide
North Kilburn Design Guide
Queen’s Park Design Guide
**EXISTING USE** Residential, community space and church.

**ALLOCATED USE** Mixed tenure housing development incorporating the Marian Community Centre and Immaculate Heart of Mary Catholic Church.

**DESCRIPTION OF EXISTING SITE**
Austen House and Dickens House redevelopment sites suffer from inherent internal design problems and the relationships between buildings, streets and spaces are also poor and indeterminate. Built using the ‘Bison’ method of construction Austen and Dickens form two opposing 18 storey towers linked by podium deck incorporating a playground under which there is garaging. At present Austen presents an inactive ground floor frontage to a public realm dominated on Cambridge Road by the blank rear wall of a separate single storey garage and surface level car parking. Austen House contains 167 dwellings.

**OWNERSHIP** Public. Church in private ownership

**PLANNING HISTORY** None

**PTAL RATING** 5

**PLANNING CONSIDERATIONS**

- The site is within the South Kilburn Growth Area.
- As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.
- The site benefits from good public transport accessibility levels, being in walking distance of Kilburn Park and Kilburn High Road Station.

**RISKS** Need to decant existing residents.

**DESIGN PRINCIPLES**

- Austen will be a perimeter block courtyard building ranging from around 4-6 storeys. It will provide frontage to Cambridge Road, the extension of Percy Road, Stafford Road and the public realm between it and the new Blake Court development to the south. The scale and form of the development should prevent north facing single aspect units. It should maximise sunlight and daylight to the courtyard and adjacent northern property through the lower storey heights being on the southern and northern sides of the perimeter.
- Following the proposed block of church to the north and the public realm to the south the entry to the site will be from Cambridge Road. In relation to the Church this can be facilitated by the building remaining in situ or provision of a new building that incorporates the church and community uses.

**INFRASTRUCTURE REQUIREMENTS**

- Church and community centre.
- Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

**JUSTIFICATION**

- The block is in poor condition and it is not realistic nor desirable to refurbish. The block does not meet current quality standards or in design and form and once the block is demolished it can be replaced by more dwellings along sound urban design principles that create a better environment and provide better connectivity through introduction of new streets.
EXISTING USE
Residential

ALLOCATED USE
Mixed tenure housing development.

INDICATIVE CAPACITY
121

TIMEFRAME FOR DELIVERY
121

ADDRESS
1-72 Blake Court, Malvern Road

DESCRIPTION OF EXISTING SITE
Built using the ‘Bison’ method of construction. Blake is three six-storey loosely connected blocks of 72 dwellings forming the southern part of a Dickens, Blake, Austen horseshoe shape around a semi-public space. Dickens is poorly defined in terms of public/private space and its relationship with Malvern Road and Cambridge Road where dead frontage, service areas and parking also prevail.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
3-5

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.
A terrace of locally listed buildings are located to the west of the site along Malvern Road.
As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.
The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES
Blake will be a perimeter block building ranging in height from around 4-8 storeys. It will provide frontages to Cambridge Road, the extension to Percy Road and between the Dickens site to the north and McDonald House/hampton Close site to the south. A new public pedestrian link will be provided on the southern frontage.
Taller elements around 8 storeys to be integrated at key prominent frontages/ corners on Malvern Road and Cambridge Road to indicate the new neighbourhood entrances. The scale and form of the development should provide strong frontages which are clearly articulated and displayed to the street.

INFRASTRUCTURE REQUIREMENTS
Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. The risk of damage during construction must be minimised, and it must be ensured that development does not inhibit access for the services in any other way.

JUSTIFICATION
Blake House redevelopment sites suffer from inherent internal design problems and the relationships between buildings, streets and spaces are also poor and complex. The block is of poor construction that is not viable for derelatable to rehabilitate. The block sits within a poor quality landscape of disparate open space and the site is an ideal candidate to be replaced by more dwellings along sound urban design principles that create a better environment and provide better connectivity through introduction of new streets.

BESA2: BLAKE

SITE PLAN

Play Area

1 to 167 Dickens House

Cambridge Road

Hampton Close

Blake Court

1 to 167 Austin House

27 27.1 27.2

27

27

London Borough of Brent
LOCAL PLAN

194

195

LOCAL PLAN | LONDON BOROUGH OF BRENT

LOCAL PLAN | LONDON BOROUGH OF BRENT

LOCAL PLAN | LONDON BOROUGH OF BRENT

LOCAL PLAN | LONDON BOROUGH OF BRENT
BESA3: CARLTON HOUSE

EXISTING USE
Residential and community space.

ALLOCATED USE
Mixed tenure housing development.

INDICATIVE CAPACITY
116 (100 net)

TIMEFRAME FOR DELIVERY
116

ADDRESS
113-128 Carlton House and Carlton Hall, Denmark Road

AREA
0.2ha

DESCRIPTION OF EXISTING SITE
The site comprises a 1950’s four storey residential block, playground and Carlton Hall a one storey community space. Much of the development has poor definition of public and shared space and presents an inactive frontage to Denmark Road.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
5

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area. As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES
The development should blend into the new urban grid, and present a strong frontage onto Denmark Road and Neville Road. Heights should range between 4 and 6 storeys to reflect proposals for surrounding buildings.

INFRASTRUCTURE REQUIREMENTS
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development doesn’t inhibit access for maintenance or the services in any other way.

JUSTIFICATION
The removal of another Carlton House block in association with the Peel development creates an opportunity to reinstate the traditional street pattern and clearly define street frontages, give greater clarity about private and public spaces and improve tenants shared private space and make better use of land which is developed to low densities. A new dedicated community hub is provided at Carlton and Granville Centre as part of the wider masterplan.

SITE PLAN
**EXISTING USE**  
Primary school

**ALLOCATED USE**  
Mixed tenure housing development

**INDICATIVE CAPACITY**  
62

**TIMEFRAME FOR DELIVERY**  
6-10 Years

**ADDRESS**  
Carlton Vale Infant School, Malvern Place

**DATE**

**DESCRIPTION OF EXISTING SITE**  
The site currently comprises a single storey infants’ school in relatively poor quality buildings, bounded by conifer planting on its northern edge along the existing Malvern Road. A separate play area now covers what was formerly part of Malvern Road.

**OWNERSHIP**  
Public

**PLANNING HISTORY**  
None

**RISKS**  
Need to relocate school

**DESIGN PRINCIPLES**  
A frontage will be reinstated along Malvern Road that provides a transition in setback distance from 121 Malvern Road and 17-32 Kilburn House, Malvern Place. This active frontage which will play a strong role in providing overlooking of South Kilburn Park will also turn the corner with and along Malvern Place. Building heights will range between 4 and 6 storeys. Malvern Road will be reinstated with sufficient space provided to ensure vehicles can turn into it from Malvern Place. This will form the principal vehicular route as it is proposed to close vehicular access between Malvern Road and Carlton Vale. Ideally no or very limited car parking shall be provided between the new building frontages and the highway. If greater attention should be paid to both softening its impact on the street scene and incorporations better quality planting than exhibited at Nexus Court.

**INFRASTRUCTURE REQUIREMENTS**  
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. The site is served by foul sewers. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is present. Thames Water, ideally, should be engaged at the earliest opportunity to agree proposals and infrastructure phasing plans to ensure essential infrastructure is delivered before the development.

**JUSTIFICATION**  
Following completion of the move of the school to its new site on Wordsworth and Masefield, the site will be predominantly developed for residential purposes. In addition, what was formerly Malvern Road highway will be improved as a pedestrian and cycleway to form a continuation of the street that links up with Malvern Place.

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**SITE PLAN**

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**EXISTING USE**  
Primary school

**ALLOCATED USE**  
Mixed tenure housing development

**INDICATIVE CAPACITY**  
62

**TIMEFRAME FOR DELIVERY**  
6-10 Years

**ADDRESS**  
Carlton Vale Infant School, Malvern Place

**DATE**

**DESCRIPTION OF EXISTING SITE**  
The site currently comprises a single storey infants’ school in relatively poor quality buildings, bounded by conifer planting on its northern edge along the existing Malvern Road. A separate play area now covers what was formerly part of Malvern Road.

**OWNERSHIP**  
Public

**PLANNING HISTORY**  
None

**RISKS**  
Need to relocate school

**DESIGN PRINCIPLES**  
A frontage will be reinstated along Malvern Road that provides a transition in setback distance from 121 Malvern Road and 17-32 Kilburn House, Malvern Place. This active frontage which will play a strong role in providing overlooking of South Kilburn Park will also turn the corner with and along Malvern Place. Building heights will range between 4 and 6 storeys. Malvern Road will be reinstated with sufficient space provided to ensure vehicles can turn into it from Malvern Place. This will form the principal vehicular route as it is proposed to close vehicular access between Malvern Road and Carlton Vale. Ideally no or very limited car parking shall be provided between the new building frontages and the highway. If greater attention should be paid to both softening its impact on the street scene and incorporations better quality planting than exhibited at Nexus Court.

**INFRASTRUCTURE REQUIREMENTS**  
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. The site is served by foul sewers. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is present. Thames Water, ideally, should be engaged at the earliest opportunity to agree proposals and infrastructure phasing plans to ensure essential infrastructure is delivered before the development.

**JUSTIFICATION**  
Following completion of the move of the school to its new site on Wordsworth and Masefield, the site will be predominantly developed for residential purposes. In addition, what was formerly Malvern Road highway will be improved as a pedestrian and cycleway to form a continuation of the street that links up with Malvern Place.
EXISTING USE
Residential

ALLOCATED USE
Mixed tenure housing development with potentially ground floor commercial uses.

INDICATIVE CAPACITY
120

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years
20 100

ADDRESS
1-167 Dickens House, Malvern Road

SIZE
0.29ha

DESCRIPTION OF EXISTING SITE
Twelve storey residential tower of 72 dwellings with ground floor car parking set within landscaping with a small amount of car parking to the front on Carlton Vale and Neville Close and car parking to the rear with no clear boundary between public and private space along pedestrian route which follows the alignment of the Canterbury Road.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
5 increasing to 6a in 2031

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.
As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.
The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES
Create a strong frontage along Carlton Vale with active ground floor uses if viable, and frontage along Canterbury Road and Neville Close to respond to the gateway context and edges of William Dunbar House / Peel and the landmark Canterbury Road/Carlton Vale corner position by creating a tall building around 14 storeys, whilst dropping in height towards Peel to 4 storeys to provide variety on townscape and facilitate daylight/sunlight to the buildings that will run along the Canterbury road frontage.

INFRASTRUCTURE REQUIREMENTS
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. The site is only served by foul sewers. Local upgrades to the existing water network infrastructure may be required to ensure capacity is brought forward.

JUSTIFICATION
Poor quality residential block which it is neither viable nor desirable to refurbish. The opportunity exists to create a stronger corner which will act as a gateway to South Kilburn, to continue a commercial ground floor use from Queen’s Park to Peel (if viable) whilst continuing the step change in the quality of mixed use mixed tenure residential accommodation.

BSESA5: CRAIK

SITE PLAN

CRAIK SITE PLAN

EXISTING USE
Residential

ALLOCATED USE
Mixed tenure housing development with potentially ground floor commercial uses.

INDICATIVE CAPACITY
120

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years
20 100

ADDRESS
1-167 Dickens House, Malvern Road

SIZE
0.29ha

DESCRIPTION OF EXISTING SITE
Twelve storey residential tower of 72 dwellings with ground floor car parking set within landscaping with a small amount of car parking to the front on Carlton Vale and Neville Close and car parking to the rear with no clear boundary between public and private space along pedestrian route which follows the alignment of the Canterbury Road.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
5 increasing to 6a in 2031

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.
As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.
The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES
Create a strong frontage along Carlton Vale with active ground floor uses if viable, and frontage along Canterbury Road and Neville Close to respond to the gateway context and edges of William Dunbar House / Peel and the landmark Canterbury Road/Carlton Vale corner position by creating a tall building around 14 storeys, whilst dropping in height towards Peel to 4 storeys to provide variety on townscape and facilitate daylight/sunlight to the buildings that will run along the Canterbury road frontage.

INFRASTRUCTURE REQUIREMENTS
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. The site is only served by foul sewers. Local upgrades to the existing water network infrastructure may be required to ensure capacity is brought forward.

JUSTIFICATION
Poor quality residential block which it is neither viable nor desirable to refurbish. The opportunity exists to create a stronger corner which will act as a gateway to South Kilburn, to continue a commercial ground floor use from Queen’s Park to Peel (if viable) whilst continuing the step change in the quality of mixed use mixed tenure residential accommodation.
BSESA6: CRONE & ZANGWILL

EXISTING USE
Residential

ALLOCATED USE
Mixed tenure housing development with potentially ground floor commercial uses.

INDICATIVE CAPACITY
145

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years
45 100

ADDRESS
1-85 Crone Court, 1-10 Zangwill House Rupert Road, Canterbury Road

AREA
0.45ha

DESCRIPTION OF EXISTING SITE
A more traditional 1950’s residential block in poor quality. Crane is a 12 storey block of 85 dwellings and Zangwill is a four storey block of ten dwellings. Crane Court and Zangwill were separated from Woodhouse Urban Park by Denmark Road.

Both blocks have historically had a lack of clarity about what is the front or back of the property and public and private space, although Zangwill more recently has made this more apparent by incorporating a 6-foot close boarded fence along Rupert Road.

The entrances to both are set in a public realm principally dominated by car parking with a limited amount of green space at one of its entrances. Both blocks face on to a common pedestrian/public space.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
4/5

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES
A perimeter block development to create frontage along Denmark Road, Rupert Street and Canterbury Road. Development is to range in height from around 4 to 10 storeys.

The taller element should be located adjacent to Woodhouse Urban Park. The scale and form of the development should maximise sunlight and daylight to the courtyard and also Woodhouse Urban Park.

INFRASTRUCTURE REQUIREMENTS
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward.

Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating additional capacity requirements. There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development doesn’t inhibit access for maintenance or the services in any way.

JUSTIFICATION
The accommodation is not viable to maintain or bring up to modern day standards. Redevelopment provides an opportunity to create a stronger frontage onto Woodhouse Urban Park and the adjacent streets including Canterbury Road where there is currently no defined frontage and better integrate the site into the wider development. This will contribute to the continued step change in the quality of mixed use mixed tenure residential accommodation.
**BESA7: DICKENS**

**EXISTING USE**
Residential

**ALLOCATED USE**
Mixed tenure housing development.

**INDICATIVE CAPACITY**
62

**TIMEFRAME FOR DELIVERY**
0-5 Years 22

**ADDRESS**
1-167 Dickens House, Malvern Road

**EXISTING SITE**

- **DESCRIPTION OF EXISTING SITE**
  - Built using the ‘Bison’ method of construction. Austen and Dickens form two opposing 18-storey towers linked by podium deck incorporating a playground under which there is garaging. At present Dickens presents an inactive ground floor frontage of garages with a small car park, green space and rear of separate garage block on Malvern Road. Dickens House contains 167 dwellings.

- **OWNERSHIP**
  - Public

- **PLANNING HISTORY**
  - None

- **PTAL RATING**
  - 3

- **PLANNING CONSIDERATIONS**
  - The site is within the South Kilburn Growth Area.
  - A terrace of locally listed buildings are located to the west of the site along Malvern Road.
  - As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

- **RISKS**
  - Need to decant existing residents.

- **DESIGN PRINCIPLES**
  - Dickens will be a perimeter blocks building ranging from 4-7 storeys. It will provide frontage to Malvern Road and the extension of Percy Road. Taller elements around 7 storeys to the integrated at key prominent corners to indicate the new neighbourhood entrances. The Dickens development will be designed and orientated to avoid overlooking issues with the neighbouring school. The scale and form of the development should prevent north facing single aspect units. It should maximise sunlight and daylight to the adjacent school through the lower storey heights being on the south western side of the perimeter block.

- **INFRASTRUCTURE REQUIREMENTS**
  - Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. This site is very sensitive to foul water flows. Local upgrades to the existing water network infrastructure may be required to provide sufficient capacity to discharge foul from the site. Thames Water will need to be engaged at the earliest opportunity to agree drainage strategy and a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

- **JUSTIFICATION**
  - The block is of poor construction that it is not viable or desirable to refurbish. The blocks sit within a poor quality landscape of disparate open space and garages which can be replaced by more dwellings along sound urban design principles that create a better environment and provide better connectivity through introduction of new streets.
BSESA8: HEREFORD HOUSE & EXETER COURT

EXISTING USE
Residential and commercial

ALLOCATED USE
Mixed tenure housing development and new open space

INDICATIVE CAPACITY
202

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
1-124 Hereford House and 1-32 Exeter Court Carlton Vale

AREA
0.8ha

DESCRIPTION OF EXISTING SITE
Hereford House is an 18 storey residential block comprising 124 dwellings. Exeter Court is 32 dwellings formed of four storey residential blocks connected by a public open space at a podium level incorporating a playground under which is garaging and a commercial storage facility. The buildings are fragmented and present a blank frontage on to Carlton Vale and Granville Road, with public realm essentially comprising car parking/hardstanding for garage access interspersed with sporadic semi mature trees along the street edge.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
6a

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area. South Kilburn Conservation Area is to the north of the site. A locally listed building 71 Cambridge Road is located adjacent the site to the north east.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site benefits from a high public transport accessibility level being in walking distance of Kilburn Park and Kilburn High Road Stations. A bus stop is adjacent the site on Carlton Vale.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES
The creation of the new Granville Park, on the west of the site, will improve access to open space in the area and also create an overlooked public route from Carlton Vale to Granville Road. The open space will also be positioned with a high quality hard paved area to encourage use in all seasons. To the west of the potential park land is a purpose built, semi public, health suite.

Lower storey elements are to be located to the north towards the conservation area, with taller elements fronting Carlton Vale. A variety of heights along the southern, eastern and western frontages will both add interest and provide the opportunity for sunlight to penetrate into the internal space and dwellings. The scale, height, massing, design and detailing of the proposed buildings should be such that they do not undermine the need to preserve and enhance the settings of adjoining heritage areas.

INFRASTRUCTURE REQUIREMENTS
Open space

Thomas Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. The site is only served by foul sewers. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. There are public sewers crossing or close to the site. The risk of damage during construction must be recognised, and it must be ensured that development does not inhibit access for maintenance or the services in any way.

JUSTIFICATION
The existing buildings are of poor design and construction creating poor housing conditions and potential for antisocial behaviour in communal spaces which cannot be remedied cost efficiently through refurbishment.

The opportunity exists to provide better housing along sound urban design principles creating a human scale environment that integrates with the surrounding area and is more sympathetic in scale to the conservation area. It will be at a density that reflects the PTAL rating and reinforces the street hierarchy and setting of Carlton Vale in particular, subject to the council being able to ensure Granville Road is reopened between this site and the Carlton and Granville Centres which subsequently will result in the existing Granville Open Space being developed for housing; this site will incorporate its replacement open space. This will provide a better quality open space with greater opportunity for sunlight penetration, overlooking/sense of security and due to its prominence more likely to be used by the surrounding population.
## BSESA9: KILBURN PARK JUNIOR SCHOOL

**EXISTING USE**
Kilburn Park Junior School

**ALLOCATED USE**
Open space

**INDICATIVE CAPACITY**
0

**TIMEFRAME FOR DELIVERY**

<table>
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<tr>
<th>0-5 Years</th>
<th>5-10 Years</th>
<th>10+ Years</th>
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**ADDRESS**
Kilburn Park Junior School, Carlton Vale, NW6 5RG

**AREA**
0.46ha

**DESCRIPTION OF EXISTING SITE**
Currently the site is Kilburn Park Junior School

**OWNERSHIP**
Public

**PLANNING HISTORY**
None

**PTAL RATING**
5 increasing to 6a in 2031

**PLANNING CONSIDERATIONS**
The site is within the South Kilburn Growth Area. As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site benefits from good public transport accessibility levels, being in walking distance of Queen's Park Station.

**RISKS**
Need to relocate the school.

**DESIGN PRINCIPLES**
Incorporated into the South Kilburn Park

**INFRASTRUCTURE REQUIREMENTS**
Open space

**JUSTIFICATION**
The existing school will be transferred to the Wordsworth House/Masefield House site which also incorporates some of the existing South Kilburn Open Space. There will be no net loss of open space. The use of open space for this site will be of significant benefit. It will create a more regular shaped open space that can be put to better use and feel more secure. It will raise the profile of the space in the public’s consciousness and its impact on townscape by opening up views into the park when arriving from Queen’s Park/Kilburn Lane.
**EXISTING USE**
Residential

**ALLOCATED USE**
Mixed tenure housing development.

**INDICATIVE CAPACITY**
148 (76 net)

**TIMEFRAME FOR DELIVERY**
0-5 Years
5-10 Years
10+ Years

**ADDRESS**
Neville House and 1-64 Winterleys, Denmark Road

**AREA**
0.34ha

**DESCRIPTION OF EXISTING SITE**
More traditional 1950’s council blocks. Winterleys is a 12 storey block of 64 dwellings which faces on to Woodhouse Urban Park but is currently separated from the park by car parking. Neville House is a four storey block with 8 dwellings. An open space which has no clear function as either public, or private/tenant space is to the east and north of the two blocks.

**OWNERSHIP**
Public

**PLANNING HISTORY**
18/4920 Redevelopment along with Carlton House. Provision of 264 dwellings.

**PTAL RATING**
4/5

**PLANNING CONSIDERATIONS**
The site is within the South Kilburn Growth Area. As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

**RISKS**
Need to decant existing residents.

**DESIGN PRINCIPLES**
Development should take influence from the Albert Road and Bond developments and integrate into the new layout. An active building frontage should be provided along Woodhouse Urban Park and Denmark Road. Heights should range from around 2 to 9 storeys, with taller elements fronting Woodhouse Urban Park. Buildings are to be arranged around a courtyard with breaks in height to allow daylight and sunlight into the heart of the buildings.

**INFRASTRUCTURE REQUIREMENTS**
Thames Water has indicated that the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development.

**JUSTIFICATION**
The blocks are in a poor state of repair and represent a poor overall use of the space. There is an opportunity to provide more dwellings in a better environment which better addresses streets and integrates with the new development to the north and east. It will also create a stronger relationship with Woodhouse Urban Park. In addition, the creation of a courtyard will give residents access to more usable private space. This will continue to the continuous step change in the quality of mixed use mixed tenure residential accommodation and public space.
**BSESA11: OLD GRANVILLE OPEN SPACE**

**SITE PLAN**

**EXISTING USE**
Open space and route

**ALLOCATED USE**
Mixed tenure housing development and new open space

**EXISTING SITE**

- **DESCRIPTION OF EXISTING SITE**
  - The site is currently a public connection between the two parts of Granville Road which was severed by extension of the grounds of the Iranian school over public highway.
  - It also incorporates a small public open space essentially of seating areas within a typically functional municipal landscape created in the early phases of the South Kilburn estate’s regeneration.
  - The space is poorly overlooked with no adjacent frontage development and backs on to rear boundary fences of villas on Princess Road, increasing their risk of being subject to crime.

- **OWNERSHIP**
  - Public

- **PLANNING HISTORY**
  - None

**PTAL RATING**
5

**PLANNING CONSIDERATIONS**

- The site is within the South Kilburn Growth Area.
- South Kilburn Conservation Area adjoins the site on its northern boundary.
- The site comprises open space. Compensatory open space of equivalent quantity and higher quality will be provided as part of the Hereford/Exeter site development.
- As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.
- The site benefits from a high public transport accessibility level, being in walking distance of Kilburn Park and Kilburn High Road Stations. A bus stop is adjacent the site on Carlton Vale.

- **RISKS**
  - Securing sufficient land from the Iranian school site to re-open Granville Road to maximise development potential.

**DESIGN PRINCIPLES**

- To essentially replicate the character of the adjacent buildings by creating buildings of a modest height (typically 4 storeys with opportunities to vary by one storey) to have occurred on the adjacent sites. This will front the street and be setback from the pavement edge in a similar manner to that of 21-53 Granville Road. This will provide sufficient room for a defensible space to ensure residents’ privacy whilst allowing for incorporation of sufficient landscaping to enhance the street setting.

**INFRASTRUCTURE REQUIREMENTS**

- Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is retained.
- Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered ahead of development and that the development meets baseline standards for critical infrastructure. Thames Water will also be required to carry out additional capacity assessments on a regular basis to ensure the network is capable of accommodating the needs of the site.
- Public consultation identifies that this space due to its limited visibility and lack of attractions is essentially unknown to the majority of the surrounding population. While the re-opening of Granville Road currently incorporated into the Iranian school might improve its accessibility and raise public awareness there is no certainty that the inherent potential weaknesses, a lack of natural surveillance will be satisfactorily addressed. As such it is considered that there is merit in transforming the open space to the Hereford House and Exeter House development. This site would then be redeveloped for residential purposes. It is recognised that this is likely to reduce the amount of dwellings delivered in South Kilburn; the Hereford/Exeter site which would incorporate the new open space can be developed at a higher density. Nevertheless, the reintroduction of the historic building line, likely reduction in the potential for crime and anti-social behaviour within the public realm and greater likely use of the alternative open space merit this approach.
BSESA12: WORDSWORTH, MASEFIELD AND PART OF SOUTH KILBURN OPEN SPACE

EXISTING USE
Residential with commercial at ground floor

ALLOCATED USE
Redevelopment to provide a new 3FE school building to incorporate the existing Kilburn Park Junior and Carlton Vale Infants Schools, plus nursery, community space and residential.

INDICATIVE CAPACITY
Unknown

TRAVEL TIMEFRAME FOR DELIVERY
Unknown

ADDRESS
1-29 Wordsworth House and 1-11 Masefield House, Stafford Road

AREA
0.3ha

DESCRIPTION OF EXISTING SITE
Wordsworth House is a six storey residential concrete block comprising 32 dwellings, a mixture of maisonettes and flats. Masefield House is a four storey of similar construction. It has commercial units at ground floor level, comprising launderette and retail uses.

The open space is poorly defined. Undulating topography and the pinch point created by Perrin House and the Stafford Road dwellings to the north makes it feel detached from the remainder of the open space.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
3/4

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. Part of the site is open space. Open space of the same quantity and improved quality will need to be reprovided as part of the reconfiguration of the Kilburn Park Junior School Site. There are a number of mature trees on the site which should seek to be retained.

The existing MUGA supplied at the Kilburn Park Junior School site will need to be provided. A community use agreement will be required to allow community access to this and other facilities within the school such as halls where it would not be unreasonable to assume that these facilities could be designed with wider community use in mind.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES
The three storey school building will have potential for additional modest height increases to accommodate residential development should this be provided to meet staff needs. Where clearly defined and extended horizontals will provide a perimeter block on Stafford Road and Percy Road plus public realm to the south between it. To the west the school’s grounds will extend to include some of the current South Kilburn open space. This amenity and learning space will retain the maturing trees and provide a more clearly defined boundary to the remaining open space.

INFRASTRUCTURE REQUIREMENTS
New 3FE school building.

When further information on the scale of development is available Thames Water will need to be engaged to establish impact on water supply network and water treatment infrastructure. There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development will not inhibit access for maintenance or the services in any other way.

JUSTIFICATION
The buildings are of poor construction and design creating problems of antisocial behaviour. The site provides an opportunity to decant the existing schools in a single move into a high quality contemporary purpose-built building with shared facilities and access by the community to its facilities out of school hours.

It will free up the existing Kilburn Park Junior School Site to be incorporated into the South Kilburn open space, whilst the existing open space will become part of the school’s amenity and learning space. This will allow a more clearly defined and regular shape open space to be created which will increase its benefit to the population.
BSESA13: JOHN RATCLIFFE HOUSE

EXISTING USE
Residential with associated parking.

ALLOCATED USE
Mixed tenure housing.

INDICATIVE CAPACITY
35

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
1-64 John Ratcliffe House, Chippenham Gardens, London, NW6 5LH

AREA
0.15ha

DESCRIPTION OF EXISTING SITE
The current building is a 1970s brick design, rising to 9 storeys in height and has inactive frontages onto both Chippenham Gardens and Kilburn Park Road. To the south the site backs onto 3 storey terrace housing of Shirland Road which has commercial frontages on the ground floor. The west portion of the site comprises a car park which is enclosed by surrounding developments.

OWNERSHIP
Public

PLANNING HISTORY
n/a

PTAL RATING
4

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.

Part of the west portion of the site which is currently serving as a car park has floodzone 3a (surface water) concerns, as does the adjacent Chippenham Gardens road, in particular its junction with Malvern Road. This area is currently served by foul sewers and associated water storage facilities which are located within the development. The west portion of the site comprises a car park which is enclosed by surrounding developments.

The site is only served by foul sewers and has limited access to the Ranelagh Trunk Sewer (in Kilburn Park Road). SuDS should be utilised and the surface water disposal hierarchy will need to be clearly demonstrated to determine the most appropriate discharge location.

The site benefits from good public transport links with a PTAL rating of 4, being within a 12-minute walk of 3 bus stops and Queen's Park, Kilburn Park and Westbourne Park Underground Stations.

RISKS
Relocation of current residents and their opposing.

DESIGN PRINCIPLES
The frontage is to activate the street and interact with the new Chippenham Gardens development. The new building should be 5 to 7 storeys, and complement the heights of new developments along Malvern and Kilburn Park Road.

The development should extend to the plot boundaries, to provide for the incorporation of a useable amenity to the rear for residents. The layout will have to positively address the massing concerns and interaction with Malvern Place, overcoming the potential for a blank wall and undefined space to be a product of the regenerated site.

INFRASTRUCTURE REQUIREMENTS
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development. Local upgrades to the existing water network may be required to ensure sufficient capacity is brought forward. Thames Water will be expected to be engaged at an early stage to agree a housing and infrastructure plan to ensure essential infrastructure is delivered prior to the development creating additional capacity requirements. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure plan to ensure essential infrastructure is delivered prior to the development creating additional capacity requirements. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure plan to ensure essential infrastructure is delivered prior to the development creating additional capacity requirements. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure plan to ensure essential infrastructure is delivered prior to the development creating additional capacity requirements.

JUSTIFICATION
The building has a high proportion of smaller dwellings, this and its design and build quality means that it is subject to anti-social behaviour and is unviable to retain in the longer term. There is an opportunity to make better use of the space to make it a wider range of housing needs and overcome existing problems. Reconfiguring the building to the plot boundaries will allow the creation of a usable shared courtyard for residents. In addition, this will allow the height of the building to be lowered to better reflect the scale of surrounding buildings. This will contribute to the continued step change in the quality of both residential accommodation and public space.
BSES14: WILLIAM DUNBAR HOUSE AND WILLIAM SAVILLE HOUSE

EXISTING USE
Residential

ALLOCATED USE
Mixed tenure housing with commercial/town centre uses at ground/mezzanine floor

INDICATIVE CAPACITY
213

TIMEFRAME FOR DELIVERY
0-5 Years
5-10 Years
10+ Years

ADDRESS
1-74 William Dunbar House, Albert Road and 1-74 William Saville House, Denmark Road, NW6 5DE.

AREA
0.6ha

DESCRIPTION OF EXISTING SITE
Two 1960's residential towers of 13 storeys. William Dunbar House has 73 dwellings and a ground floor council office complex and William Saville has 74 dwellings. At present the towers are poorly connected to the surrounding area due to being set back from the streets onto which they bound. William Saville has been placed where Denmark Road would have continued to Carlton Vale reducing permeability of the South Kilburn estate. The planting and landscape around these blocks is of a significantly better quality than the rest of the older blocks in the South Kilburn estate particularly along Carlton Vale and Albert Road. The provision of brick walls and fences along Carlton Vale provides clarity that the space is for tenants.

OWNERSHIP
Public

PLANNING HISTORY
n/a

PTAL RATING
5

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area. West Kilburn Baptist Church to the south of the site is a Local Heritage Asset.

The perimeter of the site is lined with numerous trees which should be retained.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. A small section of the site to the north east has a history of industrial usage and will therefore require testing for contamination, with and potential remediation works being carried out.

The site benefits from good public transport links with a PTAL rating of 5, being with a 5-minute walk of 2 bus stops and Queens Park train station.

RISKS
Relocation of current residents.

DESIGN PRINCIPLES
Development is to create a strong active frontage along Carlton Vale, comprising ground floor commercial uses. Buildings should generally range in height from 5 to 9 storeys. As a gateway to South Kilburn there is also an opportunity for a taller element of around 17 storeys to create sense of arrival. The demolition of William Saville House offers the potential of a pedestrian link to Carlton Vale which should be provided and development provided along this frontage to create overlooking/safe environment.

INFRASTRUCTURE REQUIREMENTS
Cycle parking.

Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward. The site is served by public sewers. Thames Water will need to be engaged at the earliest opportunity to ensure a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development doesn’t inhibit access for maintenance or the services in any other way.

JUSTIFICATION
The site is a prominent gateway location and the current development does not capitalise on this. There is an opportunity for development to create a sense of arrival and present a stronger active frontage along Carlton Vale brought to life with commercial units at ground floor to strengthen connections between Queen’s Park station/ Salusbury Road and the Peel development which will provide a key Health facility destination. In addition, opening up the Denmark Road to pedestrian movement will allow improved connections from the South Kilburn estate into the wider area.
**EXISTING USE**
Community use

**ALLOCATED USE**
Mixed use comprising community use and commercial or residential

**INDICATIVE CAPACITY**
Unknown

**TIMEFRAME FOR DELIVERY**
0-5 Years 5-10 Years 10+ Years

**ADDRESS**
88-90 Carlton Vale, NW6 5DA

**AREA**
0.05ha

**DESCRIPTION OF EXISTING SITE**
Currently the site is a two storey utilitarian heavily altered 1950s building formerly a public house, with adjacent car park.

**OWNERSHIP**
Public

**PLANNING HISTORY**
n/a

**PTAL RATING**
5

**PLANNING CONSIDERATIONS**
The site is within the South Kilburn Growth Area. The community facility is meeting a local need and is to be retained as part of any redevelopment of the site. South Kilburn Conservation Area lies to the east of the site, but is not visible from the site due to Peel Precinct. The West Kilburn Baptist church adjoins the site is a locally listed building. A detailed analysis will be required of the potential impact on the church and its context.

**RISKS**
Impact on the operation of the community centre during redevelopment.

**DESIGN PRINCIPLES**
To create an active ground floor use that extends the proposed frontage linking Queen’s Park and Peel. The opportunity exists to create a corner landscape building rising to 6 stories and possibly higher if incorporating the Baptist Church car park depending on relationship with adjacent existing or proposed buildings. A successful solution in terms of sympathetic relationship/overlooking/overshadowing of other buildings. The West Kilburn Baptist Church is to be retained and its setting enhanced.

**INFRASTRUCTURE REQUIREMENTS**
When further information on the scale of development is available Thames Water will need to be engaged to establish impact on water supply networks and water treatment infrastructure.

**JUSTIFICATION**
The premises are a poor piece of townscape at a very low density given the PTAL rate and potential heights of adjacent developments such as Craik House. The building currently presents essentially blank facades to the adjoining public realm. The opportunity exists to develop at a much higher density particularly if incorporating the adjacent West Kilburn Baptist Church car park, whilst maintaining and improving the existing community use.
EXISTING USE
Community use

ALLOCATED USE
Upgrading of existing community uses, plus mixed tenure residential development.

INDICATIVE CAPACITY
Unknown

TIMEFRAME FOR DELIVERY
0-5 Years

ADDRESS
The Oxford Kilburn (OK) Club Neville Road and Christian Holt House.

AREA
0.2ha

DESCRIPTION OF EXISTING SITE
The site is currently occupied by the Oxford and Kilburn Youth Trust, a charity that supports younger people in the area. The premises are a mixture of a three storey (1920's Neo-Georgian), two storey (1960s/70s) and single storey (1920s) buildings. These are used as administrative offices and also have a main single storey hall and other rooms for youth activities consistent with the provision of the services by the Trust. The site also contains a memorial wall and garden dedicated to Dylan Kirby.

OWNERSHIP
Public

PLANNING HISTORY
n/a

PTAL RATING
4

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.

The community facility is meeting a local need and is to be retained as part of any redevelopment of the site.

There are no flood zones within the site, but potential for surface water flooding on the adjacent Neville Road.

There are mature trees on the eastern boundary of the site which will need to be retained and protected during construction works.

South Kilburn Conservation Area lies to the east of the site, but is not visible from the site due to Peel Precinct.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site benefits from good public transport links with a PTAL rating of 4 being within 5 minute walk of 2 bus stops and Queens Park train station.

RISKS
Impact on the operation of the community centre during redevelopment.

DESIGN PRINCIPLES
A perimeter block on three sides that provides the community use on the ground/floor levels and has active frontages and a positive relationship with the adjacent highways of Denmark Road, Canterbury Road and Neville Road. Consideration should be given to limiting impacts on the development of the adjacent Crone and Zangwill site as set out in this SPD with a view to not undermining its identified development capacity. The heights of proposed buildings should be around 6 storeys to reflect the scale of the street and in particular the other side Neville Road as proposed in the Peel development. Ideally the Dylan Kirby memorial wall should be kept in situ, or appropriately incorporated into the new building.

INFRASTRUCTURE REQUIREMENTS
Replacement of the community facilities of sufficient size and quality either on or off-site in close vicinity to be able to serve South Kilburn's needs.

JUSTIFICATION
The Trust has approached the council regarding the potential regeneration of the site to better support its activities in contemporary premises fit for sustaining the charity's long term purpose and improving outcomes for young people. Ideally the community use will remain on site with re-provision occurring in new buildings. However, in the context of planning policy, off-site provision may be reasonable, as long as it can be shown to show nil detriment in terms of meeting any local need or have no significant adverse impact on the character and appearance of the area.

Although in the context of South Kilburn, some of the buildings are older than their surroundings, they are not considered to be of such historic or architectural significance that they should necessarily be retained if high quality replacements are proposed. The Dylan Kirby memorial is clearly well regarded by the local community and its sympathetic incorporation into any regeneration needs to be considered.
EXISTING USE
Commercial/parking, including: Wicks and Matalan superstores.

ALLOCATED USE
Residential and commercial

INDICATIVE CAPACITY
380

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
311-317 Cricklewood Broadway, London, NW2 6JN.

AREA
2.3ha

DESCRIPTION OF EXISTING SITE
The site currently consists of two large superstores (Wickes and Matalan) surrounded by large amounts of car parking. Longley Way intersects the site separating the two superstores. Wickes, to the north, backs onto the railway line. To the east is Cricklewood Broadway, from which the site is accessed. The south of the site is bordered by Temple Road and the west backs onto the 3 storey flats of Stoll Close and 3 storey terrace houses of Rusper Close.

OWNERSHIP
Private

PLANNING HISTORY
n/a

PTAL RATING
3/4

PLANNING CONSIDERATIONS
The north of the site backs onto the railway and includes the railway trackside which is designated as both a wildlife corridor and a Grade 1 Site of Importance for Nature Conservation (Dudding Hill loop between Cricklewood and Hendon End). Care should therefore be taken so as not to disturb this valued ecosystem. The car parks are verged with vegetation of varying quality, including bushes and trees. There are also 12 trees on the path along Cricklewood Broadway. As with the majority of Brent the site is located within an Air Quality Management Area. As a minimum development is to be Air Quality Neutral. Significant areas of car parking and parts of Longley Way are within Flood Zone 3a due to surface water flooding. This is associated with the large areas of impervious paving and lack of vegetation. It will need to be demonstrated through a Flood Risk Assessment how surface water flooding will be mitigated and development will be made flood resilient.

The site has a history of industrial use and will therefore require testing for contamination, with any potential remediation works being carried out. With a PTAL rating of both 3 and 4 the site is within a 10-minute walk of two bus stops which is serviced by numerous buses and Cricklewood railway station.

RISKS
Lease length of existing retailers and a reluctance to move, or increases value of existing use due to lack of availability of alternative premises showing downward trends.

DESIGN PRINCIPLES
The development should be sympathetic to the general character of the high quality residential area to the south along Temple Road and on the opposite side of Edgware Road. Along Edgware Road, in recognition of the variation in heights along its length from Kilburn in the south up to this point, and its identification as an intensification corridor towards the north, it is considered that heights of around 5 storeys will be appropriate. Along Temple Road and the west of the site that adjoins two storey dwellings, development should successfully relate to the scale of the existing.

Due to the proximity to the wildlife corridor and SINC and issue with surface water flooding, the development should include significant green infrastructure, incorporating nature and enhancing it in the process. The introduction on green spaces will improve the site and the processes involved in green permeability, reducing any flooding concerns. Given the poor air quality along the A5 and surface water flooding it will be important development seeks to increase soft landscaping and reinforce tree planting along the highway.

INFRASTRUCTURE REQUIREMENTS
Potentially parking, Green infrastructure.

Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development. Thames Water will need to be engaged to ensure associated infrastructure is delivered prior to the development creating additional capacity requirements. There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development doesn’t inhibit access for maintenance or the services in any other way.

JUSTIFICATION
This is a large site which is currently being used for very low intensity purposes and would be much better utilised for the development of homes. Currently having low aesthetic and ecological value, the site could be developed to incorporate nature, creating a vibrant and relaxing place for people to live. Due to the size of the site it should be feasible to include high density elements increasing the site’s utility.
**EXISTING USE** Commercial and associated warehousing and car parking.

**LOCAL PLAN** London Borough of Brent Local Plan

**SITE PLAN**

**EXISTING SITE** The site currently contains a large inter-war block of commercial units with frontages onto Cricklewood Broadway and Hassop road comprising warehouse access and vehicle repair garages. The roof of the block contains parking which is also accessed via 243 Cricklewood Broadway and ended on Hassop Road. The units are made of unsympathetic materials to local appearance, including concrete and corrugated iron. The north of the site is bounded by a building of typical character for Cricklewood Broadway, being a three storey terrace house with ground floor commercial frontage. To the east there is a small green space bordering Cricklewood Broadway with residential tenement housing behind.

**OWNERSHIP** Private.

**PLANNING HISTORY** n/a

**PTAL RATING** 5

**PLANNING CONSIDERATIONS**

- Developments should therefore be in keeping with the local character and retain ground floor commercial frontages.
- The site forms part of Cricklewood Town Centre secondary shopping frontage. Development should respond to the height and proportions of adjoining 3 storey development and be of a quality which complements local character.
- The building currently occupying the site is of little aesthetic value, being composed primarily of materials such as concrete and corrugated iron. This is not in keeping with local character and, if redeveloped, could become more harmonious with this character. The site is in an area of high PTAL and currently underused as low density commercial use. A mixed use development including housing would help support the vitality of the town centre. The public domain in front of the site is quite spacious and would benefit from the introduction of more green infrastructure.
- The site forms part of Cricklewood Town Centre secondary shopping frontage. Development should respond to the height and proportions of adjoining 3 storey development and be of a quality which complements local character.

**RISKS** Multiple ownership.

**DESIGN PRINCIPLES**

- The building currently occupying the site is of little aesthetic value, being composed primarily of materials such as concrete and corrugated iron. This is not in keeping with local character and, if redeveloped, could become more harmonious with this character. The site is in an area of high PTAL and currently underused as low density commercial use. A mixed use development including housing would help support the vitality of the town centre. The public domain in front of the site is quite spacious and would benefit from the introduction of more green infrastructure.
- The building currently occupying the site is of little aesthetic value, being composed primarily of materials such as concrete and corrugated iron. This is not in keeping with local character and, if redeveloped, could become more harmonious with this character. The site is in an area of high PTAL and currently underused as low density commercial use. A mixed use development including housing would help support the vitality of the town centre. The public domain in front of the site is quite spacious and would benefit from the introduction of more green infrastructure.
BESA19: GAUMONT STATE CINEMA

SITE PLAN

EXISTING USE
Community use

ALLOCATED USE
Leisure, cultural and community uses

INDICATIVE CAPACITY
0

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
197-199 Kilburn High Road, NW6 7HY

AREA
0.7ha

DESCRIPTION OF EXISTING SITE
Part of the building is currently used as a church. The site is adjoined by car parking.

OWNER SHIP
Private

PLANNING HISTORY
Change of use from theatre club to place of worship (09/1508)

PTAL RATING
4-6 (2015/2031)

PLANNING CONSIDERATIONS
The Gaumont State cinema is a Grade II* listed Art Deco movie palace. The building opened in 1937 and was originally designed as a cinema but with a fully equipped stage for traditional theatre including concert facilities and dressing rooms. It has a long history as a cultural and community venue, as well as a cinema, it served as a popular music venue for a number of years. As its 37 metre tower is inspired by the Empire State Building. The interior is in an opulent Classical style and includes the original Wurlitzer organ. One of the largest and most impressive movie palaces ever constructed in Britain, the Gaumont State had the greatest audience capacity of any English cinema (6150 seats). On the corner on Willesden Lane was an imposing second entrance with restaurant and dance floor above (both externally and internally). Geogry Coles (the architect) brilliantly orchestrated the decoration and space. Given its significance early consultation is advised with consultees such as Historic England, C20 Society, and Theatres Trust.

The site is adjacent Brondesbury Mews which has a terrace of Locally Listed Buildings. The site is also adjacent an area which has been identified in the Heritage and Place-making Strategy for designation as a possible conservation area extension to the Kilburn Conservation Area.

The building is located within Kilburn Major Town Centre. The area benefits from high public transport accessibility levels. Kilburn High Road station and Brondesbury Park are the closest tube and overground stations. The area is also served by various bus routes from 6 bus stops within the vicinity.

The site is within an Air Quality Management Area, with the adjoining A5 being a major source of both air and noise pollution. As a minimum development is to be Air Quality Neutral.

RISKS
Need to protect and preserve the listed building, whilst ensuring its continued use. Need to protect the potential of cultural and community uses for the building.

DESIGN PRINCIPLES
Any proposals will be required to retain and enhance the Gaumont State building and its setting. The building’s interior parts of its significance and should be preserved. Applications for substantial alterations to the building will need to be supported and justified within a Heritage Statement and early engagement with the council is advised.

In addition, applications for change of use will need to be supported by a detailed analysis of the potential need and impact of the proposed use on the building and its setting. Applications for substantial alteration and change of use by the church such as the are required elements of a sustainable community culture and should be supported and justified. They make a major contribution to the vibrancy of Kilburn Town Centre and see a significant element of the Borough's cultural infrastructure.

The immediately adjacent carpark forms part of the get in area and access to the workshops at the rear of the Gaumont which, when back in use, could be used as a regular basis and will be essential to the long term viability of the building. Any proposals for the building and the carpark must be considered with this in mind.

INFRASTRUCTURE REQUIREMENTS

JUSTIFICATION
The Gaumont Cinema is a heritage asset of national importance which has played an important role in Kilburn's history. At present the building is an underutilised public asset, as only parts of the building are used by a church group. Promoting full use of the building for cultural, leisure and community uses will help safeguard its future; create cultural, leisure and community activities will contribute to the vibrancy of Kilburn Town Centre and its night time offer.
**BSESA20: KILBURN SQUARE**

**SITE PLAN**

**EXISTING USE** Mixed-use including office, residential and retail

**ALLOCATED USE** Mixed-use development including residential, retail including a new market and public square

**INDICATIVE CAPACITY** 100

**TIMEFRAME FOR DELIVERY** 0-5 Years 5-10 Years 10+ Years

**ADDRESS** Kilburn High Road, NW6 6JH

**AREA** 1.1ha

**DESCRIPTION OF EXISTING SITE** Kilburn Square is a prominent site on Kilburn High Road. It comprises mixed-use development constructed in the 1960s including a market, car parking, offices, health centre, parade of retail units and housing. Two storey retail units front the high road. There are residential flats of 5 storeys in height with car parking spaces and private green space behind the shopfront as well as health clinic.

**OWNERSHIP** Private and council owned

**PLANNING HISTORY** Refurbishment of ground floor retail and provision of replacement market, with residential above. (06/3094)

**PTAL RATING** 6

**PLANNING CONSIDERATIONS**

The market and units fronting the high road form part of the primary frontage of Kilburn Major Town Centre. As such, development should maintain an active frontage along the high road and include retail floorspace. The market adds to the vibrancy of the centre and will be required to be retained and improved.

To the south the site is bounded by Brondesbury Road which forms part of Kilburn Conservation Area. The road comprises 2 to 3 storey brick villas built pre-1865. Number 10 Brondesbury Road is locally listed. The north-eastern corner of the site is located within a Site of Archaeological Importance.

The area benefits from high public transport accessibility levels. Kilburn High Road station (Overground) is 200m south east and Kilburn Park (Bakerloo) 400m south of the site, the area is also served by various bus routes from 6 bus stops within the vicinity. The main access point onto the site is from Kilburn High Road which forms part of the A41 bus route into Central London. There is also access to the residential areas through Brondesbury Road.

Although much of the site is hard landscaped, Kilburn Square is soft landscaped and provides amenity space for residents. There are a number of mature trees within the square and along the high road. Brondesbury Road to the south of the site is lined with trees. A number of areas of hard standing to the rear of the site are within flood zone 3a due to potential for surface water flooding. The site is within an Air Quality Management Area, with the adjoining A5 being a major source of both air and noise pollution. As a minimum development is to be Air Quality Neutral.

A number of night time uses are concentrated within Kilburn High Road which can generate noise. The agent of change principle will apply. This means development which introduces sensitive uses to an area (for example housing) will be responsible for managing and mitigating the impact from existing uses.

**RISKS**

Need to manage impact on existing occupiers including market stall holders, during construction.

**DESIGN PRINCIPLES**

A new public space and market facility will create a focal point both for the site and Kilburn High Road. The layout and design of the square should enable its use for events.

Active frontages should be located along Kilburn High Road and the square with mixed-use development above. Development fronting the high road should integrate well with the surrounding context and consider character, setting and the form and scale of neighbouring buildings.

Given surface water flooding and poor air quality it will be important development seeks to increase soft landscaping. Tree planting should be protected and reinforced, particularly along the A5. Development through its layout and materials should mitigate impacts from the A5 and nearby night time uses.

**INFRASTRUCTURE REQUIREMENTS**

Re provision of the market and creation of a new public square.

**JUSTIFICATION**

The market and buildings are now dated. The layout does not make the most efficient use of the land and has poor permeability. At present Kilburn High Road lacks a focal point. Although this site contains a wide paved area its linear form and the fact it is bounded by the busy A5, means it is not a desirable location to spend time or hold events.

Kilburn has the highest comparison goods turnover of any centre in the Borough, and has increased its market share over the past decade. The Brent Retail & Leisure Needs Study identifies to continue this positive momentum and additional comparison retail floorspace should be directed to this town centre. This site is a key opportunity to meet the need for additional comparison retail floorspace in Kilburn Town Centre, and create a local point of difference for a modern public square and market facility. As a town centre location uses can be defined within the Public Transport Accessibility, both the A5 and London Plan policy promote intensification for mixed-use development including residential. There is scope for the site to be released through an improved layout which makes more efficient use of the land.
The site contains an existing employment use. The draft London Plan requires Brent to provide additional employment floorspace capacity. As such an increase in industrial floorspace will be sought. Retention of employment floorspace in this location is consistent with the designation of Willesden as a creative hub. This employment floorspace will be sought.

The site has a history of industrial use. The north east corner of the plot is currently a vehicle repair garage and is therefore currently industrial. Testing for contamination should be undertaken along with any necessary remediation works.

Town Centres Secondary Shopping Frontage.

Areas of the site, particularly those close to existing employment uses, are subject to higher levels of industrial activity and noise. A noise and vibration impact assessment will be required along with plans to mitigate the potential impact.

With a PTAL of 4, the site is located within a 10-minute walk of Willesden Green underground station and within a 5-minute walk of numerous bus services.

Surrounding the supermarket are small areas designated as Flood Zone 3A due to the risk of surface water flooding. A Drainage and Flood Risk Assessment should identify measures to mitigate the potential flood risk.

The site currently has very little greenery and should therefore look to enhance the environment with the addition of trees and general landscaping.

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The site is currently understood to have a history of industrial use, and as such should include its retention and reuse as well its curtilage buildings. Any proposals for the police station building will need to take account of this sensitive location due to proximity of listed buildings, conservation areas and existing station building.

The police station building contributes positively to the character of Willesden Green Conservation Area and the setting of the adjoining listed buildings. Any proposals for the police station building should include reference to listing and use as its curtilage and structures.

An uplift in employment floorspace will be required as part of any proposal. The site contains an existing employment use. The draft London Plan requires Brent to provide additional employment floorspace capacity. As such an increase in employment floorspace will be sought. Retention of employment floorspace in this location is consistent with the designation of Willesden as a creative hub. This designation is informed by the Brent Workship Study which identifies demand for workspace within Willesden.

 Existing employment in the development should take into account the proximity of surrounding low density housing, being sure not to overshadow.

The site has low landscape value and would benefit from the introduction of greenery. This could also help mitigate surface water flood risk.

Access for maintenance or the services in any other way. There is a Thames Water asset located on this site and development proposals will need to take account of this.

The site is well serviced with a variety of stores along the High Road to the north and within close walking distance to transport facilities, making it a sustainable location for residential development. The site has low landscape value and would benefit from the introduction of greenery. This could also help mitigate surface water flood risk.

The site should include its retention and reuse as well its curtilage buildings. Any proposals for the police station building will need to take account of this sensitive location due to proximity of listed buildings, conservation areas and existing station building.

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As with the majority of Brent the site is located within an Air Quality Management Area. As a minimum development is to be Air Quality Neutral.

An uplift in employment floorspace will be required as part of any proposal. The site contains an existing employment use. The draft London Plan requires Brent to provide additional employment floorspace capacity. As such an increase in employment floorspace will be sought. Retention of employment floorspace in this location is consistent with the designation of Willesden as a creative hub. This designation is informed by the Brent Workship Study which identifies demand for workspace within Willesden.
## FIGURE 28 MAJOR SITES WITH PLANNING PERMISSION FOR HOUSING

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Address</th>
<th>Size (ha)</th>
<th>Existing Use</th>
<th>Planning Permission</th>
<th>Indicative homes</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>16/4174</td>
<td>Peel Precinct</td>
<td>1.14</td>
<td>Residential &amp; Commercial</td>
<td>Residential, health centre, retail and community</td>
<td>308 (252 net)</td>
<td>Permission granted</td>
</tr>
<tr>
<td>15/4143</td>
<td>105-109 Salusbury Road</td>
<td>0.1</td>
<td>Office</td>
<td>Residential</td>
<td>19</td>
<td>Prior Approval</td>
</tr>
<tr>
<td>18/4071</td>
<td>4-26 Stuart Road / 5-9 Chippenham Gardens</td>
<td>0.24</td>
<td>Residential/Commercial</td>
<td>Residential</td>
<td>52</td>
<td>Permission granted</td>
</tr>
</tbody>
</table>
5.7 SOUTH WEST
5.7.1 The South West place includes the wards of Alperton, Sudbury and Wembley Central. It is bordered to the south by the London Borough of Ealing and to the west by the London Borough of Harrow. East Lane and Sudbury Court Road forms its northern boundary, while the eastern boundary takes in Wembley town centre right up to Wembley Stadium station.

5.7.2 The South West place includes an area which has been subject to neighbourhood planning, in the adopted Sudbury Neighbourhood Plan. It seeks to create a cleaner, greener, safer Sudbury and upgrade Sudbury Town high street. It also highlights the importance of Vale Farm, designating it as a Local Green Space. It supports recreational, sporting and amenity uses that strengthen the potential for Vale Farm as a regional centre for sporting excellence. Along with the London Plan and Brent Local Plan, the neighbourhood plan contains policies against which planning applications will be considered.

CHARACTER & CULTURE

5.7.3 The South West varies significantly in character. It is principally low-rise ‘Metroland’ suburban streets within Wembley Central, Alperton and Sudbury. These contain for the most part detached, semi-detached and terrace houses. There are however two Growth Areas delivering ambitious regeneration in Wembley, centred around the town centres, and Alperton around the underground station and along the Grand Union Canal. The character of these is changing with contemporary developments, often of taller apartment blocks.

5.7.4 There are several significant open spaces, Barham Park, Vale Farm Local Green Space and King Edward Park found towards the north of this place around Sudbury and Wembley. In addition to this there are several other parks and open spaces in the area including Butter’s Green, One Tree Hill Recreation Ground and Alperton Cemetery.

5.7.5 This area contains several important cultural and heritage assets including the Shree Sanatan Hindu Mandir on Ealing Road, Crabs House and the Grade II Listed Gardens in Sanatan Hindu Mandir on Ealing Road, Crabbs House and the Grade II Listed Gardens in Barham Park. The Grade II* Listed Sudbury House and the Grade II Listed Gardens in Barham Park, Vale Farm Local Green Space and King Edward Park found towards the north of this place around Sudbury and Wembley. In addition to this there are several other parks and open spaces in the area including Butter’s Green, One Tree Hill Recreation Ground and Alperton Cemetery.

5.7.6 This area is well served by public transport, with the Piccadilly line passing through Alperton and Sudbury and the Bakerloo line in Wembley. In addition to the underground, Wembley Central station is served by London Overground, Southern and London Northwestern train services. Sudbury and Harrow Road station is served by the Chiltern Line. Public transport accessibility is highest in Wembley town centre.

5.7.7 There are bus services that focus on the principal movement corridors of the A404 Harrow and Watford Roads and A4005/A4089 Ealing Road. Although there are strong public transport links to central London, orbital travel relies on the bus network. This is less reliable, with some congestion issues around Wembley, particularly on event days. Away from the principal movement corridors public transport accessibility is in some places very weak, particularly in some areas of Alperton.

5.7.8 The cycle and walking network is principally street based. The Grand Union Canal towpath does however provide a valuable long distance route connecting to inner and outer London through Alperton.

TOWN CENTRES

5.7.9 There are three town centres; Wembley (part), Sudbury and Ealing Road. Wembley is the largest town centre in Brent. Wembley Central station is located within it, as well as it being a convergence place for many bus services. The retail offer in the part in this place contains some high street

FIGURE 29 Map of South West Place

LOCAL PLAN | LONDON BOROUGH OF BRENT
names, primarily budget sector, but also a lot of convenience shops that cater for the local population. As with all of Brent’s town centres, although appearing busy, it has struggled with competition from adjacent higher order centres outside the borough. The retail frontage vacancy rate in Wembley remains high at 10%, well over the Brent average of 5%. The town centre is also prominent in terms of employment provision. It accounts for over half of all jobs in town centres in the borough. It contains a number of large hotels due to its good transport links and proximity to the SSE Arena and national stadium.

5.7.10 Ealing Road Town Centre stretches from Wembley to Alperton. Its strong Indian culture is reflected in its traders and offer. As with most of Brent’s town centres it performs a valuable local function in terms of small scale ethnic convenience shopping. It does however have a quality offer that is attractive for a wider catchment within Brent and further afield. This is a result of its large number of quality Indian fashion and jewellery shops, particularly important for weddings and cultural events, and also its restaurants.

5.7.11 Sudbury is a smaller high street largely comprised of smaller units with the main anchor being a Tesco Express. It essentially meets local needs. Sudbury & Harrow rail station is located within the town centre boundary; with Sudbury Town tube station located to the south. Sudbury has one of the highest proportions of night-time economy uses (behind only Wembley Park). Its size however means that this offer only addresses local needs.

EMPLOYMENT & EDUCATION

5.7.12 The South West has a number of large industrial employment areas within the Alperton area. This includes a Strategic Industrial Location along the North Circular Road. In addition, there are some extensive areas of Locally Significant Industrial Sites off the Ealing Road. Wembley historically had a very large office offer, since the 1990s this role has diminished, but it is still an important component of the jobs on offer in the place, together with retailing, hospitality and public sector. The area has a good representation of primary and secondary schools, whilst there are no further education sites.
POLICY BP7 - SOUTH WEST

Proposals should plan positively to deliver the place vision by contributing and, where appropriate, delivering the following.

CHARACTER, HERITAGE AND DESIGN

a) Conserving and enhancing heritage assets including the Shrew Sanatan Hindu Mandir on Ealing Road and the listed buildings and gardens of Barham Park.

b) Reflecting the low-rise character of the Sudbury and Wembley suburban residential areas, through focusing all tall buildings (as defined in Policy BD2) in the Growth Areas of Wembley and Alperton and elsewhere in the Sudbury and Wembley suburban areas.

c) Creating a strong link between Wembley and Sudbury town centres and positively adapt to meet the changes of demands in transport patterns. The cultural heritage of Eating Road and the Shree Sanatan Hindu Mandir will be enhanced and maintained to create a specialist retail hub.

d) Continuing residential-led mixed-use developments within the Wembley and Alperton Growth Areas, the Eating Road and Sudbury town centres and intensification corridors.

e) Co-locating residential uses on areas of industrial and employment land within the Alperton Growth Area, taking advantage of areas well-served by public transport. Where alternative uses are co-located on industrial sites this will be as part of a comprehensive regeneration scheme which ensures no net loss of industrial floorspace.

town Centres

f) Protecting and enhancing the retail function of Wembley town centre by clearly defining acceptable ground floor uses and maintaining a strong retail core on the high road.

g) Providing a quality, diverse retail offer in Wembley town centre by protecting a retail corridor of additional 4,300sqm of A3 food and drink and A4 pubs/drinking establishments.

h) Promoting uses which enhance and diversify the cultural and commercial leisure offer, particularly those which provide ‘family entertainment’.

EMPLOYMENT AND SKILLS

i) Encouraging the intensification of existing Strategic Industrial Locations and Locally Significant Industrial Sites around Alperton.

j) Introducing mixed-use development to employment sites around the junction of Ealing Road and Bridgewater Road.

k) Increasing the supply of workspace in the Sudbury and Wembley suburban areas, through focussing tall buildings (as defined in Policy BD2) in the Growth Areas of Wembley and Alperton including affordable workspace as set out in Policy BE3.

l) Supporting a new or enhanced crossing to connect the Northfields Industrial Estate and Wembley Growth Areas

m) Prioritising public transport use and associated improvements in the Alperton and Wembley Growth Areas

n) Supporting a new or enhanced crossing to connect the Northfields Industrial Estate regeneration to new development on both sides of the River Brent and Grand Union Canal.
5.7.15 Much of this area has a strong suburban character dominated by two storey detached and semi-detached homes built during the early 20th century. Tall buildings will be appropriate and concentrated in the major regeneration areas around Wembley High Road and around Alperton Station along the Grand Union Canal towards the former Northfields Industrial Estate. In recent years a number of tall buildings have come forward in these areas to create a new urban character, contributing greatly to Brent’s housing needs.

5.7.16 The majority of new housing in the South West place will take place in Wembley and Alperton Growth Areas. These will provide opportunities for new mixed-use developments which along with residential will also provide a significant amount of employment and other uses to meet community needs. A master planning exercise will be undertaken for the Locally Significant Industrial Sites (LSIS) around Alperton station to identify the appropriate mix of uses and form of development. This will be with a view to improving employment opportunities, whilst also providing for a significant number of additional homes. Given the high capacity for new homes these sites offer, it is likely there will need to be some social infrastructure provided. Master planning will identify these requirements, as has happened at the Northfields where new social infrastructure facilities will also be provided.

5.7.17 Prior to the adoption of a masterplan for the LSIS, small scale development will be resisted. This is to prevent any piecemeal development from detracting from the sites that would otherwise be achieved through comprehensive redevelopment.

5.7.18 Outside of these regeneration areas building height will be more reflective of the local context. Town centres (around 18 metres 6 storeys) and intensification corridors

5.7.19 Wembley’s role as the principal town centre within Brent will be sustained. Reflecting the need to continue its shopping role, retailing will be predominately focused on the primary shopping frontage at Wembley High Road and around Alperton station along the London Designer Outlet. The effective joining of Wembley Park and Wembley town centres through the development around the stadium, plus the volume of retail, leisure and commercial floorspace creates the potential for Wembley to become a metropolitan centre in future London Plans.

5.7.20 Active frontages should be maintained but also incorporated into new development on the principal pedestrian route along Wembley High Road between Wembley and Wembley Town Park centres. Where the market may be unlikely to support retailing use, other uses such as workshops that can provide an active frontage will be sought. An investment in wayfinding and public realm improvements would aid in overcoming the current separation between the ‘historic’ town centre on the High Road and ‘new’ centre around the London Designer Outlet. The effective joining of Wembley Park and Wembley town centres through the development around the stadium, plus the volume of retail, leisure and commercial floorspace creates the potential for Wembley to become a metropolitan centre in future London Plans.

5.7.21 There is no requirement for additional companion or convenience goods provision within or on the edge of Eating Road Town centre. Development of an appropriate scale which enhances existing provision and strengthens the role and function of the centre, particularly of its niche Indian focus will be supported. Opportunities to increase links to Wembley town centre gives the close functional relationship between the two will be supported. Provision of commercial ground floor uses and active frontages will be sought in proposed development within the intensification corridor between the two.

5.7.22 Alperton (South) LSIS land will be protected for solely employment uses within use class B1c, B2, B8 and all closely related sui generis uses and where possible its use intensified.
5.7.23 Redevelopment of existing industrial floorspace and provision of new employment floorspace in mixed-use development (co-location) will be accepted in the Growth Area on LSIS around the junction of Ealing Road and Bridgewater Road where set out in site allocations.

5.7.24 Due to high levels of population growth and existing residents.

5.7.25 Alperton Growth Area’s transformation as an extensive area of mixed use residential led regeneration principally focussed along the Grand Union canal will continue between Alperton and Stonebridge Park stations. The area will be a location for taller buildings at the Grand Union canal and its hinterland into Alperton into the surrounding area.

5.7.26 The north of this place is well-served in terms of open space, with the extensive area of Vale Farm identified as a Local Green Space. This designation is equivalent to Green Belt within national policy in terms of its level of protection. There are however, some areas of deficiency around Alperton and south of Wembley Central. New developments in these Growth Areas should comprehensively plan to deliver significant open space where possible to reduce this deficiency.

5.7.27 Within large new developments open space will need to be provided in line with London Plan and Brent borough standards, offering a mix of green space and community meeting places. This mix of green space will need to be provided in line with London Plan and Brent borough standards.

5.7.28 Significant developer interest in the area, the future. The council supports the ambition of improving Vale Farm. It will explore all options of how this can be achieved within the financial parameters available to it.

5.7.29 Future upgrades to the Piccadilly and Bakerloo lines will increase capacity and range of this area’s transport links. Developments requiring improved public transport accessibility to their sites will be expected to improve the quality of bus services and where appropriate underground stations.

5.7.30 Alperton was identified as a Growth Area in the Brent Core Strategy. This seeks to capitalise on the relatively good transport connectivity of this area and under-used land. It is currently a disjointed area cut off from its surroundings into a coherent and attractive place to live, work, shop, study and visit. The vision is to transform Alperton, which is currently a disjointed area cut off from its surroundings into a coherent and attractive place to live, work, shop, study and visit. The vision is to transform Alperton, which is currently a disjointed area cut off from its surroundings into a coherent and attractive place to live, work, shop, study and visit. The vision is to transform Alperton, which is currently a disjointed area cut off from its surroundings into a coherent and attractive place to live, work, shop, study and visit. 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with a number of planning permissions for major developments recently granted. The redevelopment of Northfields Grand Union which has commenced for approximately 2900 new homes plus employment land, social infrastructure and energy centre by St George Homes indicates the confidence in the area’s long term potential. A redeveloped Alperton Community School has provided a quality school with an internationally recognised teacher award and further form of entry at Secondary level.

5.7.32 In taking forward the Growth Area the council has identified further land currently used inefficiently to be incorporated within its boundary at its western end around Ealing and Bridgewater Roads and at its eastern end to incorporate Northfields (east of the Grand Union), reflective of the recent planning permission for that site. Whilst much of the industrial land in Alperton is of poor quality, there are businesses which are doing well and employing local people. Taking account of much of its use as either Locally Significant Industrial Site, Local Employment Site and Strategic Industrial Land and Brent’s provide capacity status for employment land in the London Plan, a greater emphasis on employment use in mixed use developments is now sought than was previously the case in allocations. The height of existing buildings and planning permissions mean that taller buildings are considered appropriate at the eastern and western ends. In between the heights are likely to principally be mid-rise.

5.7.33 A sustainable approach to transport is set out which proposes fewer cars and improved connections to public transport supported by the introduction and enhancement of areas of biodiversity and tree planting. Appropriate junction mitigation measures will be expected to be assessed as part of Travel Plans submitted with planning applications. Connections will support pedestrians and cyclists, and improve access for new and existing communities to public transport interchanges, including the Alperton and Stonebridge Park stations. An enhanced bridge link across the River Brent will connect Northfields East of the Grand Union with the North Circular Road and onwards to Park Royal, whilst over the canal links will be increased to Northfields West.

SITE ALLOCATION POLICIES

KEY SITE ALLOCATIONS
Alperton Industrial sites
Sainsbury’s Alperton
Abbey Industrial Estate
Northfields East of Grand Union
BSWSA1: ALPERTON INDUSTRIAL SITES

SITE PLAN

LOCAL PLAN | LONDON BOROUGH OF BRENT LOCAL PLAN | LONDON BOROUGH OF BRENT

PLANNING CONSIDERATIONS

The site is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area.

Given current and historic industrial use there is a risk of contamination and a Preliminary Risk Assessment will be required, and if necessary remediation. Potential noise associated with the roads and adjacent employment uses will have to be addressed in design of development.

The railway line along the northern boundary of the sites is designated as a wildlife corridor. Development should take care to protect this area from any works which would compromise its biodiversity. There are a number of mature trees across the sites which should be retained where possible.

Parts of the site in the south are adjacent to the Grand Union and classified under Green Chain and Waterside Development Policy BGI1 and where management, integration and enhancement of existing green/blue infrastructure are encouraged. The southern boundary along the Grand Union Canal will need an appropriate set back, landscaping and public access as part of a wider connection along the northern side of the canal. The enhancement of the existing moorings along the southern stretch of the canal should be considered in association with the Canals and Rivers Trust. In addition, developers will be encouraged to explore the use of canal water as a low carbon energy source to heat and cool buildings demonstrated through an energy strategy set out as part of its sustainability statement.

The existing site comprises three parcels of industrial land and the site known as Minavil House (18/2629) and Alperton House (16/4199) covered by planning permission.

Approved Application 18/4199 Alperton House to demolish existing buildings and construction of 4 buildings of 14 to 23 storeys, comprising 474 residential units, mixed use scheme co-locating residential units with existing industrial and commercial uses

Approved Application 16/2629 to demolish existing two storey commercial buildings to the south of Ealing Road and replace them with a mixed-use development ranging from 10 to 26 storeys, comprising 251 residential units, 1,942sqm retail foodstore on the ground floor, 622sqm office space on the first floor, 634sqm retail floorspace for flexible use as a café, bar or restaurant at lower ground floor and ground floor level

Approved Application 16/2630 to demolish existing buildings and construction of 4 buildings of 14 to 23 storeys of office accommodation.

The site contains no recognised heritage assets, however Alperton Station is Locally Listed and any future development must take care to preserve and enhance its heritage value.

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RISKS

Land is in multiple ownership, although risk can be mitigated through the production of a comprehensive masterplan for the area. Industrial units are generally well occupied, therefore development must ensure minimal disruption to existing businesses.

DESIGN PRINCIPLES

Given the height of the permitted Minavil House scheme and surrounding buildings including Pepysmont Heights and residential development on the south side of the Grand Union Canal, these sites are deemed suitable to continue the cluster of tall buildings around Alperton Station in line with London Plan guidance. Tall buildings should be centred on the junction of Ealing Road and Bridgewater Road, stepping down towards the peripheries of the sites where in some cases it is likely that adjacent two storey residential properties will remain.

Alperton Station should be well connected to or integrated into new development, providing a high quality public realm (pedestrian/cyclist) environment. The sites to the east of Bridgewater Road must take account of the significant noise constraints created by the adjacent railway line.

The Minavil House and Alperton House site should come forward in line with principles set out as part of planning permission 16/2629 and 18/4199. Active frontages should be created where development is adjacent to a road and along the open spaces north of the canal.

INFRASTRUCTURE REQUIREMENTS

Social, physical and sustainable infrastructure requirements to be fully drawn out in any future masterplan related to the residential capacity of the site.

JUSTIFICATION

These sites are generally low density Locally Significant Industrial Sites which have not maximised their development potential. This allocation would allow these underutilised sites to contribute to Brent’s housing numbers within the designated Alperton Growth Area, as well as increasing provision of employment floorspace in line with London Plan requirements. The site’s proximity to Alperton Station make it an excellent location for residential use in addition to the existing industrial and commercial activity.

Redevelopment of the sites bordered by the Grand Union Canal will allow for a continuation of the high quality canal side development planned to the east in further sites allocated for development.

BSWSA2: SAINSBURY’S ALPERTON

EXISTING USE
Supermarket with associated car park and petrol station

ALLOCATED USE
Replacement/maintain existing superstore with residential on remainder of site

INDICATIVE CAPACITY
200
The site is the wider Alperton Growth Area with a reasonable level of public transport accessibility and consistent with London Plan provides the opportunity for a mixed-use residential-led scheme, re-provision of gym, re-providing along Ealing Road the range of town centre uses within the Atlip Centre and also the Church of God

The site is being single storey and surrounded with extensive surface level car parking. Part of Sainsbury's land has previously been developed for housing. The opportunity exists to

The site is located in a Growth Area with good excellent public transport accessibility levels and will be adjacent to high density development. The existing use is at low intensity

The store is located on an historical industrial site. A Preliminary Risk Assessment for contamination will be required, and if necessary remediation. The site is located within an Air

Noise associated with the continued industrial use, or intensification of employment uses on the adjacent sites, plus the operation of the supermarket will need to be addressed

Ealing Road is a London Distributor road. A transport assessment for the site will be required to determine the impact that development at this site will have on the transport

The use of Glacier Way as a TfL bus stand will also need be taken into account.

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The site is located in the Alperton Growth Area with a reasonable level of public transport accessibility and consistent with London Plan provides the opportunity for a mixed-use residential-led scheme, re-provision of gym, re-providing along Ealing Road the range of town centre uses within the Atlip Centre and also the Church of God

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The site is an in out of centre location and trading well. There are no sequentially preferable locations available in Brent's town centres locally that could accommodate the store. Therefore, a retention of a supermarket on site could be sought. As an out of centre site, sequentially it is not the preferred location for a retail space/town centre use. Any such additional need will need to pass the sequential test and impact assessment.

North of the site is the Grand Union Canal that is part of the green chain and falls under sustainable gateway (SG1). Adhering to London Plan policy, the council will encourage the enhancement of green/blue infrastructure. An active frontage along Ealing Road would be desirable as well as positive frontages along Glacier Way and the Grand Union Canal. The opportunity to incorporate a leisure facility hub on this site should be explored with the Canals and Rivers Trust. Developers will be encouraged to

Tall buildings will be appropriate on this site, taking its cue from the scale of immediately adjacent heights.

Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area.

BSWSA3 ATLIP ROAD

SITE PLAN

EXISTING USE: Commercial/employment use

ALLOCATED USE: Mixed-use residential-led scheme, re-provision of gym; re-providing along Ealing Road the range of town centre uses within the Atlip Centre and also the Church of God

Justification

The site is located in a Growth Area with good excellent public transport accessibility levels and will be adjacent to high density development. The existing use is at low intensity being single storey and surrounded with extensive surface level car parking. Part of Sainsbury's land has previously been developed for housing. The opportunity exists to

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The site comprises a mix of retail and commercial uses including restaurants, a banqueting suite that meets the Indian community’s needs for large function space associated with weddings and festivals, a gym, a community church and associated car parking. There is also a former cash & carry. To the north the site boundary runs along Ealing Road and behind new mixed-use development, with the Piccadilly Line railway forming the western boundary. To the south of the site there is a modern development comprised of a 198 197 0-5 Years 5-10 Years 10+ Years

ALLOCATION

2011 as part of the previous Alperton A4 site allocation. Alperton underground station is located directly opposite the site along with a number of small retail units along Ealing Road.

The existence of rail tracks, the Piccadilly Line and the railway embankment run along the northern boundary of the site and should be respected in any development. Adjacent to the railway embankment and to the west are new mixed-use developments which accommodate the Piccadilly Line rail line. The site is adjacent to a canal which should be enhanced to provide an inviting pedestrian/cycle route.

The site is generally comprised of low density commercial and retail uses which have not maximised the development potential of the area. This allocation would allow this site to contribute to Brent’s housing numbers within the designated Alperton Growth Area, continuing development which has come forward as part of the previous Atlip Road A4 site allocation. Alperton underground station is located directly opposite the site along with a number of small retail units along Ealing Road.

The site falls under the Alperton regeneration and Growth Area and is allocated for residential led mixed use development. The site includes a place of worship which must be retained at least to an equivalent scale/quality as any redevelopment. The banqueting suite at the Atlip Centre is also a facility which meets a local community need related to function spaces for Indian weddings & cultural events. These community facilities should be enhanced as this contributes towards the Ealing Road route centre concept as set out in the vision. In addition, some retail uses within the centre will require additional frontages to provide an active frontage along the Ealing Road. Given Brent’s status as a feasible opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity.

Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

The railway line along the northern boundary of the sites is designated as a wildlife corridor. Development should take care to protect this area from any works which would compromise its biodiversity. It will also need to deal satisfactorily with the noise impacts of the railway.

The area covering Atlip Road falls under Flood zone 3a and is susceptible to surface water flooding. As the site is over one hectare a site specific flood risk assessment will be required.

The site is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area. The railway line along the northern boundary of the site is designated as a wildlife corridor. Development should take care to protect this area from any works which would compromise its biodiversity. It will also need to deal satisfactorily with the noise impacts of the railway.

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The site contains no recognised heritage assets, however Alperton Station is Locally Listed and any future development must take care to preserve and enhance its heritage value.

A road access will need to be provided to connect the development from the north currently served by Atlip Road.

Building height and massing should build upon the established rhythm in this part of the Alperton regeneration scheme, corresponding to the neighbouring buildings and stepping down towards the east of the site.

Development along Ealing Road should provide an active frontage to continue the road line of the retail units to the east of this site. If Atlip Road is realigned, a clear and obvious inviting pedestrian/cycle route from Ealing Road to the canal must exist, with active frontage overlooking it. If Atlip Road is realigned it should have positive frontages addressing it. The properties along Sunleigh Road must have defensible spaces should not have rear fences along any public realm.

The church and community centre and banqueting hall should be re-provided as part of any future development in line with policy BSI1 Social Infrastructure and Community Facilities.

The setting of the canal and the access point to the towpath should be enhanced through buildings positively addressing these spaces.

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The site is comprised of low level industrial and commercial units with the Grand Union Canal to its south. The site has a low PTAL of 2-3 (2031 estimate) although this is likely to rise given the high levels of development currently proposed for the area.

The site was allocated for development previously albeit at a lower density than currently proposed.

The site's location adjacent to the Grand Union Canal requires development to be in conformity with policy BGI1 Green and Blue Infrastructure in Brent which requires development to be in accordance with the principles of creating a continuous route through to Mount Pleasant.

The site's location adjacent to the canal will be established by an assessment of the character and context. This will need to balance the protection and enhancement of biodiversity and the multiple needs of the users of the canal and towpath. Development will be discouraged on the south side of the canal as a low carbon energy source to heat and cool buildings demonstrated through an energy strategy set out as part of its sustainability statement.

This site is generally comprised of low density commercial and industrial uses which have not maximised the development potential of the area. This allocation would create a continuous route through to Mount Pleasant.

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The site is allocated for development previous albeit at a lower density than currently proposed.

The site sits within Alperton Growth Area and forms part of the wider regeneration scheme outlined in the Alperton Masterplan Supplementary Planning Document. The site slopes from the north to the south.

The existing Woodside Place and Woodside End should be extended into the site providing Homezone type through roads that prioritise pedestrian and cyclist movements.

Development coming forward should be denser than the surrounding suburban character. It is suitable for tall buildings of a high-rise nature that sit well subject to detailed design analysis showing no adverse impacts and a satisfactory relationship in terms of scale and massing. This should be delivered in context with the residential properties in the immediate area. The site's proximity to Alperton Station make it an excellent location for residential use.

A new connecting homezone/pedestrian and cyclist street should be provided to the adjacent BSWSA4 site that forms a continuous link between the Atlip Road site to the west and Mount Pleasant. Pedestrian and cycle routes should also link to any new towpath/route that is also provided along the northern edge of the canal across the site.

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BSWA6: BERESFORD AVENUE

EXISTING USE
Industrial

PLANNING HISTORY
Planning application 18/0752 for the demolition of existing buildings at Afrex House, and redevelopment to provide a residential development of 3-5 storeys for 31 residential units (9 x 1 bed, 18 x 2 bed, 4 x 3 bed), creation of public realm and alterations, landscaped amenity space, car and cycle parking and all associated works. Off-site contribution made towards affordable workspace.

REQUIREMENTS
- Infrastructure

- Design Principles

- Risk

- Justification

ADDRESS
Beresford Avenue, Alperton, HA0

 PART OF THE SITE PLAN

NOTE: This site forms part of a larger scheme which includes development of the adjacent site to the east.

DESCRIPTION OF EXISTING SITE
The site is situated within Alperton regeneration and Growth Area and forms part of the wider regeneration scheme outlined in the Alperton Masterplan. It is an industrial estate comprising various warehouse units and office buildings.

JUSTIFICATION
This site is generally comprised of low density commercial and industrial uses which have not maximised the development potential of the area. This allocation would allow this site to contribute to Brent's housing numbers within the designated Alperton Growth Area, continuing development which has come forward on neighbouring sites.

TIMEFRAME FOR DELIVERY

- 5-10 Years

- 10+ Years

- 0-5 Years

- Panel Rating

- PTAL Rating

- 2 (2031 estimate)

- FLAT RATING

- 2 (2031 estimate)

- ALLOCATED USE

- Mixed-use residential-led development incorporating employment uses.

- INDICATIVE CAPACITY

- 135

- 0.96ha

- Beresford Avenue, Alperton, HA0

- Address

- SITE PLAN

- EXISTING USE

- Industrial

-總計

- PLANNING CONSIDERATIONS

- The site sits within Alperton regeneration and Growth Area and forms part of the wider regeneration scheme outlined in the Alperton Masterplan Supplementary Planning Document.

- Proposals should seek to introduce active frontages along Beresford Avenue and the canalside. Development should be set back from the canal to promote a high quality landscaped publically accessible east/west route/towpath in which opportunities for leisure access to the canal be enhanced.

- New moorings will be required subject to not having an impact on the canal's navigability, water quality and biodiversity.

- Site

- Existing employment land and Beresford's status as a provide capacity borough, no net loss and in provision of employment floorpace along the ground floors of the new buildings will be required.

- Siting

- Prior approvals in the Liberty Centre.

- Design Principles

- Development coming forward should be denser than the surrounding suburban character and is suitable tall buildings of a mid-rise height (potentially around 6 storeys), subject to detailed design analysis showing no adverse impacts and a satisfactory relationship in terms of scale and massing being delivered with the surrounding two storey residential properties that are likely to remain on Beresford Avenue.

- INFRASTRUCTURE REQUIREMENTS

- A new connecting towpath/ route along the northern edge of the canal across the site that links to BSWSA5 and the adjacent footpaths. Given that the site is existing employment land and Beresford's status as a provide capacity borough, no net loss and in provision of employment floorpace along the ground floors of the new buildings will be required.

- Flexibility

- Flexible light industrial/ maker workspace, plus potential A1 or D1 uses should be provided at ground floor level.

- Site

- Development coming forward should be denser than the surrounding suburban character and is suitable tall buildings of a mid-rise height (potentially around 6 storeys), subject to detailed design analysis showing no adverse impacts and a satisfactory relationship in terms of scale and massing being delivered with the surrounding two storey residential properties that are likely to remain on Beresford Avenue.

- Proposals should seek to introduce active frontages along Beresford Avenue and the canalside. Development should be set back from the canal to promote a high quality landscaped publically accessible east/west route/towpath in which opportunities for leisure access to the canal be enhanced.

- The site has a low PTAL of 2 (2031 estimate) although this is likely to rise given the high levels of development currently proposed for the wider area. The PTAL will be set in relation to buildings and public realm. The appropriate setback for development adjacent to the canal will be established by an assessment of the character and context. This will need to balance the protection and enhancement of biodiversity and the multiple needs of the users of the canal and towpath.

- Infrastructure

- Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to ensure a suitable connecting route is provided to the main sewerage network. New moorings will be required subject to not having an impact on the canal's navigability, water quality and biodiversity.

- Planning

- The site would be split into two parts with development on the site to the east and enhancement of the immediate area.

- The site's location adjacent to the Grand Union Canal requires development to be in conformity with policy BGI1 Green and Blue Infrastructure in Brent which requires the protection and enhancement of biodiversity and the multiple needs of the users of the canal and towpath.

- The site's location adjacent to the Grand Union Canal requires development to be in conformity with policy BGI1 Green and Blue Infrastructure in Brent which requires the protection and enhancement of biodiversity and the multiple needs of the users of the canal and towpath. Developers will be encouraged to exploit the use of canal and towpath within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area.

- The site has a low PTAL of 2 (2031 estimate) although this is likely to rise given the high levels of development currently proposed for the wider area. The PTAL will be set in relation to buildings and public realm. The appropriate setback for development adjacent to the canal will be established by an assessment of the character and context. This will need to balance the protection and enhancement of biodiversity and the multiple needs of the users of the canal and towpath.

- Design

- Development coming forward should be denser than the surrounding suburban character and is suitable tall buildings of a mid-rise height (potentially around 6 storeys), subject to detailed design analysis showing no adverse impacts and a satisfactory relationship in terms of scale and massing being delivered with the surrounding two storey residential properties that are likely to remain on Beresford Avenue.

- Design Principles

- Flexible light industrial/ maker workspace, plus potential A1 or D1 uses should be provided at ground floor level.

- Site

- Development coming forward should be denser than the surrounding suburban character and is suitable tall buildings of a mid-rise height (potentially around 6 storeys), subject to detailed design analysis showing no adverse impacts and a satisfactory relationship in terms of scale and massing being delivered with the surrounding two storey residential properties that are likely to remain on Beresford Avenue.

- Proposals should seek to introduce active frontages along Beresford Avenue and the canalside. Development should be set back from the canal to promote a high quality landscaped publically accessible east/west route/towpath in which opportunities for leisure access to the canal be enhanced.
BSWSA7: NORTHFIELDS

EXISTING USE  Industrial
ALLOCATED USE  Mixed-use residential-led scheme
INDICATIVE CAPACITY  2,900
TIMEFRAME FOR DELIVERY  0-5 Years  5-10 Years  10+ Years

ADDRESS  Northfields Industrial Estate, Beresford Avenue, Wembley, HA0 1NW
AREA  9.16ha

DESCRIPTION OF EXISTING SITE  The site is located to the south of Beresford Avenue and north of the A406 North Circular Road at the west of Alperton. The Grand Union Canal runs to the south western edge of the site, and the River Brent runs through the site, dividing it into two parcels. The site has a total area of 9.16ha, the majority of which is to the north of the River Brent (8.1ha), while the smaller southern part has an area of 1.06ha. The majority of the site (with the exception of a small area at the north west) is part of the Park Royal Strategic Industrial Location (SIL) as designated by the London Plan. The north west part that is not SIL land is a non-designated Local Employment Site. There are no conservation areas or listed buildings within or adjacent to the application site. The nearest listed building to the site is the Grade II listed “Brent Viaduct” over the North Circular Road. The site comprises brownfield land which was formerly in use as an industrial estate, most recently accommodating a range of low density uses such as car workshops, car dealers, storage, and industrial uses. Much of the site has previously been cleared (and used as open air storage) and comprises areas of hardstanding, although there are some vacant predominantly single and two storey commercial buildings to the centre and western part of the site and three industrial units remain along Beresford Avenue and are currently occupied in their different uses. There is also a temporary information centre with associated parking that is accessed from Beresford Avenue towards the west of the site.

STONEBRIDGE PARK STATION is approximately a 1km walk along Beresford Avenue and the Old North Circular Road to the north east of the site and Alperton Underground station is approximately a 1.5km walk along Mount Pleasant and Edgware Road to the west, and there are local bus stops on Beresford Avenue and the North Circular Road.

OWNERSHIP  Private

PLANNING HISTORY  Approved application 18/0321 is a hybrid planning application for the comprehensive redevelopment of the industrial estate. The scheme proposes demolition of all existing buildings on site and the delivery of a mixed-use development including 2,900 homes (use class A), around 2,300sqm commercial floorspace, a minimum of 17,581sqm and around 19,000sqm employment floorspace and 1,610sqm community and assembly floorspace (use classes B1a, B1c and B8), around 2,900sqm community and assembly and leisure floorspace (use classes D1 and D2), an energy centre, public and private open space, new routes and public access along the River Brent and Grand Union Canal, parking and cycle provision and new site access and ancillary infrastructure.

PTAL RATING  0-3 (2031 estimate). May be revised in light of new development.
The approved scheme seeks to provide for the redevelopment of this industrial site with a high density, residential-led mixed-use development. It will provide 2,900 homes, which should be located to the west of the site in line with its requirements.

Brent CCG requires a healthcare facility of circa 800sqm fitted out and to be delivered prior to first occupation of the first 600 units across the development. This facility to Stonebridge Park station would improve pedestrian and cycle facilities and safety, including crossing facilities.

The development will result in increased use of the road network by vehicles, cyclists and pedestrians. However, the scheme includes improvements to Beresford Avenue and the route to Stonebridge Park Station. The impact on the road network has been assessed by Brent and TfL, who consider the proposed Transport Assessment to be acceptable, subject to agreed mitigation measures.

The scale and massing should be sympathetic to existing heights in the surrounding context with lower building heights closer to Beresford Avenue. Given the scale of the development, it can create a new building height character.

The development includes a community facility, children's nursery and health clinic where this has support from the CCG which would provide services to both the new and existing communities. In addition, significant contributions would be secured through the Community Infrastructure Levy. Improvements to Beresford Avenue and the link to Stonebridge Park station. The canal and Alperton.

Planners will require an opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

BSWSA8: WEMBLEY HIGH ROAD

**EXISTING USE**
A mixture of retail, residential and commercial uses

**ALLOCATED USE**
Mixed use residential led development incorporating main town centre uses. Increase in employment floorspace

**SITE PLAN**

**PENDING USE**

**CAPACITY**
000
Developers should give consideration to Green and sustainable infrastructure in master planning stage.

**Infrastructure Design Principles**

- **Planning Considerations**
  - The site contains a Site of Archaelogical importance, the former Wembley Hill Farm. Development should provide a detailed analysis and justification of the potential impact of the development on the heritage asset.
  - The site is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area.
  - The land adjacent to the Chiltern Line railway is designated as a Wildlife Corridor and a Grade I Site of Importance for Nature Conservation. The site has good habitat connectivity and provides a mature habitat within the suburban landscape. The role of the wildlife corridors will be protected from development which would compromise its biodiversity or recreational function.

- **Existing Site Description**
  - The site forms part of Wembley regeneration and Great Oakley and falls within Wembley town centre boundary. It was formerly a long term allocation relating to a larger site in the Wembley Area Action Plan (RAAP). Since then westernmost plot has come forward for residential-led development known as Chesterfield House. The developable site area has been scaled back from the previous allocation due to lack of viability of building over railway tracks.
  - The site is located within the London Borough of Brent’s Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Growth Area.
  - The site is located between Wembley High Road and the Chiltern Line and is located in a prime position between the emerging Wembley Park development and Wembley town centre. Buildings along the High Road range from two and three storey units with retail at ground floor level and residential above to taller commercial units opposite the former Copland School.

- **Infrastructure Requirements**
  - Developers should give consideration to Green and sustainable infrastructure in master planning stage.
  - **Justification**
    - The site is located in an area with resilient public transport accessibility levels and will replace the unserviced Brandon Beck with a well-designed, contemporary scheme, contributing towards Brent’s housing need. There is an opportunity for development here to create a greater link between Wembley Central and the new development around the stadium, with an improved active frontage along the High Road.

- **Deliverables**
  - Planning application 18/3111 minded to approve subject to signing of S106 obligation March 2019 for the erection of 2 residential blocks (17 and 19 storeys) connected at
  - The ground floor on the High Road frontage should contain active frontage of main town centre uses between Wembley Triangle and the retail units to the west.

- **Ownership**
  - Landowners and site developers are encouraged to work together to ensure masterplan delivery as this is more likely to happen. Where the timing of delivery of a comprehensive scheme consistent with policy is adversely affected by lack of co-operation, consistent with its need to deliver timely outputs to meet the Plan’s targets, the council will consider the use of compulsory purchase if required.

- **BSWSA9: Former Copland School**
  - **Allocated Use**
    - Residential-led mixed use, Community facilities
  - **Site Plan**
  - **Plot Plan**
  - **Site Plan**
  - **Justification**
  - The site is located in an area with resilient public transport accessibility levels and will replace the unserviced Brandon Beck with a well-designed, contemporary scheme, contributing towards Brent’s housing need. There is an opportunity for development here to create a greater link between Wembley Central and the new development around the stadium, with an improved active frontage along the High Road.

- **Risk Assessment**
  - Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

- **Risks**
  - Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

- **Owners and site developers**
  - The council will consider the use of compulsory purchase if required.

- **####**
  - Council will consider the use of compulsory purchase if required.

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  - Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.
**LOCAL PLAN**
**LONDON BOROUGH OF BRENT LOCAL PLAN**

**INDICATIVE CAPACITY**
250

**TIMEFRAME FOR DELIVERY**
0-5 Years 0-10 Years 10+ Years

**ADDRESS**
Wembley High Road, Wembley, HA9 7DU

**USES**

**DESCRIPTION OF EXISTING SITE**
The site sits on the south side of Wembley High Road and a cleared site that was formerly Ark Elvin Academy (former Copland School). It is adjacent to the former Brent House site, which is currently under construction to provide 248 new homes with flexible commercial space at ground floor. To the south of the site sits the newly built Ark Elvin Academy, while to the east and west Wembley Park and Wembley town centre are a short walk away.

**OWNERSHIP**
Public, owned by Brent Council

**PLANNING HISTORY**
Previously allocated for development in the Wembley Area Action Plan (WAAP)

**PTAL RATING**
6a

**PLANNING CONSIDERATIONS**
The site is within the defined Wembley town centre boundary, and was previously identified as an opportunity site that is suitable for redevelopment and sensitive to tall buildings within the Wembley Area Action Plan (WAAP).

An active frontage must be created to the northern edge of the site along the High Road.

The high PTAL of 6a provides the opportunity for higher density development. The site is located within an Air Quality Management Area. As such, development at this site should be air quality positive as it is within the Great Area.

The site contains a Site of Archaeological Importance, the former Brent House Development should accord with policy BHC1 Brent’s Heritage Assets and provide a detailed analysis and justification of the potential impact of the development on the heritage asset.

Vehicular access to the site will be from Cecil Avenue.

A London Plane subject to Tree Preservation Order exists on the north eastern side of the site. Developers should have regard of existing verges and tree stock on site.

The site is adjacent to a secondary school, so will need to ensure that its operation as an effective place for education is not compromised.

The inclusion of community use spaces that would otherwise be provided through the redevelopment of the former Wembley Youth Centre and Dennis Jackson Centre, London Road, to be known as Wembley Street will require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

**RISKS**
No significant risks identified

**DESIGN PRINCIPLES**
The site is suitable for tall buildings, but of a mid-range height that mediates between the development of the former Brent House (10 storeys) and the hotel across Cecil Avenue (7-8 storeys). Taking account of the topography and scale of development along Cecil Avenue towards the rear of the site, development should step down southwards.

The ground floor on the High Road frontage should contain a continuous active frontage of main town centre uses to continue the road line between the former Brent House development and the retail units to the west. Development along Cecil Avenue must positively address the street and entrance to the Ark Elvin school, whilst to the east should face outwards along the school access route from the High Road.

Safe access to the Ark Elvin Academy along Cecil Avenue.

Sufficient space should be provided along the High Road to allow street or on site tree planting to enhance the public realm on this part of the street.

Servicing access should be left off Cecil Avenue.

**INFRASTRUCTURE REQUIREMENTS**
No specific infrastructure requirements identified.

**JUSTIFICATION**
The site is located in an area with excellent public transport accessibility levels and will replace the former school buildings with a well-designed, contemporary scheme, contributing towards Brent’s housing need. There is an opportunity for development here to create a greater link between Wembley Central and the new development around the stadium, with an improved active-frontage along the High Road.

**SITE PLAN**

**EXISTING USE**
Commercial use, hotel, parking, vehicle repair garage, residential, mixed-use residential, employment, church

**ALLOCATED USE**
Mixed-use town centre use within town centre boundary, Mixed used residential led development, Hotel and supporting community facilities

**INDICATIVE CAPACITY**
400

**TIMEFRAME FOR DELIVERY**
0-5 Years 0-10 Years 10+ Years

**BSWA10: ELM ROAD**

- Commercial use, hotel, parking, vehicle repair garage, residential, mixed-use residential, employment, church
- Mixed-use town centre use within town centre boundary, Mixed used residential led development, Hotel and supporting community facilities

- No specific infrastructure requirements identified.

- The site is located in an area with excellent public transport accessibility levels and will replace the former school buildings with a well-designed, contemporary scheme, contributing towards Brent’s housing need.

- There is an opportunity for development here to create a greater link between Wembley Central and the new development around the stadium, with an improved active-frontage along the High Road.
The site is part of the Wembley Green area boundary comprising of large format retail unit of Primark and Pound store. The site runs along the side street St. John's Road with mixed use and small retail parade, a local garage and car repair garage. Towards the east it is the Spiritualist church and parallel to the High Road in-Street with a three storey hotel. North of the site is bounded by Grade I Chiltern Line / wildlife corridor / Wembley Central station and to the south steps are less than 250m from the site.

**Ownership**
Private/Public

**Planning History**
Permission granted in 17-17 T and 17A Elm Road in 2018 for demolition of existing hotel buildings and erection of 5 storey 226 bed apartment plus 5 storey basement

**PTAL Rating**
PTAL 4-6 currently increasing to 5/6a by 2031

**Planning Considerations**

**Local Plan / London Borough of Brent Local Plan**

<table>
<thead>
<tr>
<th>REF.</th>
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<th>EXISTING USE</th>
<th>ALLOCATED USE</th>
<th>INDICATIVE HOMES</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BSWSA 11</td>
<td>Wembley Cutting North, Mostyn Road</td>
<td>0.2</td>
<td>Railway (land)</td>
<td>Residential</td>
<td>15</td>
<td>Ground floor employment use maximised to up storey</td>
</tr>
<tr>
<td>BSWSA 12</td>
<td>Keelers Service Centre, Harrow Road, Wembley / Wembley 2UL</td>
<td>0.07</td>
<td>MOST Two Centre</td>
<td>Residential / commercial employment / Business Use Class</td>
<td>24</td>
<td>Ground floor employment use maximised to up storey</td>
</tr>
<tr>
<td>BSWSA 13</td>
<td>Wembley Railway &amp; Bus Stations Harrow Road and Wembley Community Hospital / Chaplin Road Health Centre</td>
<td>3.9</td>
<td>Police, fire and health facilities</td>
<td>Existing police, fire and health facilities retained / reconfigured opportunities for other community use considered and residential on any surplus land</td>
<td>Unknown at this stage</td>
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</tr>
<tr>
<td>BSWSA 14</td>
<td>Sudbury Town Station car park</td>
<td>0.22</td>
<td>Car park</td>
<td>Residential</td>
<td>30</td>
<td>Development should protect and enhance the setting of the Grade II* Listed Sudbury Station. Suitable levels of replacement car parking for disabled users must be retained.</td>
</tr>
<tr>
<td>BSWSA 15</td>
<td>Employment Land on Heather Park Drive</td>
<td>0.22</td>
<td>Car park</td>
<td>Residential / employment use</td>
<td>26</td>
<td>Mixed use residential with maximum replacement employment use base.</td>
</tr>
<tr>
<td>BSWSA 16</td>
<td>Canphor Warehouse 415 Coldharbour Road</td>
<td>0.5</td>
<td>Retail warehouse</td>
<td>Mixed use retail/commercial and community</td>
<td>60</td>
<td>Loss of majority of retail acceptable. Sufficient levels of replacement car parking for disabled users must be retained.</td>
</tr>
<tr>
<td>BSWSA 17</td>
<td>Former Wembley Youth Centre / Central Jackson Centre London Wembley W10</td>
<td>0.96</td>
<td>Youth / Community Centre</td>
<td>Residential / community use</td>
<td>150</td>
<td>Provision of approx. 250 m² of community required.</td>
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**PTAL 4-6**

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### FIGURE 32 MAJOR SITES WITH PLANNING PERMISSION FOR HOUSING

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<th>ADDRESS</th>
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<th>EXISTING USE</th>
<th>PERMISSION USES</th>
<th>INDICATIVE HOMES</th>
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<tr>
<td>17/1104</td>
<td>253a Ealing Road, HA0 1HH</td>
<td></td>
<td>Industrial</td>
<td>Residential</td>
<td>20</td>
<td>Not started</td>
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<tr>
<td>15/3950</td>
<td>1C Carlyon Road, HA0 1HP</td>
<td></td>
<td>NA</td>
<td>Residential</td>
<td>28</td>
<td>On site</td>
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<tr>
<td>16/3606</td>
<td>245-249 Ealing Road, HA0 1EX</td>
<td></td>
<td>Public House/Industrial</td>
<td>Residential/community/pub</td>
<td>92</td>
<td>Not started</td>
</tr>
<tr>
<td>16/4478</td>
<td>All Units at Abbey Wharf &amp; Delta Centre and All of 152, Mount Pleasant, Wembley, HA0</td>
<td></td>
<td>Industrial</td>
<td>Residential</td>
<td>135</td>
<td>On site</td>
</tr>
<tr>
<td>16/1698</td>
<td>Cottrell House, 53-63 Wembley Hill Road HA9</td>
<td></td>
<td>Residential</td>
<td>Commercial</td>
<td>55</td>
<td>On site</td>
</tr>
<tr>
<td>15/4550</td>
<td>Chesterfield House, Wembley High Road</td>
<td></td>
<td>NA</td>
<td>Residential/ Commercial</td>
<td>239</td>
<td>On site</td>
</tr>
<tr>
<td>15/4743</td>
<td>Brent House</td>
<td></td>
<td>NA</td>
<td>Residential/ Commercial</td>
<td>248</td>
<td>On site</td>
</tr>
<tr>
<td>16/2061</td>
<td>2 Atlip Road, Wembley, HA0 4LU</td>
<td></td>
<td>Warehouse</td>
<td>Residential</td>
<td>99</td>
<td>Not started</td>
</tr>
<tr>
<td>16/4156</td>
<td>Heron House, 109-115 Wembley Hill Road, Wembley HA9 8DA</td>
<td></td>
<td>Office</td>
<td>Mixed use residential led</td>
<td>40</td>
<td>Prior approval</td>
</tr>
<tr>
<td>15/4743</td>
<td>Brent House</td>
<td></td>
<td>NA</td>
<td>Residential/ Commercial</td>
<td>248</td>
<td>On site</td>
</tr>
</tbody>
</table>
6. THEMES
WHERE WE ARE?

6.1.1 Brent is a great place to live, work and visit. The combination of the borough’s rich culture and the diversity of its people has evolved into a number of distinctive places and neighbourhoods which give Brent its unique character. This local distinctiveness should be harnessed and reinforced through new development.

6.1.2 What makes each place distinctive and unique is set out in more detail in the individual Place chapters. In summary, the borough’s character can be split into two – north and south of the North Circular Road. The south has a diverse community and history which is reflected in its buildings and attractions. It was largely developed between 1890 and 1910, characterised by Edwardian and Victorian terraced houses for workers in industry and services as well as small number of estates of larger houses around Kilburn. Typically, densities are higher with residential and non-residential uses more likely to be mixed together.

6.1.3 The north was predominantly built out in the 1920s and 1930s as ‘metroland’ where rapid expansion occurred as a result of the opening of rail and tube stations in the surrounding areas. Compared to the south, the area was essentially of a lower density residential suburban nature, and has greater segregation of land uses, planned more around movement by car with more generous incidental open space, tree planting and parks and open spaces. Some areas within the north contain a number of homes by the architect Ernest Trobridge (1920s-30s), ranging from thatched cottages to flats/houses with distinctive castle features and crosses.

WHERE DO WE WANT TO BE?

6.1.6 The National Planning Policy Framework sets out the importance of good design in planning. The council is committed to design excellence and achieving high quality, sustainable development. It will require a high quality of design for all buildings and spaces in the borough and work towards making Brent a healthier and an even more attractive place to live, work and visit. This includes preserving and where possible enhancing heritage assets alongside the provision of well designed, innovative and modern buildings. Development should be mindful of and sympathetic to the character of the borough, but also able to create new places which reflect current times and needs, and which are fit for the future.

6.1.7 The council is committed to securing a high-quality built environment and wishes to secure excellent contemporary architecture and design which is inspired by and reinforces Brent’s unique local distinctiveness. This includes the contribution made by the historic environment and Brent’s diverse communities. Irrespective of their architectural style, new buildings should be attractive and interesting, enrich their localities and improve the quality of people’s everyday experiences.

6.1.8 Brent has ambitions to grow, this includes accommodating significant housing and economic growth. This is necessary to support Brent’s continued prosperity and that of wider London as a leading world city. The spatial strategy seeks to concentrate new development in focused areas. This provides an opportunity to create new communities that have a different character to the typically suburban character that has historically endured, including tall buildings and modern innovatively designed neighbourhoods. The ambition is that these will be recognised as quality places to live in the future and will knit into their surrounding context.

6.1.9 The London Plan has very detailed design policies that comprehensively address many of the strategic and development management policies that existed in Brent’s previous Local Plan documents and those which might also have been missing. It is
6.1.10 As such the council's focus will be on addressing issues which London Plan policies place requirements on us to tackle, as set out in this chapter, but also through more detailed advice in Supplementary Planning Documents (SPD). Some of these documents have already been adopted, others will be produced and more detail will be expected to achieve, e.g. through site specific masterplans or where more detailed specific advice might be required such as in design codes. Appendix 2 sets out how the council’s SPD1 principles relate to London Plan design policies. Notwithstanding the above, an overarching policy committed to delivering the highest quality design across the borough is also included in this local plan.

POLICY D1 London’s Form, Character and Capacity for Growth

Policy D1A Infrastructure Requirements for Sustainable Developments

Policy D1B Optimising Site Capacity Through a Design Led Approach

Policy D2 Delivering Good Design

Policy D3 Inclusive Design

Policy D4 Housing Quality and Standards

Policy D5 Accessible Housing

Policy D7 Public Realm

Policy D10 Safety, security and resilience to emergency

Policy D11 Fire Safety

Policy D12 Agent of Change

Policy D13 Noise

POLICY BD1 LEADING THE WAY IN GOOD URBAN DESIGN

All new development must be of the highest architectural and urban design quality. Innovative contemporary design will be supported where it respects and complements historic character but is also in line with the future, i.e. for Gipsy Hill. Good quality design, development proposals will be expected to show how they positively address all the relevant criteria included in this local plan design policies and the Brent Design Guide SPD1.

JUSTIFICATION

6.1.11 The council is committed to delivering excellence in development quality. It expects all new development to embrace the principles of good design, and positively respond to the character of Brent’s places.

POLICY BD2 TALL BUILDINGS IN BRENT

A tall building is one that is more than 6 metres above the general prevailing heights of the surrounding area or more than 30 metres in height.

Tall buildings are directed to the locations shown on the policies map, Tall Buildings Zones, intensification corridors, town centres and sites allocations. In Tall Buildings Zones heights should be consistent with the general building heights shown on the policies map, stepping down towards the Zone’s edge. In intensification corridors and town centres outside conservation areas.

In all cases the tall buildings must be positive additions to the skyline that would enhance the overall character of the area. They should be of exceptional design quality, consistent with London Plan Policy requirements in showing how they positively address their visual, functional, environmental and cumulative impacts.

6.1.12 The policy seeks to create buildings and places of high quality that will be appreciated by future generations. High quality design is both visually interesting and attractive and should enhance local character. Good design is not just about what things look like, it is also about how places function and how individual buildings and the spaces around them contribute to the public realm and community well-being. The design of the places and buildings that make up our local environment affects everyone and the quality of life. Good design makes places that put people first, promote health and are welcoming, feel safe, are enjoyable and easy to use for everyone. The council will continue to use advice from the Brent Design Review Panel to inform the decision making process.

JUSTIFICATION

6.1.13 Height is only one element of a development when considering its acceptability, whether it is of good design. Nevertheless, it is a significant one in terms of increasing the visibility of a development and its potential wider impact on an area’s character. London Plan Policy DB2 requires the Brent Local Plan to provide a definition of a tall building and identify areas where tall buildings are acceptable. The council has done this in a number of different types of location taking account of factors such as those around D8 and other London Plan policies D1’s. The council has also produced other SPDs, including the Brent Design Guide SPD1, Delivering Good Design and D4 Housing Quality and Standards, including Table 5.2.

6.1.14 The Local Plan policies map identifies Tall Building Zones which will each be able to accommodate a number of tall buildings including those of 30 metres or more. A residential tall building typically has 10 storeys above ground level and more. (A residential tall building typically has a floor to floor distance of around 3.5 metres. So a 30 metre residential building would typically be approximately 10 storeys in height.) It sets out the general building heights that would be appropriate in these Zones. This has been based on extensive analysis consistent with London Plan Policy criteria a, b and c, and, set out in Brent’s Tall Buildings Strategy 2019. This includes the consideration such as a consideration of Brent’s prevailing character, a desire to create clusters of tall buildings rather than standalone ones, and concentrating the...
6.1.17 In town centres (outside conservation areas and areas of distinctive character) and intensification corridors, to support the increased patronage of new building occupants. The range of services/facilities which could be better supported with increased density to deliver a significant number of new dwellings, will reduce the appropriate height below those identified. In addition, the opportunities for increased density within the intensification areas of height consistent with this policy are more likely to be acceptable where a more comprehensive development scheme takes place including a whole or significant proportion of a terrace, or in the case of detached and semi-detached buildings a number of adjacent dwellings. In these cases the better relationships between proportions of width to height and probably greater development capacity to be achieved. The council will provide further guidance on preferred solutions for different blocks of properties within individual town centres and intensification corridors.

6.1.18 Whilst town centres and intensification corridors are based on a high level of analysis, rather than in many other areas of intensification such as principal movement access to public transport and a reasonable accessibility level is 3 or above and where the width of the street indicated by the distance between properties front to front indicates scope for increase in height. The character of these places is such that the significant height associated with Tall Buildings Zones is not considered appropriate in these locations through the work that has been done to date in supporting the Local Plan, including the Tall Buildings Strategy. Nevertheless, taller buildings, typically of around 15 metres (5 storeys), will be allowed on height at strategic points in town centres (e.g. locations adjacent to stations) could be appropriate. Buildings should in these locations reduce in scale towards adjacent properties on side streets.

6.1.19 Outside of Tall Building Zones, town centres and intensification corridors are based on a high level of analysis, rather than in many other areas of intensification such as principal movement access to public transport and a reasonable accessibility level is 3 or above and where the width of the street indicated by the distance between properties front to front indicates scope for increase in height. The character of these places is such that the significant height associated with Tall Buildings Zones is not considered appropriate in these locations through the work that has been done to date in supporting the Local Plan, including the Tall Buildings Strategy. Nevertheless, taller buildings, typically of around 15 metres (5 storeys), will be allowed on height at strategic points in town centres (e.g. locations adjacent to stations) could be appropriate. Buildings should in these locations reduce in scale towards adjacent properties on side streets.

6.1.20 The council does however recognise that taller buildings in these locations could be shown by the distance between properties front to front to number of storeys. The heights identified for other areas of intensification such as principal movement access to public transport and a reasonable accessibility level is 3 or above and where the width of the street indicated by the distance between properties front to front indicates scope for increase in height. The character of these places is such that the significant height associated with Tall Buildings Zones is not considered appropriate in these locations through the work that has been done to date in supporting the Local Plan, including the Tall Buildings Strategy. Nevertheless, taller buildings, typically of around 15 metres (5 storeys), will be allowed on height at strategic points in town centres (e.g. locations adjacent to stations) could be appropriate. Buildings should in these locations reduce in scale towards adjacent properties on side streets.

6.1.21 Whilst identifying priority locations for tall buildings the council recognises that it does not yet know all sites that will be developed over the lifetime of the plan. Extensive areas might come forward for redevelopment that might not be subject to an allocation. A recent example Northfields shows that large sites can create the opportunity for new character areas that complement the surroundings and are appropriate to accommodate tall buildings. As such the policy seeks to allow for some flexibility where it can be justified, to allow for development capacity to be achieved. The council recognises that it does not yet know all sites that will be developed over the lifetime of the plan. Extensive areas might come forward for redevelopment that might not be subject to an allocation. A recent example Northfields shows that large sites can create the opportunity for new character areas that complement the surroundings and are appropriate to accommodate tall buildings. As such the policy seeks to allow for some flexibility where it can be justified, to allow for development capacity to be achieved. The council recognises that it does not yet know all sites that will be developed over the lifetime of the plan. Extensive areas might come forward for redevelopment that might not be subject to an allocation. A recent example Northfields shows that large sites can create the opportunity for new character areas that complement the surroundings and are appropriate to accommodate tall buildings. As such the policy seeks to allow for some flexibility where it can be justified, to allow for development capacity to be achieved. The council recognises that it does not yet know all sites that will be developed over the lifetime of the plan. Extensive areas might come forward for redevelopment that might not be subject to an allocation. A recent example Northfields shows that large sites can create the opportunity for new character areas that complement the surroundings and are appropriate to accommodate tall buildings. As such the policy seeks to allow for some flexibility where it can be justified, to allow for development capacity to be achieved. The council recognises that it does not yet know all sites that will be developed over the lifetime of the plan. Extensive areas might come forward for redevelopment that might not be subject to an allocation. A recent example Northfields shows that large sites can create the opportunity for new character areas that complement the surroundings and are appropriate to accommodate tall buildings. As such the policy seeks to allow for some flexibility where it can be justified, to allow for development capacity to be achieved. The council recognises that it does not yet know all sites that will be developed over the lifetime of the plan. Extensive areas might come forward for redevelopment that might not be subject to an allocation. A recent example Northfields shows that large sites can create the opportunity for new character areas that complement the surroundings and are appropriate to accommodate tall buildings. As such the policy seeks to allow for some flexibility where it can be justified, to allow for development capacity to be achieved.

6.1.22 In all cases the tall buildings element must be of such a design quality that it should enhance the character of the place within it is set. London policy D8 outlines the functional and design policies, including visual, functional, environmental and aesthetic impacts. The council recognises that it does not yet know all sites that will be developed over the lifetime of the plan. Extensive areas might come forward for redevelopment that might not be subject to an allocation. A recent example Northfields shows that large sites can create the opportunity for new character areas that complement the surroundings and are appropriate to accommodate tall buildings. As such the policy seeks to allow for some flexibility where it can be justified, to allow for development capacity to be achieved.

a) Visual impacts:

- Positive contributions to views from different distances
- Synergies with nature, including exemplary architectural quality and materials
- Buildings positively contributing to the unique character of an area, including impacts on heritage assets
- Site specific considerations to appropriately address some of which include:

b) Functional Impacts:

- Internal design to ensure safety of occupants
- Building maintenance and management
- Access and ground floor uses ensuring no
overcrowding or isolation
- Movement capacity in the area
- Sufficient infrastructure provided
- Benefits to wider area maximised
- No adverse effect on aviation, navigation, telecommunication and solar energy generation

**c) Environmental Impacts:**
- Wind, daylight, sunlight and temperature conditions
- Support air movement
- Noise

**d) Cumulative Impacts:**
- Combined impacts of numerous buildings in one place

**POLICY BD3 BASEMENT DEVELOPMENT**

**Proposals for basement development of an existing property must:**

- **a) Demonstrate that sustainable design standards are integral to the proposal, including its construction and operation**

- **b) In the case of habitable development only be ancillary accommodation to a dwelling above**

- **c) Be no wider than the original building**

- **d) Extend no further than the existing front elevation, 3 metres to the rear and 1 storey down (4 metres floor to ceiling height for a detached property or 3m in other cases)**

- **e) Ensure any rooflights are flush with the ground and close to the main building**

- **f) Ensure any lightwells are modest in scale, preferably located to the rear and if located to the front are no more than whichever is the smaller of 800mm or half the length of the garden.**

**JUSTIFICATION**

6.1.23 London Plan Policy D9 Basements requires the council to establish a policy to address the negative impacts of large-scale basement development below existing buildings. Basement applications have increased in Brent, particularly to the south where property prices are generally higher. The extensive excavation to create basement space, plus necessary structural works for buildings above and plots adjacent can mean extended periods of works are required. Many aspects of concerns raised by residents about basements are controlled by regimes outside the planning system. Brent has produced a Basement Supplementary Planning Document to identify to applicants and those surrounding about the planning and non-planning issues that need to be addressed.

6.1.24 The policy focuses on controlling the size, use and the environmental impacts of basements. This is to ensure that from a planning perspective they provide an acceptable accommodation solution for their occupants and do not significantly adversely impact on the character of an area and the amenity of neighbours.
6.2 HOUSING
6.2.1 Brent, as the case for the rest of London, has a large unfulfilled need for additional homes. There is a significant difference between needs and the supply of the right type of homes at the right price. This means that there are significant affordability issues for renters and buyers. House prices rose by 22% in the last 5 years (2014-2019), whilst rents increased 20%, with house prices at over 16 times local earnings. Inability to afford the right home has contributed to a 24% increase in overcrowded homes to some of the highest levels in England.

6.2.2 Delivery of additional homes in Brent has been good in comparison to many parts of London. This is both in overall numbers and amounts of affordable (7th highest). Brent’s annual minimum London Plan housing target has been amended from 1,065 in the period to 2015/16, to 2,915 from 2019/20.

6.2.3 The council has a long-standing target of 833 additional affordable dwellings have been delivered in the last 3 years (2016-17, 2017/18, 2018/19), 2,097 market dwellings, plus 1,097 institutional dwellings (mostly student accommodation). This is 262 dwellings more than its London Plan targets, although student accommodation was a significant component of delivery.

6.2.4 The council has a long-standing target of 50% of new homes needing to be affordable. A comparison to London’s performance has been good, but it has not achieved 50% overall. Although house prices have risen significantly, the affordable percentage delivered has fallen since 2010. This is principally for two reasons; the effects of changes to national and London Plan policy; and funding reductions for registered providers (such as housing associations).

6.2.5 Brent has placed a significant amount of emphasis on the viability of development needing to be maintained. Affordable housing requirements have to be flexible to ensure viability. The London Plan sought to maximise affordable housing provision but did not have a specific affordable housing targeting. Viability is tested through an assessment process that has been subject to much criticism of its complexity and ability to be scrutinised by the public.

6.2.6 Brent Strategic Housing Market Assessment 2018 (SHMA) identified a need for 46,000 additional homes between 2016-2041. This is equivalent to 1,920 dwellings per annum. Using a limit of 33% of gross household incomes to be spent on rent/mortgages, affordable housing comprises 46% of this need. Brent has a large unfulfilled need for additional homes to make their rents affordable; technically the market can provide for their needs. A desire to reduce dependency particularly of those who work arguably would mean national policy places a significant amount of emphasis on the viability of development needing to be maintained. Affordable housing requirements have to be flexible to ensure viability. The London Plan sought to maximise affordable housing provision but did not have a specific affordable housing targeting. Viability is tested through an assessment process that has been subject to much criticism of its complexity and ability to be scrutinised by the public.

6.2.7 The Mayor has set a target of 300,000 homes to the right price. This means that there is currently no detailed Brent study on this aspect of need. A rough estimate could be used by assuming that most people who rent would rent if circumstances allowed them to. This could comprise up to 14% or 17,400 of households (this represents the difference between owner occupation rates in 1991 (highest) and 2011). If this backlog was to be met over the period to 2041, this would mean that 82% of new homes identified in the SHMA for Brent would need to be affordable.

6.2.8 Brent has also increased its identified need for another 2,135. The Government’s methodology is consistent with its aim to provide 300,000 additional homes per year. London’s contribution to this is 77,000. As such in the short to medium term the council does not anticipate any move away from that target, although in the long run Brent will be set to exceed the short term London Plan’s target to provide significantly more housing than in the period to 2014/15. This local plan seeks to positively address this likely long term challenge.

6.2.9 For Brent needs the majority of size of homes required for is family dwellings of 3 bedrooms or more (53.8%), with 16.5% 1 bed and 29.8% 2 bed. Market housing requirement for family dwellings (16,900) was well above needs identified for affordable dwellings of this size (9,900).

6.2.10 In terms of household size composition, there will be an additional 11,800 single persons, 16,900 of two adults without children and 10,800 others (multigenerational or living in shared housing), whilst the number of couples with children is expected to drop by 100.

6.2.11 Over the last 5 years there has been an increase in interest in institutions seeking to deliver large purpose built residential developments for rent. Quintum, the majority landowner of Wembley Park, is now concentrating on this tenure for 5,000 homes. Government and the Mayor have been receptive of developments that provide significant affordable housing. Brent does not anticipate any move away from that target, although in the long run Brent will be set to exceed the short term London Plan’s target to provide significantly more housing than in the period to 2014/15. This local plan seeks to positively address this likely long term challenge.
6.2.14 Government and the Mayor are keen for smaller HMOs until quite recently has resulted in many Brent homes becoming multiple occupation (HMO). The supply of self and custom build plots is typically very small scale, usually infill between existing dwellings, or in rear gardens. In other countries however, groups of self-builders come together to deliver larger schemes such as blocks of flats. To date no sites have specifically been identified in the Local Plan for self and custom build.

6.2.15 Typically, around 260 new homes per year have been delivered on small sites (defined as sites less than 25 dwellings or 2,500 sqm in the London Plan). The Mayor considers that there is large potential in increasing numbers, identifying outer London boroughs as the principal locations. The London Plan identifies a target of 1,023 dwellings for Brent through this source. The supply of self and custom build is supported. It is seen as a potential key component of additional delivery. The council has a statutory duty to support self and custom build. It maintains a register of those interested and plan to meet such needs. Interest in Brent appears limited in terms of registrations (76 in 2 years) and build out (33 CIL relief claims in 5 years).

6.2.16 Currently there are approximately 1,400 built student accommodation. Wembley London as a whole has a deficit of purpose built student accommodation in Brent of 230 additional homes per year. The London Plan sets a benchmark target for 4,400 specialist older people’s dwellings. 4,400 specialist older people’s dwellings will be required, graded across a variety of care interventions, for example Extra care retirement villages. The draft London Plan sets a benchmark target for 230 additional homes per year from 2029/30.

6.2.17 There are many people living in residential institutions in Brent, e.g. nursing homes. The growth in older people in particular will mean a rise in the institutional population by around 3,300. Depending on care interventions, for example Extra care retirement villages. The draft London Plan sets a benchmark target for 230 additional homes per year. The council currently supports this approach in planning policy. This is more realistic with 469 dwellings per annum for Brent in particular has proven attractive for investors. It has relatively swift direct connections to central London. It also allows for a scale of building that supports the sector’s preference for modular building techniques. To date over 2,400 student bed spaces have been built. Another 2,400 have consent. With the likely further education sector expansion proposed, accommodation needs are increasing. The London Plan supports furtherjonathan in a borough. Therefore additional student accommodation in Brent is likely.

6.2.18 Brent has one dedicated Gypsy and Traveller accommodation. Wembley and Travelling Showpeople and Travellers. The Mayor considers that there is large potential in increasing numbers, identifying outer London boroughs as the principal locations. The London Plan identifies a target of 1,023 dwellings for Brent through this source. The supply of self and custom build is supported. It is seen as a potential key component of additional delivery. The council has a statutory duty to support self and custom build. It maintains a register of those interested and plan to meet such needs. Interest in Brent appears limited in terms of registrations (76 in 2 years) and build out (33 CIL relief claims in 5 years). Nevertheless, the council is likely to go through the process of removing permitted development rights for smaller HMOs until quite recently has resulted in the council having a limited ability to address this matter. There are now approximately 16,000 HMOs in Brent.

6.2.19 Although the main categories of residential accommodation have been identified, there are other forms of specialist accommodation that might have been provided as residential institutions. Models of care have changed with social inclusion being a priority to provide better integration with existing communities. Many now prefer to occupy existing dwellings modified to meet needs. The council currently supports this approach in planning policy. This is more realistic with 469 dwellings per annum for Brent in particular has proven attractive for investors. It has relatively swift direct connections to central London. It also allows for a scale of building that supports the sector’s preference for modular building techniques. To date over 2,400 student bed spaces have been built. Another 2,400 have consent. With the likely further education sector expansion proposed, accommodation needs are increasing. The London Plan supports furtherjonathan in a borough. Therefore additional student accommodation in Brent is likely.
6.2.21 The council with other West London boroughs undertook a Gypsy, Traveller and Showcasing Accommodation Assessment as part of their London Plan definitions. The national definition identified no additional pitch needs. Indeed Lynton and Wootton reached their limited travelling. Using the alternative London Plan definition, a minimum of 90 additional pitches are required. Use communities.

6.2.22 The council does have some sites for travelling showpeople. No additional sites were identified in the Accommodation Assessment as being required for Brent.

6.2.23 London Plan policies seek to lift the quality of on site amenity space and energy efficiency measures. To supplement these policies there are also numerous, Supplementary Planning Guidance documents.

WHERE DO WE WANT TO BE?

6.2.24 The council recognises that the largest issue facing it and the borough is the lack of sufficient homes to meet needs. As such it has to maximise all opportunities for new homes that can be delivered, with truly affordable homes being especially important to meet the needs principally derived from its residents. It also recognises a constituent part of the London housing market that it has a role in meeting wider general needs, reflecting as much specific need represented by students. As such in taking forward the Plan it seeks to maximise what can be provided, but as would be expected by its community, primarily focus on Brent’s needs. It will seek to meet the range of identified needs in high quality developments to create balanced and mixed communities.

6.2.25 The council does have an arms-length housing company (4H) which may develop in the future. It also has a role in the potential to develop on its own estates. Nevertheless, in the context of overall delivery required it currently has very limited ability to directly impact on delivery rates as a builder of homes. Private development and housing associations are the main developers. The council has sought to identify as many sites as possible for housing and with the exception of very few sites has included all those put forward by developer/ landowners. It has set ambitious, challenging but achievable targets, not unattainable ones as the council has very limited ability to directly impact on delivery rates as a builder of homes.

6.2.26 To do otherwise, as a result of current national policy, potentially result in Brent’s new Local Plan policies being over ridden by the Housing Delivery Test and presumption in favour of sustainable development. This would not serve the community well. It may mean that developers are being allowed in areas, or of such a design, which the council and communities would otherwise find unacceptable, undertaking other than the London Plan objectives. The council will continue to ensure that the number of planning permissions for new homes significantly outweighs the annual supply. Over the last decade, on average the number of homes with planning permission at year end has been 7 times that which is built.

6.2.27 It will also where possible seek to provide greater certainty in relation to planning on where and how specialists can be met. It is anticipated that this will primarily be relevant in some cases to meet the needs of the borough, but also wider London. It reflects the identified capacity in accordance within the development to the needs of the borough and the LPA, is likely need to continue to plan for new homes on sites that the GLA considers to be directly impact on delivery as a builder of homes. For example, the housing in the most part of the Plan period in 2041. Delivery will

6.2.28 The London Plan housing target is related to the needs of the borough, but also wider London. It reflects the identified capacity for homes on sites that the GLA considers will become available. The Plan has sought to provide as much certainty as possible to planning policy perspective on how it will try to meet the needs of the borough, but also sought to look to the period to 2041 and potentially beyond on some sites. This will produce better planning outcomes, bringing greater certainty to where future homes will go, but is also want to encourage their timely delivery as many of the opportunities identified will not have the same amount of time from their identification to delivery.

6.2.29 Wherever it can the Local Plan seeks to identify specific sites on which new homes will be built. The spatial strategy focuses the majority of development in Growth Areas. Five of these have been taken forward from the previous Local Plan with additional capacity identified within their existing development framework and through their extension. In addition, three new Growth Areas, including two taking advantage of better connectivity provided by new railway stations, have been identified.

6.2.30 Within Place chapters, site specific allocations with more detailed policies are shown. The Plan also allocates sites with an intention to promote and not just so broad a specific policy, which will be developed in accordance with the development plan. In addition, an assessment has been

POLICY BHF INCREASING HOUSING SUPPLY IN BRENT

The council will maximise the opportunities to provide additional homes in the period to 2041 and beyond. To achieve this it will grant planning permission to support the delivery of the Growth Areas, site allocations and appropriate windfall sites to provide a minimum 27,482 homes in the period 2029/30 to 2041. It will prepare a comparatively brief relative plan to promote a further minimum of 18,074 homes from 2029/30 to the end of the Plan period in 2041. Delivery will be assessed against Appendix 3 Housing Delivery Trajectory. In doing so it will take into account the likely need to continue to plan for new homes beyond each of these periods, ensuring that master planning and planning permissions take account of and potentially be used for homes in the periods beyond 2041. Delivery will be assessed against Appendix 3 Housing Delivery Trajectory.
made of the likely delivery from ‘windfall’ small sites, which is sites of less than 25 dwellings / 0.25 hectare. There are also sites with existing planning permissions, some of which might have started which will contribute to the target.

6.2.31 All these sources are listed in the Brent Housing Trajectory, updated on an annual basis. History tells us that there are likely to be large sites not yet identified in the Plan that will be subject to planning applications for housing development. No explicit assumption of the likely number of homes that they will deliver has been included in this Plan. Nevertheless, where they accord with policies in the development plan they will be given planning permission and contribute towards the target. These will assist in getting closer to or ideally exceeding Brent’s London Plan target of 29,150 dwellings in the period to 2028/29.

29,150 dwellings in the period to 2028/29.

6.2.32 National policy requires that both the potential to achieve the Local Plan Housing Trajectory, updated on an annual basis. History tells us that there are likely to be large sites not yet identified in the Plan that will be subject to planning applications for housing development. No explicit assumption of the likely number of homes that will be given planning permission and contribute towards the target. These will assist in getting closer to or ideally exceeding Brent’s London Plan target of 29,150 dwellings in the period to 2028/29.

6.2.34 Whilst it is a priority to meet housing need, the provision of residential development should not necessarily be at the expense of other uses. This is particularly so where there is an identified need, or reasonable prospect that non-residential floorspace will be used for its intended purpose. Many uses that are currently restricted or their provision required by other policies in the Plan, e.g. ground floor uses in primary shopping frontages, employment or community uses, but some will not be. As such this policy seeks to protect existing uses where appropriate.

6.2.35 Nevertheless, there is a balance that needs to be struck. Whilst the council wishes to promote mixed use environments, there have been cases where it has previously sought non-residential uses where appropriate.

6.2.36 In very exceptional circumstances the council might accept wholly residential schemes without the development meeting tests related to need/ likelihood. Occupation would be required to overcome those adverse effects. It might for instance where an existing use is a ‘bad neighbour’/ ‘non-conforming’ use which is undermining the amenity of an area. In these types of cases the applicant would have to show that the problems could not be addressed through its redesign or suitable conditions attached to a planning permission to overcome those adverse effects.

POLICY H1 Increasing housing supply

POLICY BH2 Priority Areas for Additional Housing Provision Within Brent

In addition to the Growth Areas and Site Allocations identified in the Plan, town centres, edge of town centre sites and intensification corridors will be priority locations where the provision of additional homes will be supported.

Within town centres, edge of town centre sites and intensification corridors where existing non-residential floorspace forms a part of a site proposed for residential development, the council will require re-provision of the same amount and use class of non-residential floorspace. Exceptions to this will be where it can be shown that:

a) there is no need for it or reasonable prospect of its use if provided; or
b) in exceptional cases that its loss is outweighed by the benefits that its replacement with residential floorspace will bring.

JUSTIFICATION

6.2.33 In addition to the Growth Areas and Site Allocations the Plan, consistent with national and London Plan policy, town centres and areas with higher levels of public transport accessibility are priority areas for the provision of the additional homes required. Where these areas are adjacent to the borough boundary, the council will work with adjoining councils and the Ofgem to identify consistency of approach to development and infrastructure that might be required to serve areas that straddle boundaries. As such the council will require re-provision of non-residential uses and other groups. Residential development tends to be a higher monetary value use that can displace other non-financially valuable uses.

6.2.34 Whilst it is a priority to meet housing need, the provision of residential development such as estates. The delivery of homes on its own land portfolio will bring.

6.2.35 Nevertheless, there is a balance that needs to be struck. Whilst the council wishes to promote mixed use environments, there have been cases where it has previously sought other policies in the Plan, e.g. ground floor uses in primary shopping frontages, employment or community uses, but some will not be. As such this policy seeks to protect existing uses where appropriate.

6.2.36 In very exceptional circumstances the council might accept wholly residential schemes without the development meeting tests related to need/ likelihood. Occupation would be required to overcome those adverse effects. It might for instance where an existing use is a ‘bad neighbour’/ ‘non-conforming’ use which is undermining the amenity of an area. In these types of cases the applicant would have to show that the problems could not be addressed through its redesign or suitable conditions attached to a planning permission to overcome those adverse effects.

vacant for some time. Some of this is related to other criteria that might accept wholly residential schemes without the development meeting tests related to need/ likelihood. Occupation would be required to overcome those adverse effects. It might for instance where an existing use is a ‘bad neighbour’/ ‘non-conforming’ use which is undermining the amenity of an area. In these types of cases the applicant would have to show that the problems could not be addressed through its redesign or suitable conditions attached to a planning permission to overcome those adverse effects. It might for instance where an existing use is a ‘bad neighbour’/ ‘non-conforming’ use which is undermining the amenity of an area. In these types of cases the applicant would have to show that the problems could not be addressed through its redesign or suitable conditions attached to a planning permission to overcome those adverse effects. It might for instance where an existing use is a ‘bad neighbour’/ ‘non-conforming’ use which is undermining the amenity of an area. In these types of cases the applicant would have to show that the problems could not be addressed through its redesign or suitable conditions attached to a planning permission to overcome those adverse effects. It might for instance where an existing use is a ‘bad neighbour’/ ‘non-conforming’ use which is undermining the amenity of an area. In these types of cases the applicant would have to show that the problems could not be addressed through its redesign or suitable conditions attached to a planning permission to overcome those adverse effects. It might for instance where an existing use is a ‘bad neighbour’/ ‘non-conforming’ use which is undermining the amenity of an area. In these types of cases the applicant would have to show that the problems could not be addressed through its redesign or suitable conditions attached to a planning permission to overcome those adverse effects. It might for instance where an existing use is a ‘bad neighbour’/ ‘non-conforming’ use which is undermining the amenity of an area. In these types of cases the applicant would have to show that the problems could not be addressed through its redesign or suitable conditions attached to a planning permission to overcome those adverse effects.
6.2.37 Build to rent provides a valuable addition in terms of increasing the capacity of the development sector to deliver new homes. The London Plan Policy H13 sets out the criteria for a development to be defined as Build to Rent, including a minimum size of 50 dwellings. The policy seeks to ensure that some sites are made available to build to rent developers. It is recognised however that as the product and market is relatively new, South Kilburn Growth Area is excluded from this policy due to the need to rehouse the existing population within social rent properties which requires significant levels of subsidy generated by conventional market housing sales.

6.2.38 To limit risks of unintended consequences of this policy expectation, there are genuine reasons why on-site provision might cause unintended consequences some flexibility is allowed where provision is likely to be severe for housing delivery overall or affordable housing provision. At the other extreme, the council does not wish to see all large scale development sites coming forward as build to rent. It wants to encourage additional home ownership opportunities within the borough for those that can afford it. Again this is part of its desire to see balanced and mixed communities where people have a long term commitment to the area and thus are likely to contribute more fully towards its social cohesion.

6.2.39 The London Plan sets ambitious targets for small site delivery across London on the basis of the content of Policy H2 Small Sites and Policy H2A Small Housing Developments. The council is positive about the extent to which small sites can contribute towards meeting housing needs. It anticipates delivery of about 370 dwellings per year. In relation to Policy H2 and Policy H2A the council has in the Local Plan identified town centre boundaries and main movement/public transport corridors (known as intensification corridors) as principal areas where it considers the most obvious potential exists.

6.2.40 As an outer London borough Brent has comparatively high car dependency rates for journeys, particularly north of the North Circular Road. Some tube and railway stations are located in town centres, some however are not and otherwise have a poor level of access to viable public transport service there. A large site development might be able to address these through improvements to links or public transport improvements/contributions to provision of parked car spaces. Small developments however usually are not subject to s106 and provide limited Community Infrastructure Levy funds which are therefore unlikely to be available to satisfactorily address such shortcomings. In addition, the percentage of residents that use the train/ underground as their main/ only mode of transport is very limited.

6.2.41 As such the council considers that London Plan Policy H2A needs some refinement to take account of Brent circumstances. In areas where small scale development is likely to encourage high levels of car dependency it could undermine other objectives, such as reducing travel by car, improving air quality, maintaining quality of life of existing residents and impacting business efficiency related to movement of goods. As such Brent criterion A2 has been amended to only apply where there are genuine reasonable public transport alternatives that could realistically encourage people to not own/use a car on a frequent basis.
6.2.42 The number of homes needed to meet Brent’s affordable housing needs are significant. The needs outweigh the number of genuinely affordable homes within the necessary tenures (predominantly social rent) that can realistically be delivered over the lifetime of the Plan. This is the case when taking into account both the planning enabling and affordable housing provider funding mechanisms available. National policy requires the council to set affordable housing targets that are realistic. Particular regard has to be given to viability. Government does not expect that viability assessment. Government does not expect that development regard has to be made to development viability. The affordable target is set and assessed on the basis of the percentage of the development’s habitable rooms, or if there is a disparity between affordable and private room sizes, the habitable floor area. Policy H7 sets the Mayor’s minimum affordable housing requirements in terms of tenure for 60% of the affordable housing sought. It then indicates that this will not be achievable through the provision of more intermediate tenure dwellings. In these situations, the council will seek at no extra cost to the developer, a scheme which greater prioritises genuinely affordable rents, even if this results in the overall headline percentage of affordable housing being unaffordable to those that are able to receive housing benefits.

6.2.43 London Plan Policy H6 sets a threshold approach to affordable housing provision to remove the need for viability assessment. The affordable target is set at 50% on all sites in the longer term. The affordable housing target is set and assessed on the basis of the percentage of the development’s habitable rooms, or if there is a disparity between affordable and private room sizes, the habitable floor area. Policy H7 sets out the Mayor’s minimum affordable housing requirements in terms of tenure for 60% of the affordable housing sought. It then indicates that this will not be achievable through the provision of more intermediate tenure dwellings. In these situations, the council will seek at no extra cost to the developer, a scheme which greater prioritises genuinely affordable rents, even if this results in the overall headline percentage of affordable housing being unaffordable to those that are able to receive housing benefits.
6.2.49 In relation to intermediate housing tenures, types of solutions however potentially new affordable homes. Where these community focused/ led way of delivering trusts, which offer a genuine alternative solutions, such as community land the council would welcome affordable Living Rent equivalent.

6.2.50 Address affordable housing requirements number of reasons should only seek to some affordable housing. London Plan dwellings) are sufficiently viable to provide that minor developments (of under 10 The Local Plan viability study indicates Brent is very great. Small sites are expected committing any significant resource.

6.2.51 Design and access statement to clarify what this must include are set out in the council's Local Validation List. An affordable housing viability assessment provides information and justification on the tenure mix and size of dwellings included within the development. Ideally this should be brought forward by the Registered Provider who will own/ manage the affordable dwellings in non-build to rent schemes.

6.2.52 An affordable housing schedule that provides information and justification on the tenure mix and size of dwellings included within the development. Ideally this should be brought forward by the Registered Provider who will own/ manage the affordable dwellings in non-build to rent schemes.

6.2.53 An affordable housing viability assessment if the application is not meeting the minimum fast track approach. Details of what this must include are set in the London Plan and Housing SPG and the council's London Plan Validation List.

POLICY H06 HOUSING SIZE MIX

The local Plan will seek to deliver a target of 25% of new homes as family sized (3 bedrooms or more) dwellings. For every four dwellings in new developments at least one must be 3 bedrooms or more. Exclusions to the provision of family sized dwellings only be allowed where the applicant can show:

a) the location or characteristics of the development are such that it would not provide a high quality environment for families, or
b) its inclusion would fundamentally undermine the delivery of other Local Plan policies.

JUSTIFICATION

6.2.54 In terms of dwelling sizes Brent's predominant needs (65%) are more prevalent. Despite the large need the policy requirement for family dwellings is incompatible with the development proposed, e.g. specialist older people's housing.

6.2.55 The council understands that for some developments there might be legitimate reasons why the developer considers the provision of family housing is incompatible with the development proposed, e.g. specialist older people's housing, specific site characteristics, or viability impacts having a significant impact on the ability to achieve affordable housing targets. In these circumstances it will, where the reasons put forward by the applicant are suitably compelling, allow an exception to the 25% provision to occur.

6.2.56 Figure 33 shows the dwelling mix by tenure identified in the most recent SHMA. These needs will be updated periodically when new SMAs are commissioned. This table should inform a residential development's content particularly in terms of affordable housing provision. Where developments are providing affordable housing however, the council encourages early engagement as there may be specific needs in that area that are of a greater priority to address.

POLICY H12 HOUSING size mix

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Size (Bedrooms)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td></td>
<td>100%</td>
</tr>
<tr>
<td>Market Housing</td>
<td>2</td>
<td>14%</td>
</tr>
<tr>
<td>Social/London Affordable Rent</td>
<td>3</td>
<td>20%</td>
</tr>
<tr>
<td>London Living Rent</td>
<td>4</td>
<td>10%</td>
</tr>
<tr>
<td>Affordable Rent/Shared Ownership</td>
<td>5</td>
<td>25%</td>
</tr>
</tbody>
</table>

Figure 33: Identified Needs Dwelling Size by Tenure Mix
POLICY BH7 ACCOMMODATION WITH SHARED FACILITIES OR ADDITIONAL SUPPORT

Proposals for student accommodation, non-self-contained or self-contained residential accommodation with shared facilities or on site support (care to assist residents in their daily lives) will be supported where the development meets all the following criteria:

a) is located in an area with good access to public transport and other amenities, including shops (normally within 400m); b) is of an acceptable quality meeting appropriate standards for the needs of its occupants, including external amenity space, appropriate communal facilities, levels of support/care and mobility; c) includes management arrangements agreed with the council suitable to its proposed use and size to not unacceptably impact on neighbour amenity; d) demonstrates that there is a specific Brent need, or in the case of education a purpose built student accommodation. It might also be more institutional in its form as self-contained or non-self-contained accommodation that shares facilities or requires additional on-site support for residents (such as hostel, or extra care facilities). The policy seeks to provide greater clarity on how the council will support development proposals for these uses through the planning process.

6.2.58 For the purposes of this policy shared housing includes houses in multiple occupation (HMOs), bed-sits, hostels, housing for older people and other communal living arrangements, including shared facilities (such as houses in multiple occupation classified as C3 under C8 and Housing for Older People classified as C10 under C8). The policy seeks to provide additional on-site support for people with specialised needs but with lower levels of income. This however should not diminish the quality of the accommodation provided. Where self-contained rooms are proposed they will be assessed against London Plan Policy D4 standards. External amenity space will be required as will appropriate communal facilities to support residents (e.g. meeting rooms to stop residents congregating outside, in the vicinity of the development). Where levels of care or support are high provision of staff/residential accommodation may be required.

6.2.62 To ensure that residential accommodation meets needs over time, London Plan policy requires 10% wheelchair accessible/ easily adaptable dwellings. The accommodation covered by this policy is likely to be meeting needs of specfically targeted housing for specific groups. On this basis the council will be willing to depart from the minimum 10% wheelchair where it is compelling to do so. Why it might not be appropriate e.g. where occupiers with a small amount of communal mobility disabilities compared to the general population. In other conditions of accommodation there could be a need for a higher proportion, e.g. disability orientated housing.

6.2.63 Affordability requirements may be applicable to qualifying proposals for accommodation classified as C3 under this policy. These types of accommodation require affordable requirements, as set out in London Plan Policy H19. These types of uses make a significant contribution to meeting local and in the case of students London needs. They can also assist in developing more increasing viability and vitality and more balanced communities.

JUSTIFICATION

6.2.57 The majority of housing needs will be met through self-contained residential accommodation. However, some will be met through non self-contained accommodation with shared facilities (such as houses in multiple occupation, shared-living or purpose built student accommodation). It might also be more institutional in its form as self-contained or non-self-contained
6.2.65 Harmful concentrations are likely to arise when the types of issues identified cumulatively result in detrimental effects on the qualities and characteristics of a place or where housing choice is reduced to not provide for differing community needs. For example, a concentration of accommodation for students, particularly if it is not the case that at least initially and in some cases for subsequent occupants that priority for such housing is made available to people in Brent.

6.2.66 Consistent with London Plan principles of creating long term sustainable places, an emphasis should be placed on construction methods to assist future conversion to self-contained residential accommodation. This may include allowing future rearrangement of internal walls, or a design based on permanent residential layout standards.

6.2.69 Houses in multiple occupation (HMOs) should be designed with a layout that meets the needs of future occupants, with suitable communal spaces and rooms to meet any other additional needs.

6.2.70 Hostels must be designed with a layout to satisfy the requirements of their intended occupants, with suitable communal spaces and rooms to meet any other additional needs.

6.2.71 The London Plan anticipates that the number of students in London will continue to grow and requires boroughs to ensure that both demonstrable local and strategic student housing needs are addressed.

6.2.72 Other than in exceptional circumstances proposals should not result in the loss of permanent self-contained accommodation. Accommodation which provides care will be protected unless it is demonstrated that the purpose for which it is proposed is of sufficient priority to support the policy.

6.2.73 Details and mechanisms of how the council can be assured that the accommodation will be:

a) used by the people in the need identified to support the application
b) managed long term to minimise the potential adverse impacts on the surrounding area.

6.2.74 For example through suggested conditions relating to restrictions on type of occupants and an agreed management plan. Where total loss of specialist accommodation is proposed without its replacement elsewhere in the borough, the justification as to why either the need for the accommodation is no longer required, or the accommodation is no longer fit for purpose and could not reasonably be made to be so. This will include evidence to show that steps to avoid theadows have been undertaken in association with the council to find an alternative specialist accommodation provider to use the site.

LONDON PLAN

Policy D4 Housing quality and standards
Policy H14 Supported and specialised accommodation
Policy H17 Purpose-built student accommodation
Policy H18 Large-scale purpose-built shared living

To support achieving the London Plan annual benchmark monitoring provision target of 230 dwellings per annum the council will require provision of specialist supported or shared living accommodation in the following circumstances:

a) Within all Growth Areas except South Brent. Developers will be expected to work together to identify sites on which a minimum of 10% of all Growth Area’s additional dwellings over those which already have planning permission will be for purpose designed for shared or supported people’s accommodation.
b) Elsewhere, in the Wembley area. This has been provided as either self-contained accommodation or rooms within larger facilities which already have planning permission and have high levels of on site management. Continued additional provision particularly as part of a balanced mix of housing types within the area is supported. Boroughs with accessibility to public transport and local services, together with housing providers for older people’s accommodation are considered to be the most likely places for this type of accommodation. The London Plan has detailed policy H17 in relation to student accommodation.

LOSSES OF ACCOMMODATION

6.2.75 Details and mechanisms of how the council can be assured that the accommodation will be:

b) managed long term to minimise the potential adverse impacts on the surrounding area.

6.2.76 For example through suggested conditions relating to restrictions on type of occupants and an agreed management plan. Where total loss of specialist accommodation is proposed without its replacement elsewhere in the borough, the justification as to why either the need for the accommodation is no longer required, or the accommodation is no longer fit for purpose and could not reasonably be made to be so. This will include evidence to show that steps to avoid theadows have been undertaken in association with the council to find an alternative specialist accommodation provider to use the site.
JUSTIFICATION

6.2.77 The SHMA identified a need for more specialist accommodation to meet the needs of the growing numbers of older people. The London Plan sets an annual target for Brent of 230 dwellings. The Brent SHMA provides further detail and identifies that this will be across a range of products, including the traditional sheltered to schemes with significant levels of support, such as extra care or specialist such as dementia.

6.2.78 Specialist older people’s housing is excluded from this policy due to the need for a variety of types of specialist older people’s housing capacity sites. South Kilburn is identified as an area of significant needs. As such the Council will seek to accommodate a range of types of specialist older people’s housing in Growth Areas and on large scale developments of 1 hectare or more that will include new homes, where required for the undertaking of entrepreneurial activities without detriment to adjacent occupiers’ amenity; and
d) Be located on a site and in an area both environmentally acceptable for residential use and suitable for residential occupation and suitable for equal opportunities and associated needs assessment methodology.

POLICY BH9 GYPSY AND TRAVELLER ACCOMMODATION

The existing Lynton Close travellers’ site will be retained unless evidence shows it is no longer needed. The council will seek to accommodate the identified needs for any additional pitches in its latest study that is consistent with the most up to date national or adopted London Plan definition of Gypsy and Travellers and associated needs assessment methodology. Within Growth Areas (except South Kilburn) and developments of 1 hectare or more that will include new homes, the potential for the incorporation of a dedicated Gypsy and Travellers’ site should be robustly considered as part of any required masterplanning / site design evolution process. If it is evidenced that a more traditional format of site cannot be incorporated, then more innovative ways of accommodating needs should also be shown to have been considered. Proposals for Gypsy and Travellers’ sites should:
a) Meet a Brent derived need for such accommodation;

6.2.80 Assuming traditional accommodation density levels the 90 additional pitches would indicate the need for nearly three hectares of land. For management purposes, this could be three of more sites, depending on their size. Realistically the only land that could accommodate this size of need will be that currently in non-residential use which through redevelopment could provide an acceptable residential environment.

6.2.81 Due to the need to accommodate an increased population with associated social infrastructure, many Local Plan policies require replacement of existing residential and non-residential uses. This area of land historically plays a significant role in limiting opportunities for delivery of single use travellers’ sites. The 2018 assessment identifies that those in need are unlikely to be in a position to purchase/develop a site. As such the best opportunities for delivering additional provision are likely to be in areas that will be subject to wholesale regeneration for a range of uses where residential is also appropriate. This includes Growth Areas, or larger development sites allocations/ windfall sites that come forward for development incorporating new homes.
6.2.82 In order to give a greater likelihood to delivery of Gypsy/ Traveller pitches sites, the council will require robust consideration of their incorporation as part of any large development where a development proposes new homes. This includes in the masterplanning of Growth Areas, or large scale sites of 1 hectare or more. The exception is South Kilburn Growth Area where a masterplanning exercise related to the need to rehouse a significant number of existing tenants in social rent properties has already identified maximum development potential.

6.2.83 The scarcity of development land in Brent means that it is important to ensure that developments in the Brent area provide good quality housing. This includes in the masterplanning of Growth Areas, or large scale sites of 1 hectare or more. The exception is South Kilburn Growth Area where a masterplanning exercise related to the need to rehouse a significant number of existing tenants in social rent properties has already identified maximum development potential.

6.2.84 The scarcity of development land in Brent means that it is to be used efficiently. This is likely to mean that the low density/ intensity models previously used for Gypsy/ Traveller sites will be extremely challenging if not impossible to deliver. As with other uses such as schools, health centres or supermarkets, suitable sites may well only come about as part of wider, potentially vertically mixed uses developments. Therefore, consideration needs to be given to innovative ways of accommodating Gypsy/ Traveller sites within these types of developments.

6.2.85 The housing targets for Brent will be met through the secure delivery of new homes and by the most effective use of existing and under-permitted development rights. In situations where the amenity of the existing family size accommodation is likely to be acceptable in order to achieve Brent’s strategic priorities, situations include meeting an essential identified local need, e.g. overconcentration of existing social infrastructure such as nursery space, place of worship or physical infrastructure that cannot be avoided such as a significant transport improvement.

6.2.86 Some of Brent’s housing stock does not meet national housing quality standards and has poor standards of occupier amenity. This is particularly the case for dwellings created without planning permission but now established and dwellings created under-permitted development rights. In these situations, their loss and replacement with fewer dwellings achieving standards would be supported where the site does not provide sufficient potential to accommodate more dwellings.

POLICY BH10 RESISTING HOUSING LOSS

Development resulting in the net loss of residential dwellings will be supported only in exceptional circumstances where:

a) sub-standard dwellings would be brought in line with London Plan space standards; or

b) de-conversion of flats would create a family sized home (3 bed or more) resulting in the net loss of no more than one dwelling of 2 bedrooms or less; or

c) providing social or physical infrastructure to meet an identified local need which could otherwise not exist.

JUSTIFICATION

6.2.85 The housing targets for Brent will be challenging to achieve. Loss of existing housing to make way for other forms of development would exacerbate this. London Plan Policy H10 deals with the redevelopment of existing housing and estate regeneration. Brent seeks to supplement this policy by providing greater clarity on locally specific additional limited circumstances it is likely to consider such loss appropriate.

6.2.86 Some of Brent’s housing stock does not meet national housing space standards and has poor standards of occupier amenity. This is particularly the case for dwellings created without planning permission but now established and dwellings created under-permitted development rights. In these situations, their loss and replacement with fewer dwellings achieving standards would be supported where the site does not provide sufficient potential to accommodate more dwellings.

POLICY BH11 CONVERSION OF FAMILY SIZED DWELLINGS

To maintain family size housing conversion of a family sized home (3 bedrooms or more) to two or more other dwellings will only be allowed where all the following criteria are met:

a) the existing home is 130 sq.m. or more or could acceptably be extended to be that size;

b) it results in at least 3 bedroom dwellings, preferably with direct access to a garden/amenity space; and

c) it is within an area of PTAL 3 or above.

Exceptions to this will only be allowed where:

a) the amenity of the existing family sized home is so deficient that family occupation is unlikely and it could not reasonably be changed to overcome such deficiencies.
6.2.90 Conversion of existing housing stock into smaller dwellings provides many additional homes across London and Brent. Nevertheless, family housing to meet local needs is also a Brent priority. In recognition of this priority, through the appropriate measures, it is proposed to identify circumstances when loss of family housing is likely to be acceptable. Residential conversion in other cases is addressed by London Plan policies, the contents of the Housing SPG and Policy DMP1 General Development Management Policy.

6.2.91 The policy seeks to allow for efficient use of existing housing stock through the conversion of existing larger dwellings to assist in meeting housing targets. However, it also seeks to ensure continued provision of family sized housing (3 bedrooms or more) suitable for occupation by families to meet Brent’s housing needs. Consequently, where larger properties are suitable for conversion, schemes should include at least a 3-bed or more dwelling suitable for at least 4 people. Ideally the family sized accommodation will be at ground floor (if there is no access to a lift) to provide for ease of entry and also have direct access to associated amenity space. The minimum size of 130 sq.m. for the existing home can take into account its potential to extend through permitted development rights not yet implemented, or potential extensions which will be consistent with Brent’s Residential Extensions and Alterations Supplementary Planning Document. This size is used to ensure that the proposed dwellings within the development would be London Plan Policy D4 space compliant. Effort should be made to provide all additional flats with amenity space.

6.2.92 In exceptional circumstances the council may accept the conversion of a family sized dwelling to two or more 1 or 2 bedroom dwellings. This will be appropriate where the existing dwelling is likely to be so deficient in terms of its amenity for family accommodation and it could not reasonably be changed to overcome such deficiencies. Lack of a garden/amenity space will not automatically allow for the conversion of dwelling into smaller dwellings. Other amenity factors will also be taken into account in deciding whether an existing family sized dwelling provides or has the potential to provide a good family environment. This will include location and other factors. For example, above a retail parade in a centre may have adverse associated impacts such as disturbance caused by hours of opening, noise, smells, constrained access width to upper floors and other issues.

6.2.93 Supporting evidence showing conformity with the policy, e.g. comparison of existing accommodation with that proposed in meeting current policy requirements around space and amenity, or justification for overcrowding of residential properties. Planning has a complementary role to play in reducing the opportunities for overcrowding to occur.

6.2.94 The policy seeks to reduce the potential for overcrowding of residential properties through means available through the planning process. In particular, it seeks to reduce the potential addition or use of outbuildings to increase the capacity of a dwelling’s occupation.

6.2.95 London Plan Policy D4 and also the Housing SPG give significant direction on the standards and quality that residential accommodation should meet Brent’s housing needs. Consequently, where larger properties are suitable for conversion, schemes should include at least a 3-bed or more dwelling suitable for at least 4 people. Ideally the family sized accommodation will be at ground floor (if there is no access to a lift) to provide for ease of entry and also have direct access to associated amenity space. The minimum size of 130 sq.m. for the existing home can take into account its potential to extend through permitted development rights not yet implemented, or potential extensions which will be consistent with Brent’s Residential Extensions and Alterations Supplementary Planning Document. This size is used to ensure that the proposed dwellings within the development would be London Plan Policy D4 space compliant. Effort should be made to provide all additional flats with amenity space.

APPLICATION INFORMATION

6.2.96 ‘Beds in sheds’ are a prevalent issue in Brent. These are buildings or structures in gardens either used as self-contained accommodation or for ‘primary’ living accommodation (e.g. kitchens, toilets, bathrooms, bedrooms and living spaces) ancillary to the main dwelling. Often this accommodation is built without planning consent, often with great effort to conceal its use and if detected a retrospective application sought for its retention. Brent’s experience means the council considers that such development is unlikely to provide a satisfactory residential environment for its occupants, or if ancillary, for those in the main house. It often adversely impacts on neighbours through an over-intensification of use.

APPLICATION INFORMATION

6.2.97 For buildings ancillary to residential accommodation, clarity on the purpose of the building and agreement to a planning condition restricting use of the building to include sleeping accommodation, bathrooms, laundry rooms or kitchens.
POLICY BH13
RESIDENTIAL AMENITY SPACE

All new dwellings will be required to have external private amenity space of a sufficient size and try to satisfy its proposed residents’ needs. This is normally expected to be 20sqm per flat and 50sqm for family housing (including ground floor flats).

JUSTIFICATION

6.2.98 The policy seeks to ensure a suitable level of provision of amenity space in association with residential development. It identifies for Brent a locally distinctive target reflective of an established approach to provision of amenity space.

6.2.99 The London Plan Policy D4 sets out a baseline minimum standard amount for the provision of amenity space in new developments and the characteristics it is expected to have. It also deals with children’s play space in Policy S4. Brent has historically sought and often delivered within higher density schemes higher levels of amenity space based on its own standard which it considers should be maintained. Family housing for purposes of policy is identified as 3 or more bedroom dwellings.

6.2.100 New developments should provide private amenity space to all dwellings, accessible from a main living room without level changes and planned to take maximum advantage of daylight and sunlight. Where sufficient private amenity space cannot be achieved individually for each dwelling to meet the full requirement of the policy, the remainder should be supplied in the form of communal amenity space. In some locations, such as town centres, in high density developments the council understands that meeting the overall minimum might be challenging. Whilst amenity space will assist in achieving the urban greening factor targets, other requirements such as renewable energy sources may compete for areas that might otherwise accommodate amenity areas, such as roofspace. As such flexibility could be allowed where it can be shown that all reasonable options for provision have been considered. In these cases, the quality of any communal space will need to be particularly high to show it can meet residents' needs. The calculation of amenity space does not include any parking, cycle or refuse and recycling storage areas.

LONDON PLAN
Policy D4 Housing Quality and Standards
Policy S4 Play and Informal Recreation
Housing SPG
Play and Informal Recreation SPG
6.3 SOCIAL INFRASTRUCTURE
6.3.3 Development in Brent will be supported where it can be demonstrated that:

- a) The existing facility is not required in its current use and there is no demand for any other suitable community use on the site; and
- b) The loss of social infrastructure would not result in a shortfall in provision of that use; or
- c) A replacement facility that would better meet the needs of existing users is provided; or
- d) Redevelopment is part of an agreed programme of social infrastructure re-provision to ensure continued delivery of social infrastructure and related services, as evidenced through a service delivery/asset strategy.

In reference to criteria a and b, where there is no longer a community need for the facility’s current use, the potential of re-using or redeveloping the existing site for an alternative social infrastructure use, particularly educational, religious, sports and leisure facilities or specialist housing, must be considered before other uses are pursued.

NEW SOCIAL INFRASTRUCTURE

Proposals for new or enhanced social infrastructure facilities, including the closure of existing facilities, will be supported by the Council where:

- a) easily accessible by public transport, walking and cycling, preferably in town centres or Growth Areas; and
- b) located within the community they are intended to serve;
- c) provided in flexible and adaptable buildings;
- d) ideally co-located with other social infrastructure uses; and
- e) maximising wider community benefit, through if necessary, requiring formal community use agreements.

EXISTING SOCIAL INFRASTRUCTURE

Existing social infrastructure and community facilities will be protected and retained unless it can be demonstrated that:

- a) the existing facility is not required in its current use and use developments to support large new developments coming forward in Brent’s priority areas.

WHERE DO WE WANT TO BE?

6.3.4 Social infrastructure (also referred to as community and cultural facilities) plays a vital role in supporting Brent’s diverse community, reducing inequality and helping to promote social inclusion and cultural wellbeing. The Council defines social infrastructure as a wide variety of services that are essential to the sustainability and wellbeing of a community. This could include the following:

- a) Educational facilities including early years’ education, primary education, secondary, special schools, further education and adult learning;
- b) Health services including primary and secondary health;
- c) Sports and leisure facilities including swimming pools, sports halls and community safety facilities; and
- d) Libraries;
- e) Places of worship;
- f) Theatres, music, galleries and other cultural space;
- g) Community space, meeting rooms and halls;
- h) Specialist supported housing;
- i) Fire stations, ambulance stations, policing and other criminal justice or community safety facilities; and
- j) Public houses.

WHERE ARE WE?

6.3.5 This list is not exhaustive and other facilities can be included as social infrastructure.

6.3.6 As Brent’s population continues to grow and diversity it is essential that the local need for community facilities is adequately met. It also needs to be designed to be easily accessible and adaptable. This will allow it to be better used and more likely to be used in the longer term. It will also meet users’ needs without the need to invest substantial sums, which for most community groups are unlikely to be available. Social infrastructure should also be used to its maximum potential which often is not currently the case due to occupier practices. To promote community cohesion and make best use of land, the multiple use of new premises will be sought. Where relevant, Community Use Agreements (CUA) will be secured to ensure dual use through S106 planning obligations. The development and

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implementation of CUAs can help support well-managed and safe community access to facilities, for example on educational sites. This can also encourage other outcomes. As well as widening access to facilities and providing clarity on their use CUAs can help to enhance links between community groups, educational establishments and sports clubs.

6.3.7 Across Brent’s Growth Areas, significant developments will come forward over the Local Plan period which will provide opportunities for the provision of new social infrastructure and the enhancement of existing facilities. Further detail on what’s required is set out in individual site allocations.

6.3.8 Brent’s Local Plan will play an important role in safeguarding existing infrastructure. It will also ensure that new development seeks to provide adequate new infrastructure to meet the needs of a growing population. This will be either by delivering facilities onsite or adjacent to it or through payments made to the council to ensure facilities are provided in another location within or sometimes outside the borough. In other cases, it might be through policies that identify specific sites for infrastructure or facilitate its delivery subject to it meeting criteria that make its provision acceptable in planning terms.

6.3.9 Developments which propose the provision or loss of social infrastructure will need to supply sufficient evidence of its local need, using accepted methodologies. The evidence will demonstrate if there is a local demand, and if so, how this demand would be best met. With regards to loss, evidence should be provided demonstrating how the premises have been marketed at realistic rates for a minimum of 12 months. This will allow alternative community uses to bid prior to its use as a non-community facility.

6.3.10 Significant pieces of social infrastructure that are currently known about or predicted to be required are set out in the infrastructure delivery plan. Further details are provided in the delivery and monitoring chapter. This will be updated on a rolling basis, taking account of information that is available at the time. It is clear that against a background of significant population growth that the requirements for social infrastructure will be significant. Against a current and likely future background of public sector funding restrictions, there is a substantial predicted deficit in finance to deliver much of what is required. The Mayor and council will continue to lobby for sufficient funds to properly support growth.
6.4 ECONOMY AND TOWN CENTRES
WHERE WE ARE?

6.4.1 Brent’s economy is currently home to 14,500 businesses employing 113,500 people and generates a Gross Value Added to the economy of approximately £8.9 billion. The borough has experienced strong economic growth since 2014. The number of jobs has increased by 17%, and the number of businesses by 24%. The borough has a diverse business base; micro businesses (employing up to 9 people) comprise 89% of businesses. Unemployment levels have been reducing. They remain higher than the London average, and particularly high amongst women. In April 2018, median gross weekly earnings for full-time employees in Brent was £583, up 3.3% from 2017. This is still well below the average for London (£713). This reflects many of Brent’s main employment sectors being lower skilled and therefore typically lower paid.

6.4.2 The largest employment sectors in Brent are public administration, education and health; retail hospitality, leisure and recreation and business support services. Combined these sectors account for around 55% of employment in Brent. Other specialisms include wholesale, logistics, transport and manufacturing, particularly food manufacturing. There are variations in sector representation across the borough. In the south west there is a higher concentration of employment in ICT, media, creative services, professional and financial services. To the south west manufacturing, retail and wholesale are the dominant sectors, whilst in north and central Brent health, public services and administration are the main sectors. Wembley also has a focus on tourism and retail.

6.4.3 Brent’s economic hubs are provided across a range of locations. Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) are larger industrial estates which cater for a wide range of industrial uses and account for 374.5ha of Brent’s industrial land. These include Park Royal SIL, London’s largest industrial site, and Alperton LSS. Park Royal has been designated by the Mayor of London as an Opportunity Area, and planning policy for this area is contained within the Old Oak and Park Royal Development Corporation Local Plan. Local employment sites account for 90ha of industrial land, and are smaller scale often embedded in residential areas. Town centres also accommodate many businesses as well as the more obvious retail and leisure uses. Brent’s industrial estates are generally low density. Whilst some contain modern well managed premises, others are in a poorer condition and have limited investment.

6.4.4 To support businesses and the local economy the council has established a range of business support initiatives and engagingly exists across its priority town centres. It works alongside the West London Alliance to promote inward investment at a sub-regional level.

6.4.5 Brent’s town centres play an important role in supporting the borough’s economic vitality and reflect the diversity of the communities that they serve. Brent’s town centres provide 20% of jobs within the borough and over the last decade significant investment has delivered improvements to the overall retail and leisure offer including the Brent Cross Designer Outlet. However, improvements to the public realm on key high streets. Despite this, the borough’s town centres still face significant challenges. Vacancy rates in several centres far exceed the London average and local businesses have seen limited investment. The face tough competition from online shopping and out of town shopping centres such as Brent Cross and Westfield. Brent has nine priority town centres which each have an assigned Town Centre Manager. These are: Kilburn, Colindale, Burnt Oak, Harlesden, Wembley, Edgware, Neasden, Wealdstone and Alperton.

WHERE WE WANT TO BE

6.4.6 To reduce inequalities Brent has to move to a higher wage economy. Fostering conditions where business and individuals can develop and succeed.

6.4.7 When compared with other London boroughs Brent is overrepresented in sectors more at risk of automation and changes in technology and patterns of trade. Supporting existing business is important. However, there is also a need to enable future growth of sectors such as the low carbon circular economy, science and technology, and creative industries. This will involve improving infrastructure, particularly digital and 5G networks, and securing a range of high quality workspaces, including affordable, incubator, accelerator and co-working (IAC) spaces, research labs and makerspaces.

6.4.8 For individuals, access to skills, education and training as well as jobs, will be key. Brent already benefits from a number of major employers in education and health. The University of Westminster’s School...
The London Plan also emphasises the importance of town centres and seeks to diversify through the diversification of town centres. Employment floorspace in Growth Areas and non-designated industrial sites; securing new employment floorspace elsewhere. This will be through consolidation, making better use of industrial floorspace capacity. To achieve this, there will be a need to make better use of industrial sites and secure additional employment floorspace in declining sectors. For example, the College of North West London is looking to consolidate its facilities into one at Wembley Park. The council is very supportive of this because of the benefits it will bring to the college, its students and also the place making of Wembley. In addition, it will be important to capture the benefits of workspace for development of local people. The council can support the local economy and contribute to the quality education and re-skill employees by training opportunities. For example, the Granville in South Kilburn Growth Area is a good example of how workspace opportunities can support the local economy and foster a sense of community. The Granville is managed by South Kilburn Neighbourhood Trust, and was developed with support from the council and Mayor of London. It provides an affordable range of enclosed office, shared studio and dedicated desk space, as well as training opportunities for local people. Opportunities for additional affordable workspace will be sought in South Kilburn, where it does not prejudice the wider programme to provide new social rented housing for existing secure tenants. Securing workspace in Growth Areas will contribute to creating vibrant places where people want to live. It will also be important to meet the London Plan requirement for Brent to provide additional employment floorspace. All major developments exceeding 3000 sq.m in the Growth Areas outlined above should provide a minimum of 10% affordable workspace in the B use class.

POLICY BE1 ECONOMIC GROWTH AND EMPLOYMENT OPPORTUNITIES FOR ALL

The Granville multi-purpose workspace and community space in South Kilburn Growth Area should be protected and opportunities to provide additional affordable workspace will be sought. In Alperton, Burnt Oak Colindale, Church End, Neasden, Staples Corner and Wembley Growth Areas a minimum of 10% of total floorspace within major developments exceeding 3000 sq.m is to be affordable. To meet the identified need for this form of employment space in the borough, an Affordable Workspace Operator should be engaged at the earliest stage, before pre-applications advice is sought, to ensure space is fit for purpose. The council’s list of approved Affordable Workspace Operators seeking space in the borough is available at: www.brent.gov.uk/your-community/ regeneration/affordable-workplace. If a developer is identified that is not on the list, they can apply to be registered. Affordable workspace will be secured for the lifetime of the development. The applicant should submit evidence of having consulted with an approved Affordable Workspace Operator to determine the design of the space is suitable and that it is affordable,
at no more than 50% of comparable local market rate. Each lease should cover a period of at least 10-15 years. This will be secured via a 510s planning obligation. The level of fit out of the workspace to a specification agreed with the Affordable Workspace Provider and to a minimum of CAT A fit-out, unless agreed otherwise with the Operator or the council. An Affordable Workspace Management Plan will be required for the space, agreed between the Affordable Workspace Operator and council, covering how the space will be managed, levels and reasonable priority for local people. Consideration will be given to the requirements of the Workspace Operator. Further detail will be provided in a Brent Affordable Workspace SPD.

6.4.13 In some circumstances rather than provide floorspace for education that results in a loss of capacity for learners will be resisted.

6.4.14 Northwick Park Hospital, University Union Canal) SIL

6.4.15 Brent Works provides developers and businesses support in training and recruitment. This benefits the business by providing access to a skilled, local workforce. It also ensures local people benefit from the employment, apprenticeship and training opportunities development can bring. Major developments will be required to produce an Employment, Apprenticeship and Training Plan in line with guidance produced by Brent Works. Developers should engage with Brent Works at the earliest stage to discuss their needs.

6.4.16 The Brent Digital Strategy sets out how the council will work with and support local residents, partners and businesses to help Brent to become a digital borough. A key objective of the strategy is to ensure borough-wide digital infrastructure, providing instantaneous connectivity. This includes improving broadband speeds so that they are fit for purpose, now and in the future and working with the market to ensure Brent benefits from the roll out of new 5G networks.

6.4.17 Consistent with this objective, London Plan policy SIL Digital connectivity infrastructure requires new developments to achieve greater digital connectivity than set out in building regulations and ensure provision of sufficient ducting space for future digital connectivity infrastructure. In Brent in applying this policy, full fibre (FTTP) gigabit capable connection and ducting which allows multiple providers to easily pull fibres through the ducts without the need for costly and disruptive additional digging will be sought. Fibre delivery early in the planning process alongside traditional utilities will be required.

POLICY BE2 STRATEGIC INDUSTRIAL LOCATIONS (SIL) AND LOCALLY SIGNIFICANT INDUSTRIAL SITES (LSIS)

Within SIL and LSIS development will be supported where it intensifies employment uses and accords with the principles as follows:

<table>
<thead>
<tr>
<th>Employment Site</th>
<th>Designation</th>
<th>Policy approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Lane</td>
<td>SIL</td>
<td>Intensification</td>
</tr>
<tr>
<td>Silvertown (west of Grand Union Canal) SIL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wembley</td>
<td>SIL</td>
<td>These sites will be protected for solely employment uses within use class B1, B2 and B8 and closely related uses. Development will be supported which increases the amount of employment floorspace in these uses class, including start-up space, move on space. Any loss or reduction in floor space will be resisted.</td>
</tr>
<tr>
<td>Alperton (central) LSIS</td>
<td></td>
<td></td>
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<tr>
<td>Alperton (south) LSIS</td>
<td></td>
<td></td>
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<tr>
<td>Brentfield Road LSIS</td>
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<td></td>
</tr>
<tr>
<td>Staples Corner LSIS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alperton (north) LSIS</td>
<td></td>
<td>On these sites intensification through co-location will be supported, subject to a comprehensive masterplan approach produced in accordance with the London Plan policy SI6 Digital connectivity infrastructure requires new developments to achieve greater digital connectivity than set out in building regulations and ensure provision of sufficient ducting space for future digital connectivity infrastructure. In Brent in applying this policy, full fibre (FTTP) gigabit capable connection and ducting which allows multiple providers to easily pull fibres through the ducts without the need for costly and disruptive additional digging will be sought. Fibre delivery early in the planning process alongside traditional utilities will be required.</td>
</tr>
<tr>
<td>Northfields (west of Grand Union Canal) SIL</td>
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<tr>
<td>Northfields (east of Grand Union Canal) SIL</td>
<td></td>
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<tr>
<td>Neasden Lane (Lowther Road) LSIS</td>
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<tr>
<td>Honeyeopd Lane (Wembley) LSIS</td>
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<td></td>
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<tr>
<td>Honeypot Lane (Lowther Road) LSIS</td>
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<tr>
<td>Cricklewood LSIS</td>
<td></td>
<td>A net increase in employment floorspace; • a mix of B1(b), B1, B2 and B8 employment floorspace will be delivered reflective of borough needs, including start-up space, move on space; • proactive engagement with existing businesses to seek to retain them on site where possible, and support for any businesses that cannot be incorporated to relocate off site; • a mix of employment floorspace to be affordable; • the development is of a high quality design and will result in sustainable development, well served by community facilities and open space; and • any potential conflicts between uses can be mitigated and a high standard of amenity achieved.</td>
</tr>
<tr>
<td>Kingsbury LSIS</td>
<td></td>
<td></td>
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<tr>
<td>Alperton (north) LSIS</td>
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<tr>
<td>Alperton (south) LSIS</td>
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<td></td>
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<tr>
<td>Colindale LSIS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maryland</td>
<td>LSIS</td>
<td>Co-location within site boundary of extent planning permission subject to a minimum providing the amount, typology, and affordability of employment floorspace consistent with planning permission 18/0521. Intensification on the remainder of the SIL.</td>
</tr>
<tr>
<td>Colindale LSIS</td>
<td></td>
<td></td>
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<tr>
<td>Honeypot Lane (Wembley) LSIS</td>
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</tr>
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<td>Northfields (east of Grand Union Canal) SIL</td>
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</tbody>
</table>
JUSTIFICATION

6.4.18 The London Plan identifies Brent as a provide industrial capacity borough. Demand is identified in the use classes B1c, B2 and B8. The West London Employment Land Review (WLELR) identified demand for an additional 0.6ha of industrial floorspace, primarily to meet projected demand for logistics. Brent is committed to exceeding this figure to increase industrial floorspace to support growth in business and employment. Currently, many of the borough’s industrial sites are underutilised and include non-industrial uses. London Plan policy E7 requires development in Sil, and LSIS to increase industrial floorspace to achieve a plot ratio to 0.65 (0.65 sq.m. per floor area). Brent’s approach to co-location and substitution would achieve a plot ratio of 0.65 (0.65 sq.m. per floor area). Such intensification will be instrumental in increasing industrial floorspace in the borough. Additional capacity will also be secured by increasing floorspace on non-designated industrial sites (policy BE3), securing workspace in Growth Areas and secondary frontage of town centres (policy BE1 and BE4), and intensification of Park Royal which is being led by the OPDC.

6.4.19 The WLELR identifies that whilst demand and viability will support intensification of industrial uses in some areas of Sil and LSIS, in others co-location is needed to increase intensive intensification. Policy BE2 sets out Brent’s approach to co-location and intensification based on an analysis of Sil and LSIS in the WLELR and Brent Industrial Land Audit. Policy BE2 is a starting point approach to demonstrating the criteria in London Plan policy E7 could be achieved through a masterplan-led approach. Critically, it will need to be demonstrated that co-location and substitution will provide the industrial capacity borough. These in the future could reasonably transition into other industrial uses to help meet demand for industrial storage and warehousing. Therefore, for the purposes of calculating existing floorspace the council will include all floorspace within the B use class and closely related uses, such as trade merchants. The council will work closely with the developer to achieve a plot ratio of 0.65. The GLA Practice Note: Industrial intensification BE1 and BE4), and intensification of Park Royal which is being led by the OPDC. Brent’s commitment to their use primarily for employment use, or all workspace is appropriate. The applicant must demonstrate incorporation non-employment uses may be appropriate where circumstances a mixed-use development for workspace financial contributions will be secured to re-provide equivalent space.

6.4.20 In calculating what constitutes the minimum floorspace requirement required in any site’s redevelopment, the existing employment floorspace or a plot ratio of 0.65 will be applied, whichever is the lower to identify the extent of floorspace required in any site’s redevelopment, the existing employment floorspace or a plot ratio of 0.65 will be applied, whichever is the lower to identify the extent of floorspace required in any site’s redevelopment, the existing employment floorspace or a plot ratio of 0.65 will be applied, whichever is the lower. Brent’s commitment to their use primarily for employment use, or all workspace is appropriate. The applicant must demonstrate co-location and substitution will provide the industrial capacity borough. These in the future could reasonably transition into other industrial uses to help meet demand for industrial storage and warehousing. Therefore, for the purposes of calculating existing floorspace the council will include all floorspace within the B use class and closely related uses, such as trade merchants. The council will work closely with the developer to achieve a plot ratio of 0.65. The GLA Practice Note: Industrial intensification BE1 and BE4), and intensification of Park Royal which is being led by the OPDC. Brent’s commitment to their use primarily for employment use, or all workspace is appropriate. The applicant must demonstrate incorporation non-employment uses may be appropriate where circumstances a mixed-use development for workspace financial contributions will be secured to re-provide equivalent space.

LONDON PLAN

Policy E4 Land for industry, logistics and services to support growth in London’s economic function

Policy E5 Strategic Industrial Locations (SIL)

Policy E6 Locally Significant Industrial Sites (LSIS)

Policy E7 Industrial intensification, co-location and substitution

POLICY BE3 LOCAL EMPLOYMENT SITES AND WORK-LIVE

The council will allow the release of Local Employment Sites to non-employment uses where:

- a) continued wholly employment use is unavoidable; or
- development increases the amount of affordable workspace in the B use class, with makerspace in use class B1(c) prioritised to meet demand.

Work-Live units will be acceptable where they are managed by an organisation committed to primary use of the premises, as evidenced by a management plan. Loss of Work-Live units to residential will be resisted.

JUSTIFICATION

6.4.21 Local Employment Sites are sites outside of Sil and LSIS in employment use within the B use class and closely related uses. They make an important contribution to the local economy by providing employment opportunities and reducing the need to travel. This policy allows for the release of unviable employment floorspace or, where appropriate, mixed-use development. This is consistent with the NPPF which requires the efficient use of land.

6.4.22 Under criterion b of Policy BE3, in exceptional circumstances a mixed-use development incorporating non-employment uses may be appropriate, or a mixed-use development incorporating non-employment uses may be appropriate. The applicant must demonstrate that redevelopment will result in:

a) the accommodation of the existing employment use, or all workspace is appropriate. The applicant must demonstrate that redevelopment will result in:

6.4.23 Under criterion b of Policy BE3, in exceptional circumstances a mixed-use development incorporating non-employment uses may be appropriate, or a mixed-use development incorporating non-employment uses may be appropriate. The applicant must demonstrate that redevelopment will result in:

b) an increase in the amount of employment floorspace on the site in the B use class, or

c) delivery of wider regeneration benefits to the community; and

d) employment floorspace with a very strong prospect of being occupied.

6.4.24 As evidence the employment space will be occupied the council will require a letter of occupancy from the occupier stating their commitment to the community; and

d) employment floorspace with a very strong prospect of being occupied.

6.4.25 In areas with existing or emerging creative clusters the work/live principle will be applied, whichever is the lower. Brent’s commitment to their use primarily for employment use, or all workspace is appropriate. The applicant must demonstrate incorporation non-employment uses may be appropriate where circumstances a mixed-use development for workspace financial contributions will be secured to re-provide equivalent space.

6.4.26 Work-Live is the combination of living and working in a single self-contained unit. It is a form of employment floor space that is particularly suited to the needs of small businesses. The development will involve the creation of living and working space in the same unit, with the living space being designed to be lived in full time by the business owner or manager and the working space being used by employees on a regular basis. The development will involve the creation of living and working space in the same unit, with the living space being designed to be lived in full time by the business owner or manager and the working space being used by employees on a regular basis.

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LOCAL PLAN | LONDON BOROUGH OF BRENT
JUSTIFICATION

6.4.27 Brent includes a diverse range of well-functioning town centres, each helping to serve their immediate communities, with some of the larger centres, such as Wembley and Kilburn, serving a wider catchment. There are currently no Metropolitan Town Centres within Brent, however, it is the aspiration of the council to increase the connectivity of both Wembley and Wembley Park Town Centres, and expand their offer to meet the relevant floor space metrics and gain status as a Metropolitan Town Centre. The existing Town Centre hierarchy is as follows:

a) Major centres: Kilburn, Wembley.
b) District centres: Wembley Park, Kenton, Preston Road, Burnt Oak, Colindale, Kingsbury, Neasden, Cricklewood, Willesden Green, Harlesden, Ealing Road.
c) Local centres: Kensal Rise, Queen’s Park, Church End, Sudbury.
d) Neighbourhood parades: can be viewed on the planning policy map.

6.4.28 The policy approach will also be applied in assessing permitted development prior approval applications for change of use of existing town centre uses. The proportion of frontage is to be calculated based on the length of the primary frontage in metres for the centre as a whole. A1 uses are shops, A2 uses are financial and professional services, A3 uses are restaurants and cafes, A4 are drinking establishments and A5 are hot food takeaways.

POLICY BE4 SUPPORTING STRONG CENTRES DIVERSITY OF USES

No further A4 or A5 uses will be permitted within the defined Primary Shopping Frontage of Brent’s town centres, as shown on the Policies Map.

Non-A1 or A2 uses will be permitted within town centres where:

a) they would not reduce the proportion of frontage in A1 and A2 use to less than 50%; and
b) the proposal provides, or maintains, an active frontage.

UNVIABLE SECONDARY FRONTAGE

Unviable secondary frontage on the periphery of town centres will be promoted for workspace, social infrastructure and residential uses.

IMPACT ASSESSMENTS

Proposals involving 500 sqm or above gross retail or leisure floorspace, which are outside of town centres and do not accord with the Local Plan, should be accompanied by an Impact Assessment.

LONDON PLAN

Policy E7 Industrial intensification, co-location and substitution

POLICY E7 Industrial intensification, co-location and substitution

Applications for Work Live development must be supported by a management plan agreed by the council which demonstrates the units are to be managed by an organisation committed to their long term management primarily for employment. An indicative ratio of 70:30 in favour of the work element will be sought.

Local Plan

Policy E7 Industrial intensification, co-location and substitution

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LOCAL PLAN | LONDON BOROUGH OF BRENT

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LOCAL PLAN | LONDON BOROUGH OF BRENT

POLICY E7 Industrial intensification, co-location and substitution

All phased major developments within town centres or growth areas will be required to submit an appropriate Meanwhile Feasibility Study and if feasible, an appropriate Meanwhile Strategy.

POLICY E7 Industrial intensification, co-location and substitution

Proposal for Work Live development must be supported with a management plan agreed by the council which demonstrates the units are to be managed by an organisation committed to their long term management primarily for employment. An indicative ratio of 70:30 in favour of the work element will be sought.

POLICY BE4 SUPPORTING STRONG CENTRES DIVERSITY OF USES

No further A4 or A5 uses will be permitted within the defined Primary Shopping Frontage of Brent’s town centres, as shown on the Policies Map.

Non-A1 or A2 uses will be permitted within town centres where:

a) they would not reduce the proportion of frontage in A1 and A2 use to less than 50%; and
b) the proposal provides, or maintains, an active frontage.

UNVIABLE SECONDARY FRONTAGE

Unviable secondary frontage on the periphery of town centres will be promoted for workspace, social infrastructure and residential uses.

IMPACT ASSESSMENTS

Proposals involving 500 sqm or above gross retail or leisure floorspace, which are outside of town centres and do not accord with the Local Plan, should be accompanied by an Impact Assessment.

6.4.28 The policy approach will also be applied in assessing permitted development prior approval applications for change of use of existing town centre uses. The proportion of frontage is to be calculated based on the length of the primary frontage in metres for the centre as a whole. A1 uses are shops, A2 uses are financial and professional services, A3 uses are restaurants and cafes, A4 are drinking establishments and A5 are hot food takeaways.

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6.4.31 Local Plan | London Borough of Brent Local Plan | London Borough of Brent

is therefore of special relevance to these areas and in turn will support the overall function of the primary shopping centres which in turn will increase the footfall and dwell times within their destination appeal. This will serve to enhance the sustainability of the completed development.

6.4.32 Frontage will be considered peripheral at ground floor with residential above. Development proposals are required to demonstrate that the unit is viable by providing evidence. This will be that the unit has been vacated by the previous occupant after an active marketing campaign, or that long term vacancies are such that could reasonably be relocated elsewhere in the central retail area.

6.4.33 Vacant premises can provide opportunities for businesses as well as community groups. As such, marketing must be through a commercial agent at a price that genuinely reflects the market value in relation to use, condition, quality and location of floorspace. A professional valuation of the asking price and/or rent will be required from at least three agents to confirm that this is reasonable.

6.4.35 London Plan Policy SD6 requires the Brent Local Plan to promote and enhance the vitality and viability of the borough’s town centres. The council has done this by allowing some flexibility in use where retail opportunities are such that the unit is unviable by providing evidence. This will be that the unit is viable by providing evidence. This will be that the unit has been vacated by the previous occupant after an active marketing campaign, or that long term vacancies are such that could reasonably be relocated elsewhere in the central retail area.

6.4.36 This preferred approach would restrict conversion of under-used land, particularly within phased developments, to certain uses (at ground floor with residential above). The strong preference will be conversion to workspace in the B1 use class (office, research and development or light industrial compatible with a residential environment) at ground floor with residential above.

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6.4.38 A ‘meanwhile use’ is the temporary use of vacant buildings or land for a socially beneficial purpose until such a time that they can be brought back into commercial use again. A ‘meanwhile use’ is not the same as a temporary or seasonal lease or license because it recognises that the search for a commercial use is ongoing.

6.4.39 Vacant premises can provide opportunities for start-ups and small local businesses, as well as community groups. As such, where required meanwhile strategies must support the objectives or action plans for the relevant town centre or Growth Area, contributing to the regeneration of the surrounding area, and enhancing the sustainability of the completed development. In particular, for vacant or under-utilised buildings, consideration should be given to the provision of: temporary creative workspace, community facilities, related ancillary uses, and complementary facilities and uses, and cultural venues. Developments which have vacant or under-utilised buildings that have substantial development, should consider the provision of: pocket parks, community gardens, recreational spaces, workspace and/or other commercial space/ features that promote community engagement with the local environment.

6.4.40 Subject to other policies within the development plan, takeaways will be approved except where they would result in:

a) the introduction of any new A5 uses within the designated primary frontage of a town centre;

b) an A5 use within 400 metres walking distance of a primary school, secondary school or further education establishment entrance/exit point;
c) more than 1 unit or 10% of the town centre frontage consisting of adult gaming centres, pawnbrokers/payday loan shops;
d) more than 3% of the town centre frontage consisting of betting shops, adult gaming centres or pawnbrokers/payday loan shops;
e) no more than 4% of the town centre frontage consisting of betting shops, adult gaming centres or pawnbrokers/payday loan shops;
f) no more than 1 unit or 15% of the town centre frontage of a primary school, secondary school or further education establishment entrance/exit point; or
g) more than 6% of the units within a town centre frontage in A5 uses;

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g) more than 6% of the units within a town centre frontage in A5 uses;
6.4.43 The need to prevent an over-concentration of particular uses within any single length of frontage the policy seeks to prevent adult gaming centres, pawnbrokers, betting shops and takeaways locating in close proximity to a unit in the same use.

6.4.40 The NPPF states planning policy is to take account of and support local strategies to improve health, social and cultural wellbeing. Local studies have shown that takeaways and shisha cafés are impacting negatively on the health of Brent residents particularly young people. Accordingly, to support local health strategies, this policy sets a limit on the proportion of these uses to secondary schools and further education establishments.

6.4.41 Brent’s town centre health checks indicate in the borough pawnbrokers often also provide a payday loan service, and these uses are often indistinguishable from each other; therefore for the purposes of this policy the term pawnbroker is inclusive of payday loan companies.

6.4.42 Further education establishments are those which deliver compulsory education for people over 16.

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6.4.48 To protect the viability of the remaining retail and service units within a parade, consideration will be given as to whether or not the proposal incurs a breakage in the parades frontage.

6.4.49 Where a loss of retail or service is allowed, the provision will provide a payday loan service, and these uses are often indistinguishable from each other; therefore for the purposes of this policy the term pawnbroker is inclusive of payday loan companies.

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6.4.45 London Plan Policy E9 places restrictions on the commercial use of the site becoming viable with any anticipated future population growth within the borough area. This will be particularly relevant in the emerging need.

6.4.46 Outside of town centres, neighbourhood parades and isolated shop units provide a range of uses with associated evidence to demonstrate of need. Where permitted, sympathetic retention of any existing shop front will be required unless a high quality alternative more sympathetic to the building’s qualities or street scene will be delivered.

POLICY BE6 NEIGHBOURHOOD PARADES AND ISOLATED SHOP UNITS

Loss of A1, A2, A3 uses or launderettes in neighbourhood parades or isolated shop units outside designated town centres will be permitted where the proposal does not result in a harmful break in the continuity of the parade frontages, and the parade or parade frontage within 400 metres of equivalent alternative provision.

a) is unviable; or
b) the proposal will provide a community facility for which there is a demonstrable need.

Where there is no equivalent alternative provision within 400 metres, loss will not be permitted unless retention is unviable for these ranges of uses with associated evidence to show that the premises have been vacant and actively marketed for a minimum of 2 years. Where permitted, sympathetic retention of any existing shop front will be required and these uses to secondary schools and further education establishments.

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6.4.44 In determining applications for planning permission and change of use permitted development prior approvals, development resulting in the loss of local retail and service provision will not be permitted unless there is alternative equivalent provision within 400 metres. This is considered a reasonable walking distance (5 minutes for the average person) to access convenience shopping and local services. Provision will be considered equivalent where it provides a similar offer which meets the same need, such as the need for fresh food or a financial service. Marketing evidence will be required demonstrating an active marketing campaign, at an appropriate rent (providing examples of comparable shop unit rents within the vicinity), for a continuous period of at least 2 years whilst the premises were vacant or in ‘meanwhile use’, which has shown to be unsuccessful. A change of use to a community centre will be permitted where it can be demonstrated there is a need for such provision. Demonstration of need must include evidence of consultation with service providers and the local community and an audit of existing provision within the local area. Weight will also be given to the prospect of the commercial use of the site becoming viable with any anticipated future population growth within the surrounding area. The proposal must be situated in the borough’s Growth Areas, for which there will likely be an emerging need.

6.4.45 London Plan Policy E9 places restrictions on development proposals containing A5 hot food takeaway uses. Any new A5 use within 400 metres walking distance of an existing or proposed primary or secondary school should be refused.

JUSTIFICATION

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6.4.47 In determining applications for planning
6.4.52 Markets can make an important contribution to the vitality of town centres and therefore are to be retained and enhanced. However, if poorly designed or managed, markets and car boot sales can cause harm to surrounding areas. This policy establishes the factors the council will consider when determining an application for such uses.

6.4.53 Applications for markets and car boot sales must be accompanied by site layout plans and Management Plans. For car boot sales the layout plan should indicate vehicle trading areas, maximum number of vehicles, spacing and aisle widths. Management Plans must include details of time and duration of the sale, arrangements for marshalling access, parking, service, safety measures and signage, with arrangements for the display and/or collection of sellers’ details.

6.4.54 Management Plans for the operation of such sales should satisfactorily address the following considerations:

a) The proposal should include adequate arrangements for the storage and/or collection of waste during the sales, as well as its disposal afterwards;

b) The scale of activity, in terms of the number of pitches, is not excessive in relation to the scale of the centre;

c) Any additional traffic generated by the sales would not cause unacceptable impact on the existing road network nor constitute a safety hazard;

d) The access and parking arrangements for both trading and customer vehicles would not cause noise disturbance to nearby residents at unsociable hours; and

e) In the case of car boot sales that provision for the parking of all trading vehicles is made on-site.

6.4.55 Any permission granted for car boot sales would be for a limited period only (normally 18 months) and subject to a condition waiving an appropriate proportion of permitted development rights on the cessation of the planning permission. In all cases, permission will be made personal to a named person or persons, to ensure the responsibility and arrangements for the operation of the sale do not change without the knowledge and express consent of the planning authority.

6.4.56 In addition to planning controls, the council manages proposals for new markets through its role in determining applications for street trading licences.

6.4.57 Hotels are classified by the NPPF as a main town centre use and the provision of a good range of hotel facilities is important in attracting visitor spend which can have potential spin-off benefits for town centres in instances where a hotel is well-sited within a centre in proximity to complementary uses such as bars and restaurants.

6.4.58 The GLA has forecast future demand for serviced accommodation by borough, identifying a requirement for 2,622 net additional serviced accommodation rooms in Brent over the period 2015-40.

6.4.59 Hotels and visitor accommodation are encouraged in Wembley town centre to further strengthen existing provision and support the area’s role and function as a destination for sports and entertainment. In Kilburn there is relatively limited provision at

6.4.50 Shop fronts play a key role in establishing the character of Brent’s town centres and neighbourhood parades. Policy BE7 is to ensure shop fronts and forecourts contribute to an attractive environment. It is supplemented by detailed guidance in the Shopfronts SPD3 (June 2018).

6.4.51 The council will take enforcement action on shop owners if the visual amenity of frontages is not maintained within acceptable standards.

POLICY BE8 MARKETS AND CAR BOOT SALES

The council will protect and promote markets by:

a) resisting the permanent loss of existing retail market sites unless comparable provision is made or there is no

PolicY BE7 SHoP FRoNT DeSIGN AND FORECOURT TRADING

Proposals for shop fronts and forecourts will be required to retain shop fronts of architectural or historic merit, demonstrate a high quality of design, complementing the building and adjoining properties.

Forecourt trading will be permitted where it does not cause an obstruction to pedestrians or nuisance to neighbouring residential occupiers.

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POLICY BE9 VISITOR ACCOMMODATION AND ATTRACTIONS

Future hotel provision will be encouraged in the two major town centres of Wembley and Kilburn. In addition to sites allocated in this plan, hotels and other visitor accommodation will be appropriate in town centres in accordance with the sequential approach, and will be supported provided they:

- do not significantly compromise the supply of land for new homes on allocated housing sites and the council’s ability to meet its housing targets;
- are inclusive and accessible, with applications for detailed planning permission accompanied by Accessibility Management Plans;
- are not occupied by any resident for 90 consecutive days or more; and
- create active ground floor frontages.

6.4.60 In addition to hotels, visitor accommodation includes: aparthotels, guesthouses, bed and breakfast accommodation, self-catering facilities and youth hostels. Conditions will be applied to ensure visitor accommodation is managed appropriately as short term accommodation and rooms are not occupied for periods of 90 days or more.

6.4.61 Design and Access Statements are to be sufficiently detailed to demonstrate that inclusive access is integral to the design and, in the case of hotels, an adequate choice of accessible room types is provided to all customers. Applications for hotel development are required to be accompanied by an Accessibility Management Plan (AMP) to demonstrate that the management and operation of accessible rooms is considered from the outset of the design. An AMP is distinct from a Design and Access Statement as its purpose is to ensure accessibility and inclusion are monitored and maintained throughout the life of the development. Both are to be prepared in keeping with the criteria set out in the Mayor’s Town Centres SPG.

EVIDENCE BASE

- Brent Employment Land Demand Study 2015, URS
- Brent Workspace Study 2017, Regeneris
- West London Employment Land Review 2019, GL Hearn
- West London Affordable Workspace Study, 2019 Avison Young
- Brent Retail & Leisure Need Assessment 2018, Urban Shape
- Brent Industrial Land Audit and Intensification Analysis 2019, Brent Council
6.2 HERITAGE AND CULTURE
WHERE WE ARE?

6.5.1 Brent has a comparatively low number of recognised heritage assets in the context of London, as identified in the Brent characteristics section. On a planning policy basis, the council considers that national planning policy, the London Plan and Brent’s current Local Plan policy “Brent’s Heritage Assets” provide sufficient support and clarity in the determination of applications that have the potential to impact on heritage assets.

6.5.2 The council is preparing an Historic Environment Place-Making Strategy which will enable a programme of review of heritage assets within the borough. This is not just an exercise in listing known buildings and areas. It also attempts to provide an understanding of their value to society (their significance), their physical conservation status, the contribution of their settings, scope for enhancement and their potential to contribute to the delivery of other sustainable development and place making objectives. The Strategy looks at Brent’s Listed Buildings, Heritage at Risk, Historic Parks and Landscapes, and Archaeology. In particular, it reviews conservation areas and considers whether their boundaries are correct. In some cases, there may be justification for extension or potential de-designation. In some areas, there are areas in the borough considered likely to be of sufficient merit to warrant conservation area status.

6.5.3 For some areas there is a need to provide greater advice within the associated conservation area design guides. This will be related to the types of development that are popular in the area that might currently be refused that, with amendment consistent with the character of the conservation area, might be viewed acceptable. The Local List has partly been updated and includes a better description of assets included on it. This will allow a better understanding of the architectural/historic elements that need to be taken account of in any development proposal.

6.5.4 Whilst not yet a listed building due to its age, the National Stadium Wembley is of national cultural significance. Recognising its importance, views to it have been protected in current planning policy and this will continue. Although the prospect of its sale has receded for now, a potential for change in ownership of the stadium brings both opportunities and risks. Protecting the stadium’s status as a premium location for football in particular but also other significant cultural events is necessary. As it grows older it will face increased competition from newer purpose built stadia in England and also abroad.

6.5.5 Brent has for some time been an area which has been subject to extensive levels of in-migration from different waves of ethnic groups. As such, dedicated cultural facilities are comparatively rare in Brent.

6.5.6 Continual changes in the ethnic composition of the population can present pressures around continued use/viability of some cultural institutions. This is compounded by high values of land and buildings, especially as a result of competition/potential for residential development. The commercial pressure in particular can make it difficult for new cultural facilities or associated creative industries/types to be established. Historically these have often have relied on colonising buildings or areas neglected by the market. Lack of suitable premises is limiting the potential cultural expression and wider social value that Brent’s diverse population can bring. The council has been successful in negotiating affordable/creative workspace in association with new developments, such as in Alperton and Wembley Growth Areas.
6.5.8 In relation to cultural facilities, pubs long

6.5.7 The London Plan through policy HC6

WHERE DO WE WANT TO BE?

6.5.9 In terms of heritage and cultural

6.5.10 In relation to the future of the

POLICY BCH1 BRENT’S HERITAGE ASSETS

Proposal for for affecting heritage assets should:

a) demonstrate a clear understanding of the architectural or historic significance and its wider context;

b) provide a detailed analysis and justification of the impact (including incremental and cumulative) of the proposed development on the heritage asset, its curtilage and setting, and its context as well as any public benefit;

c) retain buildings, structures, architectural features, hard landscaping and spaces, archaeological remains, where their loss would cause substantial harm;

d) sustain and enhance the significance of the heritage asset, its curtilage and setting, respecting and reinforcing the streetscapes, frontages, building lines, building form, siting, design, height, plot and grandeur and ensure that extensions and new development are not overly dominating;

e) contribute to local distinctiveness, built

for the night time economy in Kilburn, whilst the other important night time economy areas are supported as part of the town centre action plan. It is considered that these in association with a policy in the Brent Local Plan which supports the retention of and promotion of new night time economy uses in these centres should be sufficient.

6.5.13 In relation to pubs, from a planning policy perspective the existing Brent policy appears to be working well. Whilst there is a draft London Plan which contains a policy that seeks to protect public houses, it is not considered to be as detailed and therefore as robust as Brent’s, so it is proposed to essentially take Brent’s policy forward in its current form.

LONDON PLAN

HC5 Supporting Culture and Creative Industries

HC6 Supporting the night time economy

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6.5.13 In relation to pubs, from a planning policy perspective the existing Brent policy appears to be working well. Whilst there is a draft London Plan which contains a policy that seeks to protect public houses, it is not considered to be as detailed and therefore as robust as Brent’s, so it is proposed to essentially take Brent’s policy forward in its current form.

LONDON PLAN

HC5 Supporting Culture and Creative Industries

HC6 Supporting the night time economy

Proposals for or affecting heritage assets should:

a) demonstrate a clear understanding of the architectural or historic significance and its wider context;

b) provide a detailed analysis and justification of the impact (including incremental and cumulative) of the proposed development on the heritage asset, its curtilage and setting, and its context as well as any public benefit;

c) retain buildings, structures, architectural features, hard landscaping and spaces, archaeological remains, where their loss would cause substantial harm;

d) sustain and enhance the significance of the heritage asset, its curtilage and setting, respecting and reinforcing the streetscapes, frontages, building lines, building form, siting, design, height, plot and grandeur and ensure that extensions and new development are not overly dominating;

e) contribute to local distinctiveness, built

for the night time economy in Kilburn, whilst the other important night time economy areas are supported as part of the town centre action plan. It is considered that these in association with a policy in the Brent Local Plan which supports the retention of and promotion of new night time economy uses in these centres should be sufficient.

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6.5.16 Brent’s heritage assets make a substantial contribution to the borough’s local character and distinctive open spaces, and hold a unique history and place-value which justifies protection, conservation and enhancement in a manner appropriate to their significance. The council recognises and identifies both designated and non-designated assets through the plan making or planning application process. The council expects developers that they hold value to society at many levels and identification allows protection and management of the assets and infrastructure.

6.5.17 The purpose of this policy is to provide guidance on Brent’s heritage assets, areas of distinctive residential character, sites of archaeological importance and the contribution to the borough’s local character, providing a sense of permanence and belonging. Once lost or detrimentally altered, heritage assets cannot easily be reinstated. It is important that the most valuable are not needlessly or inadvertently destroyed. Policy BD1 therefore, specifically seeks to protect Brent’s heritage by ensuring that the case for conservation and enhancement is fully considered when assessing any proposals for development.

6.5.18 Brent’s heritage assets include a wide range of architectural styles from Victorian Italianate, Gothic Revival, Queen Anne, Arts & Crafts, ‘Tudor-Revival’, ‘Old World’ Modern and Brutalist as well as planned ‘village’ settlements. Furthermore, its formal public gardens, cemeteries together with the trees and gardens in the 20th century residential developments have matured contributing to the visual and character setting. Its archaeological discoveries are scarce; sites have been built over and there are limited places where archaeologists could investigate. Records suggest existence of settlements from prehistoric times meaning new discoveries would be significant partly because so little is known.

6.5.19 Heritage assets are valued by the public as established and tangible evidence of the last culture, providing a sense of permanence and belonging. Once lost or detrimentally altered, heritage assets cannot easily be reinstated. It is important that the most valuable are not needlessly or inadvertently destroyed. Policy BD1 therefore, specifically seeks to protect Brent’s heritage: it ensures that the case for conservation and enhancement is fully considered when assessing any proposals for development.

6.5.20 The council supports and recognises that change is necessary, but needs to not compromise heritage significance and exploit opportunities for enhancement.

6.5.21 Any proposal must have special regard to the desirability of preserving a heritage asset or its setting or any features of special archaeological, architectural or historic interest. When granting consent, special regard will be given to matters of detailed design, especially within main frontages, prominent elevations and roofs, and to the nature, quality and type of materials proposed to be used. Small scale development proposals, including extensions, roof extensions, dormers and outbuildings and projects for minor changes or incremental alterations (such as window replacement and the loss of original fittings) will be unacceptable if overly dominating or otherwise causing harm to character, integrity or appearance.

6.5.22 When considering any planning application (including demolition) that affects a conservation area, the council will resist significant harm to the distinctive characteristics of the area, including important views into and out of the area, the character and setting of the buildings, structures, trees and other elements which make a positive contribution to the appearance and character of the area.

6.5.23 The council will also identify the requirement of no harm for heritage assets, including building or structures contained on the Local List, archaeological priority areas, areas of distinctive residential character, areas of archaeological importance and sites contained in the London Parks & Gardens Trust’s Inventory of Historic Spaces, at the beginning of the design process for any development, especially where they may impact on their significance.

6.5.24 The council will resist significant harm to or loss of heritage assets. It will assess proposals which would directly and individually impact on heritage assets in the light of their significance and the degree of harm or loss which would be caused. When a planning application is permitted where the visual and functional impact of the proposals can be demonstrated to conserve or enhance:

- the general design and layout of the area, including the relationship between its buildings, structures, trees and other elements which make a positive contribution to the appearance and character of the area.

- the character and setting of the buildings and other elements which make a positive contribution to the appearance and character of the area.

Development involving demolition in a conservation area will only be permitted if a befittingly-designed replacement has been granted planning permission with appropriate mitigation measures in place to ensure the replacement is constructed.

- priority areas and archaeological sites contained within the London Parks & Gardens Trust’s Inventory of Historic Spaces.

- archaeological remains are not needlessly or inadvertently destroyed. Development located within, adjacent to or otherwise affecting the heritage assets and sites contained in the London Parks & Gardens Trust’s Inventory of Historic Spaces.

- the layout of the development, extent of development involving demolition in a conservation area will only be permitted if a befittingly-designed replacement has been granted planning permission with appropriate mitigation measures in place to ensure the replacement is constructed.

- the general design and layout of the area, including the relationship between its buildings, structures, trees and other elements which make a positive contribution to the appearance and character of the area.

- the character and setting of the buildings and other elements which make a positive contribution to the appearance and character of the area.
6.5.25 Outline planning applications are not assessed and, where necessary, a field inspection will be proposed for a site which includes or impacts on heritage assets and their setting. The impact of the proposal will be considered in the setting of the management of local views.

6.5.26 A Heritage Statement is required where a proposal is for or affects a heritage asset. It must describe and demonstrate a clear understanding of the significance of any heritage assets affected by proposals and the impact on their significance, including any contribution from their setting. The level of detail needed will vary with the importance of the asset and clearly identify the potential impact on it within a clear and consistent manner. A Heritage Statement is proposed for a site which includes or has the potential to affect heritage assets that are of local importance with archaeological interest, developers must submit an appropriate desk based assessment and where necessary, a field evaluation.

POLICY BH2 NATIONAL STADIUM WEMBLEY

Development must not be to the detriment of the following views as shown on the Policies Map of the National Stadium Wembley:

1. Barn Hill, Wembley
2. Edmondo Park, Sudbury
3. Horsenden Hill, Perivale
4. One Tree Hill, Alperton
5. Welsh Harp Reservoir
6. Wembley Park Station
7. The Willybrook House
8. Olympic Way North of Fulton Road
9. Chalk Hill Park, Wembley
10. Metropolitan and Jubilee Line north of Neasden Station
11. Great Central Way
12. South Way at the River Brent Bridge
13. The Whitney Bridge
14. Neasden Station, Neasden Lane
15. North Circular Road High Road junction
16. West Coast Mainline Stonebridge
17. Abbey Road/Grand Union Canal Park Royal

Proposals which increase the frequency and volume of use of the national stadium’s ability to be the premier national recognised location for England national football teams and any world, European, national, association, league or non-league football finals or games of similar national significance will be refused. The impact on the national stadium’s ability to be the premier national recognised location for England national football teams and any world, European, national, association, league or non-league football finals or games of similar national significance will be refused.

6.5.28 The National Stadium Wembley is an iconic building of national cultural significance, pride and international renown, principally for football. The stadium’s size and height, in particular of its impressive white lattice arch, combined with its elevated position mean that it is very prominent from numerous points locally. It is also visible from much of London. Since the start of its construction the council has sought to protect more immediate and wider views to it from across the borough on account of its wider cultural significance, function as a landmark/reference point and the role that clear views to it play as part of the whole experience of excitement and anticipation of people attending an event. This has and will include limiting building heights immediately adjacent to no more than the stadium’s shoulder height.

6.5.29 In determining Plan policies and associated Supplementary Planning Guidance set out the key principles and methodology for information that needs to be supported to ensure the on-going commercial success which allows continuous investment in the future. The council recognises the benefit that the stadium brings to the residents and businesses of Brent, and its role in raising the profile of Wembley across the world. Nevertheless, Brent’s population raising the profile of Wembley across the world and number of businesses is growing, particularly in the vicinity of the stadium. To protect them, conditions were placed on the planning consent to ensure that any proposed permission which limited the number of events annually with an attendance of over 50,000 to 7 or 22 sports and 15(22) events.

6.5.30 The cost of the stadium to construct and operate together with its initial design attributes, accommodates a wide range of sporting and cultural events and has meant that it was always anticipated that it would be for football and internationally important football games. Nevertheless, this, the funding of the stadium and the associated agreements together with the Football Association’s role as owner/occupier and national custodian of the game meant that football would be given prominence over other uses.

6.5.31 The council seeks to protect the preeminent position of the stadium at a global level as a renowned location for sport and cultural events, but ensure that the stadium’s ability to be used for more than just nationally and internationally important football games is maintained. For good reasons and the council will when required use this control to ensure that there are no unnecessarily adverse impacts from changes to the stadium’s capacity attendances and the need for the stadium to adapt for new sports. In addition, the older the stadium gets, there is an increasing potential for it need to change to retain its competitiveness against other stadia or cultural venues.

6.5.32 In addition to protecting the views to the stadium, the policy seeks to enhance the architectural integrity of the stadium to adapt for new sports. This will be the potential for adverse cumulative change over time.
6.5.33 The council consistent with the Mayor’s policy on creative enterprise zones seeks to build on the work of the area’s current creative and cultural facilities to promote better opportunities for such activities to thrive. This will support educational, economic and cultural enrichment, but also add to the vibrancy, sense of place, and relevance of the area in people’s lives as part of the rich tapestry of positive experiences associated with the diversity within Brent and London. 6.5.34 Consistent with London Plan policy HCS criterion c) the council will support such areas through its employment policies, town centre action plans and also its affordable workspace strategy to support the retention of and provision of more creative industries’ space.

LOCAL PLAN
Policy BE2 Economic Growth and Employment Opportunities for All
Brent Affordable Workspace Strategy
Brent Town Centre Action Plans

POLICY BHC4
BRENT’S NIGHT TIME ECONOMY

The London Plan identifies the Night Time Economy of Wembley of National/International Importance and Kilburn, Cricklewood and Wembley Park as of more than local importance.

6.5.35 The councils of Wembley, Kilburn High Road, Cricklewood and Wembley Park are all identified as being of more than local importance for the night time economy by the London Plan. In the case of Wembley this is of national/international importance, principally as a result of the National Stadium and SSE Arena, although Boxpark (a meanwhile use) also is a significant draw for its mixture of food, drink and entertainment. These venues and the concentration of large hotels provide significant patronage for the extensive food and drink offer at Wembley Park. Cricklewood has a wide range of eating and drinking establishments, the same is true of Kilburn High Road which is home of the Kiln Theatre and also recognised for its live music/comedy venues usually associated with public houses.

LONDON PLAN
Policy HC5: Supporting London’s Culture and Creative Industries
LOCAL PLAN
Brent Policy BE1 Economic Growth and Employment Opportunities for All
Brent Affordable Workspace Strategy
Brent Town Centre Action Plans

POLICY BHC3
SUPPORTING BRENT’S CULTURE AND CREATIVE INDUSTRIES

Working with others the council will through all its activities and affordable workspace and town centre action plans ensure that creative industries are supported through the development of improved and additional creative workspaces, cultural facilities and other mutually complementary uses.

Existing clusters of creative workspaces in Harlesden, Kilburn, Willesden Green, Queen’s Park and Wembley will be protected and promoted.

JUSTIFICATION

6.5.33 The council consistent with the Mayor’s policy on creative enterprise zones seeks to build on the work of the area’s current creative and cultural facilities to promote better opportunities for such activities to thrive. This will support educational, economic and cultural enrichment, but also add to the vibrancy, sense of place, and relevance of the area in people’s lives as part of the rich tapestry of positive experiences associated with the diversity within Brent and London.

6.5.34 Consistent with London Plan policy HCS criterion c) the council will support such areas through allowing development that furthers the provision of temporary and permanent creative workspace, related ancillary or complementary facilities and uses and cultural venues which support the objectives and action plans for the zone. The areas of Alperton, Harlesden, Kilburn, Queen’s Park, Wembley and Willesden Green are those where creative industries are congregated or where the Brent Workspace Study indicates there is likely to be strong demand. As such, through its employment policies, town centre action plans and also its affordable workspace strategy the council seeks to support the retention of and provision of more creative industries’ space.

JUSTIFICATION

6.5.35 The centres of Wembley, Kilburn High Road, Cricklewood and Wembley Park are all identified as being of more than local importance for the night time economy by the London Plan. In the case of Wembley this is of national/international importance, principally as a result of the National Stadium and SSE Arena, although Boxpark (a meanwhile use) also is a significant draw for its mixture of food, drink and entertainment. These venues and the concentration of large hotels provide significant patronage for the extensive food and drink offer at Wembley Park. Cricklewood has a wide range of eating and drinking establishments, the same is true of Kilburn High Road which is home of the Kiln Theatre and also recognised for its live music/comedy venues usually associated with public houses.

6.5.36 The council recognises the function that these centres play and that ensuring a successful night time economy covers a multiplicity of council functions as well as many other public agencies, the private sector and other groups. Each area is subject to a council town centre action plan which will address the night time economy. London Plan Policy HC6 Supporting the Night Time Economy provides greater detail on key considerations for planning decisions.

6.5.37 It is important that night time economy activities and venues are fully inclusive and accessible to support Brent and London’s diversity as set out in the Mayor’s Culture and the Night Time Economy Supplementary Planning Guidance. It is also important that impacts on local amenity are assessed in accordance with other policies in the London Plan and Local Plan.
POLICY BHC5 PUBLIC HOUSES

The council will support the loss of public houses only where:

a) its continued use as a pub or as an alternative community facility within the D1 use class is not economically viable as demonstrated by meeting the marketing requirements as set out in paragraph 6.5.39;

b) the proposed alternative use will not detrimentally affect the character and vitality of the area and will retain as much of the building’s defining external fabric and appearance as a pub as possible;

c) the proposal does not constitute the loss of a service of particular value to the local community; and
d) if registered as an Asset of Community Value the premises can be shown to have been offered for sale to local community groups and no credible offer has been received from such a group at a price that is reflective of the condition of the building and its future use as a public house. The Council will treat registration as an Asset of Community Value as a material planning consideration.

JUSTIFICATION

6.5.38 In recent times Brent has seen an increase in conversion of public houses to other uses. This is of concern to the council as public houses can make a valuable contribution to the community by adding character to the area and providing employment and a place for social interaction. Many public houses provide space for evening classes, clubs, meetings or performances. As such, and in keeping with the NPPF, public houses are classed as social infrastructure and proposals which would result in their loss will be subject to this policy. This supplements the London Plan policy HC7 Protecting Public Houses. In addition, due to the contribution public houses make to the borough’s local character and distinctiveness, policy BHC1 Brent’s Heritage Assets will normally apply.

6.5.39 Where applications for a change of use or redevelopment of a public house are received, to make an assessment against criteria in policy BHC5, the council will require evidence that:

a) the public house has been marketed for 24 months as a public house and for an alternative local community facility, at a price agreed with the council following an independent professional valuation (paid for by the developer) and there has been no interest in either the free- or lease-hold either as a public house or as a community facility falling within ‘D1’ use class;

b) the public house has been offered for sale locally, and in the region, in appropriate publications and through specialised licensed trade agents;

c) all reasonable efforts have been made to preserve the facility, including all diversification options explored – and evidence supplied to illustrate this;

d) the CAMRA Public House Viability Test, or a similar objective evaluation method, has been employed to assess the viability of the business and the outcomes demonstrate that the public house is no longer economically viable;

e) there has been public consultation to ascertain the value of the public house to the local community;

f) an assessment has been made of alternative licensed premises within easy walking distance of the public house; and whether such alternative premises offer similar facilities and a similar community environment to the public house which is the subject of the application.
6.6 GREEN INFRASTRUCTURE AND NATURAL ENVIRONMENT
WHERE WE ARE?

6.6.1 There is 637ha of green space and approximately 42 hectares of water space within the borough. This provision takes a range of forms, which includes public parks, canals, rivers, allotments, sites of interest for nature conservation, local nature reserves and cemeteries. In comparison to some other areas of outer London, the borough has a lower percentage of green space.

PUBLIC PARKS AND OPEN SPACES

6.6.2 Brent currently has 103 public parks, which are of various sizes and typologies. They cover 463 hectares, equivalent to 1.39 hectares per 1,000 population. If the current level of provision per person were to be maintained, an additional 86.4 hectares of public parks would be required to 2041.

6.6.3 Since the previous Local Plan, progress has been made in improving open space accessibility. Figure 35 however demonstrates, there are still areas not within 400m of any public park. When each different public park typology is looked at individually, significant variations in distribution occur. In particular, there are limited amounts of pocket parks within the west and no provision of either district or metropolitan parks to the south.

6.6.4 At a ward level, variations in public park provision are significant; ranging from 0.046 to 6.54 hectares per 1,000 population. Overall, the majority of wards fall below the borough average. Only 6 wards have equivalent or higher provision.

6.6.5 The quality of public parks and open spaces varies significantly. The Brent Open Space Qualitative Assessment 2017 found that this can be attributable to a number of factors. These include the presence of litter, quality of infrastructure and equipment and perception of safety.

URBAN GREENING FACTOR

6.6.6 London Plan policy G5 sets minimum standards of green infrastructure provision within developments, through an ‘Urban Greening Factor’. The main form of urban greening within major residential developments is open space/landscaping and green roofs. Green walls within the borough to date are limited in number.

TREES

6.6.7 The borough’s tree stock contains a wide variety of tree species of different age-classes. Locations include public parks, woodlands, streets/public realm, Sites of Importance for Nature Conservation, gardens and landscaping in developments. The 18,000 street trees form a significant proportion of the tree stock. Where possible, opportunities to increase the...
6.6.11 To support a growing population, high quality and multi-functional green and blue infrastructure networks need to be achieved. These will seek to maximise broader economic, environmental, social and sustainable objectives. They will support public well-being and health, sustainable transport, outdoor recreation, facilities, recreation and tourism use, strengthening resilience and creating conditions suitable for growth. This will be through protecting and, where the circumstances arise, arboriculture, enhancing and enriching green infrastructure quality and accessibility. The council will adopt an approach that seeks to support creation of new sites and habitats, that will at time be worthy of designation a recognised status. It will also support improvements to those existing sites of recognised nature conservation quality to ensure their continued protection.

6.6.12 Trees will play an important part of this new green infrastructure will be created within the Growth Areas. Consultation with London Plan policy G5 Urban Greening will be extended on site, a financial contribution will be sought to improving the quality and/or accessibility of existing open space provision.

6.6.13 The borough’s urban, natural, limited land availability and significant population growth means that provisions for enhancement of existing green and blue infrastructure is of great importance. This will ensure its benefits are maximised for both current and future residents and visitors. The management of development proposals will play an important part in achieving these outcomes. 6.6.14 London Plan policy G1 Green Infrastructure sets key objectives for development proposals to do this. Nevertheless, in the context of the size of

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\text{POLICY BG1 GREEN AND BLUE INFRASTRUCTURE IN BRENT}
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The council will expect the provision of additional open public space as set out in Growth Area policies.

Major developments outside Growth Areas will be expected to provide 0.81 sqm of public open space per resident in the following manner:

- open space should meet all of the following criteria:
  - a) be designed to be accessible, safe, usable and integrated into the development site;
  - b) enhance biodiversity and where adjacent to, integrated into existing green and blue infrastructure network;
  - c) include a suitable long-term management plan;
  - d) adjacent to the Blue Ribbon Network and other conservation measures that have the potential to negatively impact on its water quality, development will be required to contribute towards restoration and naturalisation of waterways, and seek to establish a connection to it; and
  - e) adjacent to green chains development proposals will play an important part in achieving these outcomes.

EVIDENCE BASIS

- Brent Parks and Open Spaces Study 2017
- Brent Playing Pitches Assessment 2018
- Brent Indoor Sports Facilities Assessment 2018
- Natural Capital Accounts for Public Open Space 2018
- Brent Biodiversity Action Plan 2007
Grid Framework will enable it to ensure that existing blue and green spaces are better connected to communities, and their quality and function are maximised. The Framework will also support the creation of new open spaces strengthening their links. More details on the Council’s Green Grid Framework will be set out in the Brent Green Infrastructure Strategy.

6.6.15 Brent’s existing significant areas of green infrastructure are shown on the maps in Policy G2. As required by London Policy G6, statutory bodies will have regard to the Study and contribute to its recommendations. As a Locally Important Geological Site (LIGS), such as Northwick Park and Fryent Country Park, the same level of protection as the Green Belt will be protected from development which would impede movement. In exceptional circumstances it may be appropriate to provide an alternative route, providing it can be robustly demonstrated this will continue to support movement.

6.6.16 Limited land availability means that existing blue and green infrastructure space to population cannot be maintained in line with the growing population. London Plan Policy G3, Urban Greening requires a minimum amount of green and blue infrastructure on major development sites. The council will seek the standards as set out in that policy to be met on site. The challenging targets, will require its consideration as an integral part of the development, rather than as an afterthought. All development is required to make a positive contribution to biodiversity and contribute to the targets of the Brent and London Biodiversity Action Plan wherever possible. Developments should be designed with an understanding of their wider ecological context. The council will seek developers to place a greater emphasis on solutions which have better bio-diversity treatments and the retention/reinstatement of features of landscape character.

The council will place emphasis on designs which reflect and enhance the proposed use of the building or space and the needs of its users, the natural character of the locality and the surrounding buildings and those which best enhance geodiversity within Brent. This will particularly be sought within areas identified as being deficient in open space. The council will seek the standards as set out in that policy to be met on site.

6.6.17 Brent’s green chains and wildlife corridors are linked to more continuous areas of open space. They allow for the movement of plants and animals/insects and may provide an extension of the habitats they join. For example, the council has supported the planting of urban meadows to form a bee corridor in the borough’s greenspace to enhance biodiversity. These types of routes will be protected from development which would impede movement. In exceptional circumstances it may be appropriate to provide an alternative route, providing it can be robustly demonstrated this will continue to support movement.

6.6.18 Brent’s green chains and wildlife corridors are linked to more continuous areas of open space. They allow for the movement of plants and animals/insects and may provide an extension of the habitats they join. For example, the council has supported the planting of urban meadows to form a bee corridor in the borough’s greenspace to enhance biodiversity. These types of routes will be protected from development which would impede movement. In exceptional circumstances it may be appropriate to provide an alternative route, providing it can be robustly demonstrated this will continue to support movement.

6.6.23 The council’s Food Growing and Allotments Strategy recommended that opportunities for temporary food growing are pursued. Integration of food growing opportunities into new major residential developments will be sought, taking into consideration the demand for provision within the area. Where it is considered appropriate, the council will encourage the creation of new allotments on major development sites.

6.6.24 On major sites in particular, which may take some time to develop, or even on smaller sites, a wider green and blue infrastructure approach may be encouraged and supported. This could include pocket parks, community gardens or other features that promote community engagement with the developer or integration of the development within the surrounding community.
6.6.24 In order to meet open space standards, on-site provision will be required. The amount will be consistent with the policy and take account of other guidance such as ‘Shaping Neighbourhoods: Play and Informal Recreation’ Supplementary Planning Guidance. Management and maintenance of new open spaces needs to be considered from the start of the design process.

6.6.25 The Open Space, Sport and Recreation Study (2019) sets standards to ensure adequate open space provision across the borough. It sets open space requirements for each Growth Area. Outside of these, major developments within wards which now or through population growth will not achieve minimum standards of open space provision (e.g. Alperton, Brondesbury Park, Dudden Hill, Harlesden, Kentish Green, Kilburn, Maplestead, Queens Park, Queensbury, Tokyngton, Wembley Central or Willesden Green Ward), should seek to achieve 0.81sqm of on-site publically accessible open space per resident. Major development in other wards should seek to achieve 0.5sqm of publically accessible open space provision per resident unless the site is within 400 metres (by the most direct safe walking route to the nearest access point) of an existing publically accessible open space of a larger typology than can be provided on site, as identified on the policies map.

6.6.26 In both cases it may be acceptable for the council’s residential private amenity standard of 20 sqm minimum (per dwelling or 50 sqm for a family home 3 bedrooms or more) to be off-set against any proposed on site publically accessible open space, subject to a minimum of 5 sqm private amenity space being provided for each dwelling. Where on site provision of publically accessible open space is not feasible, the council will seek S106 contributions for enhancements to the quality of spaces taking account of the recommendations from its qualitative assessment that was carried out by Keep Britain Tidy in 2018.

6.6.27 It should not be assumed that the council will automatically adopt the public open spaces provided. Indeed, there may be merit in terms of ensuring high quality maintenance for occupiers of developments to be responsible for their management and upkeep. The incorporation of food growing opportunities on site enhances the likelihood of occupier interest in/ownership of the quality of the space. Any adoption by the council will be subject to its agreement and a suitable commuted sum for on-going maintenance being secured.

6.6.28 New or replacement open space provision, should be designed in consultation with the council, and will be expected to address the following:

- Location and security – easily accessible by non-car means. Contribute to a sense of security by applying the principles of London Plan policy D10 ‘Safety, security and resilience to emergency’;
- Long-term management plan – to ensure the space will be managed in the long-term to ensure its continuation as a well-used high quality space;
- Layout and design – usable and practical spaces, well suited for a variety of uses. Good linkages and permeability will encourage movement and independent play within the site;
- Habitat creation – which assists in achieving Brent Biodiversity Action Plan targets, balancing undistributed habitat zones and areas that people can enjoy and relax in;
- Integration – with proposed and existing green routes including green corridors and the All Blue Ribbon Network the council will pursue opportunities to improve public accessibility and its setting, both in relation to buildings and public realm. It should be noted that development adjacent to a main river or its tributaries is required by the Environment Agency to have a minimum set back of 8m. Where existing set back is greater than 8m, this higher distance ideally this should be maintained. This applies to all rivers and specifically to River Brent and Wealdstone Brook. This setback enables ease of general waterway maintenance, helps to create a sense of openness, protecting and offering the opportunity for the enhancement of habitats for wildlife. It also enables opportunity for sustainable and cost effective flood risk management options. Early engagement with the Environment Agency, where applicable, is advised.
- Ownership – preferably local community input into the design of the open space to meet needs promote a sense of ownership, respect, territorial responsibility and community.

6.6.29 The council will explore opportunities to improve accessibility to the existing green and blue infrastructure. The focus will be on the creation of new active travel links to and within the borough’s open spaces. Opportunities to enhance, and where applicable, expand existing routes, such as the Capital Ring and cycle routes will be pursued. It is anticipated that development will be a key enabler of improving accessibility to the borough’s green and blue infrastructure.

6.6.30 In developments adjoining the borough’s Blue Ribbon Network the council will pursue opportunities to improve public accessibility and its setting, both in relation to buildings and public realm. It should be noted that development adjacent to a main river or its tributaries is required by the Environment Agency to have a minimum set back of 8m. Where existing set back is greater than 8m, this higher distance ideally this should be maintained. This applies to all rivers and specifically to River Brent and Wealdstone Brook. This setback enables ease of general waterway maintenance, helps to create a sense of openness, protecting and offering the opportunity for the enhancement of habitats for wildlife. It also enables opportunity for sustainable and cost effective flood risk management options. Early engagement with the Environment Agency, where applicable, is advised.

6.6.31 The appropriate setback for development adjacent to the canal will be established by consultation with the Environment Agency, where applicable.
POLICY BG12 TREES AND WOODLANDS

a) Submission of a BS5837 or equivalent tree survey detailing all tree(s) that are, or are to be retained, or are no longer, or are not the development site; in the case of major development to make provision for the planting and retention of trees on site. Where retention is agreed to not be possible, developers shall provide new trees to achieve equivalent canopy cover or a

POLLUTION: traps, misconnections, blockages and overloading of the sewerage system. In line with London Plan Policy S15 and Brent local Plan BS44 due care and diligence should ensure that it is designed to separate and properly connect foul and surface water outlets and where possible remove existing misconnections.

b) By-passing barriers to fish passage, such as weirs improving native aquatic plants and wildlife presence by restoring or creating new and enhanced natural physical and wetland habitats throughout the river corridor.

c) Control and management, of invasive non-native species.

d) Existing trees on site to be retained where possible and retention of trees on site. Where agreement is not possible, re-provision of trees of equivalent quality and species should be made on site of equivalent area.

e) Existing trees on site to be retained where possible and retention of trees on site. Where agreement is not possible, re-provision of trees of equivalent quality and species should be made on site of equivalent area.

6.6.39 Trees and woodlands are vital components of the borough’s landscape and green infrastructure with its associated benefits. A tree’s growth is within and beyond the human lifecycle, providing a link to the past, present and future. There are a number of veteran trees, which provide niche habitats. Ancient trees and ancient woodlands are afforded special protection by the NPPF. Brent has a number of ancient trees which over time may become ‘veteran’ or ‘ancient’ and should be protected. The council is currently involved in on-going re-nomination of trees for Ancient Woodland Preservation Orders. It will prioritise new Orders where trees of significant amenity value are potentially under threat.

6.6.40 The London Plan encourages the ‘Right Tree for a Changing Climate’ approach. This seeks to ensure that newly planted trees will thrive in the changing climate and assist in coping with the predicted warmer temperatures and the change in weather patterns. Trees should be designed into a development scheme from the outset. They should complement the surrounding local landscape. They need sufficient space to enable them to reach their mature size and spread without causing issues to the integrity of the built structure and its future occupants. BS5454:2014 Trees from nursery to independence in the landscape should be used when choosing landscaping and designing management plans for trees within developments. The council encourages early engagement to agree the most appropriate species are used for the scheme.

6.6.41 The London Plan and the Mayor’s Environment Strategy recognise the value that trees bring to the environment and meet the urban greening factor, areas that are adjacent to a green chain it should ideally link into it to extend the potential for movement of flora and fauna.

6.6.42 The Water Framework Directive is a European Union Directive which commits all member states to achieving a ‘good’ status for all water bodies by 2027. Currently, all water bodies within Brent are achieving a ‘good status’. These includes physical and chemical conditions as well as biological quality of some fish species. Brent has other valuable trees, which over time may become ‘veteran’ or ‘ancient’ and should be protected. The council is currently involved in on-going re-nomination of trees for Ancient Woodland Preservation Orders. It will prioritise new Orders where trees of significant amenity value are potentially under threat.

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6.6.45 In Brent waterside developments and other developments which could negatively impact on water quality, such as sites where connecting to a combined sewer is unavoidable, will be expected to mitigate impacts by contributing to the delivery of the emerging Thames River Basin Management Plan. The Plan sets out the following measures to enhance the Brent catchment:
seek to increase tree cover by 10% by 2050. To support this target, the council will encourage planting of more diverse species on development sites and elsewhere. This will mitigate the risks that relying on a restricted range of species or monoculture and climate change present. Further, the council will prioritise growth areas, AQMAs, areas of open space deficiency and schools across the borough for tree planting through an integrated strategic approach informed by a feasibility study.

6.6.42 The Mayor’s Greener City Fund continues to plant trees within the borough and the council will continue to support Community Tree Planting Grants through NCIL and S106.

6.6.43 Wherever possible, opportunities to increase the borough’s tree population will be taken. Gladstone, Barham and Roundwood Parks are of an open and spacious nature. Together with other large open spaces and generous highway verges they provide opportunities for the planting of large canopy species, adding to character. The council will ensure that the planting at such sites will not be at the expense or loss of other habitats and that new planting works with the existing landscape scheme that is in place. Street tree planting for the most part will focus on smaller trees, consistent with the right tree right place philosophy. This will limit the council’s ongoing tree management and public realm maintenance costs.

6.6.44 The council does not yet have full knowledge of the existing tree stock, and its quantified environmental and economic benefits. Developing a database such as i-tree Eco will provide a base line and enable setting future targets and a focus on tree deficient areas.

6.6.45 The appropriate management of trees can prolong their lifespan, support their successful establishment and maximise their ecosystem benefits. BS3998:2010 Tree Work Recommendations should be used for established trees. For newly planted trees on the site, the council will require a management plan which details how they will become an established component of the landscape and refer to BS8545 Trees: from nursery to independence in the landscape recommendations.

6.6.46 As well as trees, mixed species of mature shrubs and hedges that make a significant contribution to the streetscape should be kept. This will require appropriate space and conditions to allow their long term health to be maintained. Detailed specification for new planting, promoting native species, and including like for like or a higher quality of replacements trees will be sought in support of applications.
6.7 SUSTAINABLE INFRASTRUCTURE
WHERE WE ARE NOW

6.7.1 The majority of schemes which come forward within Brent adhere to the draft new London Plan and council sustainability policies. There are schemes that do not meet the sustainability criteria, largely the office to residential conversions allowed through permitted development rights.

6.7.2 A private site-wide Combined Heat and Power (CHP) network has been installed in the Wembley Park area. A number of major developments within the Growth Area have also been designed to allow future connection to a district heating network should one become available. Plans for a sustainable energy network within the South Kilburn Growth Area have been forwarded through the review of the South Kilburn masterplan in 2016.

6.7.3 On average, major development within Brent has achieved a 31% reduction in CO2 emission on Part L 2006 in 2016/17 and a 36% reduction in 2015/16. The preferred method of providing renewable energy on-site within Brent is through solar photovoltaics (PV). This type of renewable energy technology was found in 38% of all major development in 2016/17 and 67% in 2015/16.

6.7.4 The majority of Brent is within an Air Quality Management Area (AQMA). Brent meets all national air quality targets except for two pollutants – Nitrogen Dioxide (NO2) and Particulate Matter (PM10). There are currently four Air Quality Focus Areas (AQFA) in Brent. These are: Neasden Town Centre; Church End; Kilburn Regeneration Area; and parts of Wembley Central and Tokyngton. The largest contributors to poor air quality are road transport, local energy generation and construction. The impacts can also be made worse by wider issues such as poverty, deprivation and general poor health. At least 200 premature deaths and a further unquantified amount are attributable to poor air quality within Brent.

6.7.5 Flooding can have major economic and social impacts on the borough’s residents, as well as devastating environmental impacts. Fortunately, over the last twenty years Brent has not experienced major flooding, with the most recent events (2007 and 2010) occurring on the highway, open spaces and gardens. The Policies Map shows areas of the borough that are subject to fluvial and surface water flooding.

6.7.6 The majority of the borough is at low risk to fluvial flooding. Areas of Flood Zone 2 (>0.1% and < 1% annual flooding exceedance) and Flood Zone 3 (Fluvial and Tidal) (>1% annual flooding exceedance) generally follow the course of the River Brent and its tributaries. Approximately 1,390 properties are potentially at risk of fluvial flooding at least once every 100 years, and 2,000 once every 1,000 years. There are a number of areas within the borough which are at risk to surface water flooding (Flood Zone 3). This occurs as a result of high intensity rainfall, resulting in water ponding or flowing over ground before it enters the underground drainage network or a watercourse. The areas of flood risk tend to be located within the highway. In a much more extreme event (1 in 200 probability occurrence in any given year) approximately 35,500 residential properties and 4,400 non-residential properties could be at risk of surface flooding of greater than 10cm depth.

6.7.7 Climate change is one of the key factors which could see an increase in the risk of flooding within Brent. The extent of flooding and its impacts will vary depending on the climate change scenario. Maps showing the varying extents are included within the Joint West London Strategic Flood Risk Assessment SFRA. Brent has 27 critical drainage areas, a number of which cross into other boroughs. Instances of sewer flooding are generally higher in the north of the borough than in the south, with Kenton ward (81 incidences over last 5 years), Northwick Park and the south part of Kilburn ward (both over 41 incidences) being hot spots.

WHERE WE WANT TO BE

6.7.8 Unsurprisingly the increased potential for elevated groundwater within areas follows those adjacent to the course of waterways. Artificial potential sources of flooding include Brent Reservoir, owned and managed by the Canals & Rivers Trust. In the extremely unlikely event of the reservoir failing and releasing its water, impacts would be greatest on properties to the south and west.

6.7.9 In terms of clean generation, carbon reduction/ energy efficiency and construction emissions, the council will aim to ensure all major developments accord with the London Plan’s policy objectives meeting renewable energy standards on site. There will be the wider delivery of established district wide
CHP systems within the Wembley and South Kilburn Growth Areas. In addition, new district heating networks will be sought within the Kilburn Growth Areas. In addition, the development of a high quality green infrastructure network within areas subject to high exposure of poor air quality will be taken forward. With regards to flooding, the council will work strategically across catchments with neighbouring boroughs. All major developments are likely to contribute to reducing local flood risk. However, the scale and type of development will vary depending on the location and scope of the projects. All major developments shall connect to or contribute towards a decentralised energy system unless it can be demonstrated that such provision is not feasible or the proposed heating system is 100% renewable. All major developments will be required to submit a Sustainability Statement demonstrating how sustainable design and construction methods have been used to enable the development to mitigate and adapt to climate change over its intended lifetime. All major non-residential development to achieve a BREEAM standard of ‘Excellent’. POLICY BSUI1 CREATING A RESILIENT AND EFFICIENT BRENT

The council will require establishment of district heating networks within the new Neasden Stations, Northwick Park, Staples Corner Growth Areas. All other Growth Areas will be expected to develop district heating networks, however the scale and type of network will vary depending on the location and scope of the projects. All major developments shall connect to or contribute towards a decentralised energy system unless it can be demonstrated that such provision is not feasible or the proposed heating system is 100% renewable.

JUSTIFICATION

6.7.13 It is anticipated that without implementing mitigation and adaptation measures, climate change will have a significant impact on Brent. Impacts include increased storms both in frequency and intensity, hotter summer temperatures and increased risk of flooding. Creating a resilient and efficient Brent will enable climate change within the borough, but also improve air quality and bring a number of economic and social benefits. Ensuring that all developments have high standards of environmental performance will be a key part in delivering this objective. The London Plan and associated guidance provides a strong and challenging policy context in order to meet these objectives. As such Brent focuses its policies on more specific local requirements to support them.

SUSTAINABLE DESIGN AND CONSTRUCTION

6.7.14 The Mayor’s Sustainable Design and Construction SPD provides detailed guidance on how to achieve environmental sustainability policy objectives in the London Plan effectively. The council acknowledges that minor developments will have limited opportunities to incorporate sustainability measures, however they should seek to minimise potential overheating and reliance on air conditioning systems through good design.

6.7.15 All major development proposals are to be accompanied by a Sustainability Statement and demonstrating at the design stage, how sustainable design and construction measures will mitigate and adapt to climate change over the intended lifetime of a development. The statement must demonstrate the scheme has incorporated the advice set out in the Mayor’s Sustainable Design and Construction SPD, and any subsequent guidance, and meets the requirements of London Plan policy. Information on the sustainable design and construction policy will be included within minor development should be included within the Design and Access Statement.

6.7.16 For major non-residential development a Design Stage BRE Interim certificate of compliance and a Post Construction Certificate will be required to demonstrate achievement of a BREEAM rating of Excellent.

WATER EFFICIENCY

6.7.17 For all developments in an area of high water stress, with demand for water forecasted to increase as a result of the growth in population and economy. Therefore, it is essential that development within Brent should seek to increase water efficiency and ensure the security of water supply. For residential development a Water Efficiency Certification for new houses will be required providing evidence that the house will meet the target of 105 litres or less per head per day, excluding an allowance of 5 litres or less per head per day for external water use. For sewage collected from northern parts of Brent there is the potential for wastewater treatment infrastructure to be nearing capacity towards the end of the Plan period. The council schemes should seek a coordinated water management approach with Affinity and Thames Water to ensure sufficient water supply and wastewater infrastructure capacity at an early stage to establish a sustainable approach, efficiency and effective mitigation of impacts. Consideration should be given to the use of grey water recycling measures, in particular grey water recycling to reduce the impact of water stress within the borough.
6.7.21 To help achieve the zero-carbon target, Policy SI2 of the London Plan requires major developments to be net zero-carbon, which is to be achieved through minimizing carbon emissions in accordance with the energy hierarchy: Be Lean, Be Clean and Be Green.

6.7.20 Local Plan Policy SI2 of the London Plan requires major developments to be net zero-carbon, which is to be achieved through minimizing carbon emissions in accordance with the energy hierarchy: Be Lean, Be Clean and Be Green. The carbon reduction targets should be met on site.

6.7.22 The incorporation of on-site renewable energy generation makes a valuable contribution to the reduction of a site’s carbon emissions. The council will strongly encourage the use of solar technology, and other innovative technological solutions, in major developments that will help reduce carbon emissions. Minor developments will also need to maximise feasible opportunities for renewable energy generation.

6.7.23 While sustainability standards are rising for new build developments, improvements to the energy efficiency of Brent’s existing building stock will be necessary to achieve carbon reduction targets.

6.7.24 An Energy Assessment will be required to demonstrate that major developments will be constructed to achieve energy targets in accordance with London Plan energy hierarchy. Energy Assessments are to be prepared in accordance with the GLA guidance. An Energy Assessment Review will be required no later than two months after completion confirming whether the development achieved the energy targets. Only if the feasibility study in the Energy Assessment demonstrates that all on-site options have been considered and are not feasible, will carbon offsetting be considered.

6.7.25 In accordance with London Plan Policy SI2, on-site renewable energy generation targeted carbon reduction targets cannot be met on site, any shortfall may be offset through carbon offsetting.

6.7.26 The high concentration of vehicle movements along the borough’s main strategic road corridors means that these areas have some of the highest levels of vehicle emissions, targeted action will be needed along the borough’s strategic road corridors.

6.7.27 A range of interventions will be needed throughout the Plan period to address poor air quality within Brent. Air pollution is also a shared problem, so partnerships with other authorities, such as the Greater London Authority, should be established to maximise resources and ensure wider air quality benefits.

6.7.28 London Plan Policy SI1 states that developers an air quality should be significantly improved and exposure to poor air quality, especially for the vulnerable, should be reduced.

6.7.29 Air Quality Action Plan identified Nitrogen Dioxide and Particulate Matter as the pollutants of most concern in the borough. Brent’s Air Quality Action Plan (AQMA) covering areas of the borough where EU limit values are not, or are unlikely to be, met, has been declared. AQMAs are identified as the pollutants of most concern in the borough.
The Mayor is developing guidance about the most effective approach to ensure a development is air quality positive.

6.7.32 Proposals should demonstrate how air quality targets will be met, and where applicable, exceeded through an Air Quality Impact Assessment. This is to be produced in accordance with guidance in the Mayor’s SPG. Where an Air Quality Impact Assessment cannot be made at the application stage, for example if the final technology decisions have not been made, it will be required by condition.

6.7.33 An Air Quality Impact Assessment by a suitably qualified person, is required for all major developments and installations of CHPs/large communal boilers. The assessment will address baseline local air quality; whether the proposed development could significantly change air quality during the construction and operational phases, and/or whether there is likely to be a significant increase in the number of people exposed to poor air quality. It will also include mitigation measures proposed to create an acceptable development. Mitigation measures will be site specific but could include for example urban greening or promoting the use of sustainable modes of transport. Post-completion stack emission monitoring may be required, to demonstrate that any approved energy plant meets the emission standards specified in the Impact Assessment.

LONDON PLAN

Policy SI12 – Flood risk management

JUSTIFICATION

6.7.34 Consistent with national and London Plan policy, development in Brent will not be allowed that unacceptably increases the risk of flooding. Development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical guidance on flood risk over the lifetime of the development. The West London SFRA provides more detail on the flood risk assessment and management requirements for developments in Brent. In accordance with national policy, the sequential test will be applied to ensure development is steered to areas with the lowest probability of flooding. Where suitable sites of lower flood risk are not available, the Exceptions Test is a method to demonstrate and help ensure flood risk to people and property will be managed satisfactorily.

6.7.35 Developments which are required to pass the Exceptions Test will need to address flood resilient design and emergency planning in accordance with London Plan policy. This has to take account of the latest climate change allowance as identified by the Environment Agency, but take a
6.7.36 Zone 3 flood zones for fluvial and surface water are shown on the Policies Map. Flood risk zones are shown on maps produced by the Environment Agency, available on their website and updated annually. For ease of use any such changes will also be made to the interactive West London SFRA maps as well as the Policies Map.

INFORMATION IN SUPPORT OF PLANNING APPLICATIONS

6.7.37 The following development proposals should be accompanied by a FRA to consider all forms of flooding:

a) in flood zone 2 or 3 including minor development and change of use;
b) more than 1 hectare (ha) in flood zone 1;
c) less than 1 ha in flood zone 1, including a change of use in development type to a more vulnerable class (for example from commercial to residential), where they could be affected by sources of flooding other than rivers; and
d) in an area within flood zone 1 which has critical drainage problems.

6.7.38 The West London SFRA sets out a check list for sustainable flood risk mitigation measures and level of detail to be included in site-based FRAs dependant on the flood zone to demonstrate how the development seeks to reduce flood risk. For development within Zone 3 for surface water, the applicant will be expected to have undertaken dialogue with the council’s Lead Local Flood Authority representative prior to submission of an application.

OTHER

The SuDS Manual 2015 CIRIA

POLICY BSUI4 ON-SITE WATER MANAGEMENT AND SURFACE WATER ATTENUATION

Substantial weight will be afforded to the target for mains water consumption of 105 litres or less per person per day and to the achievement of greenfield runoff rates for surface water. Where greenfield runoff rates cannot be achieved this should be clearly justified by the applicant.

Major development proposals or minor developments and changes of use which would impact on the current drainage regime must be accompanied by a drainage strategy.

The design and layout of major development proposals will be required to:

a) use appropriate sustainable drainage measures to control the rate and volume of surface water run-off;
b) ensure where feasible separation of surface and foul water systems;
c) make reasonable provision for the safe storage and passage of flood water in excessive events; and
d) demonstrate adequate arrangements for the management and maintenance of the measures used.

Proposals for minor developments, household development, and conversions should make use of sustainable drainage measures wherever feasible and must ensure separation of surface and foul water systems.

Proposals that would fail to make adequate provision for the control and reduction of surface water run-off will be refused.
JUSTIFICATION

6.7.39 The Draft new London Plan policy SI5 addresses the pressure on London’s water supply related to existing scarcity which will be exacerbated by climate change and population growth. Similar to most of London, Brent also has combined sewer networks which do not have the capacity to deal with extreme events, consequently causing pollution to water courses. As such and consistent with London Plan policy it is necessary to ensure that water use is limited to protect supply, but also reduce potential for pollution. The 105 litres target is consistent with Part G2 of the optional requirement of the 2010 Building Regulations which specifies maximum consumption values for water fittings. Brent gives significant weight to this element of London Plan policy. Conditions will be applied to planning permissions to ensure the delivery of this element of the building regulations.

6.7.40 It is a national requirement for all major development and all developments in areas of flood risk to utilise sustainable drainage systems (SuDS), unless demonstrated to be inappropriate. London Plan policy SI13 states development should aim to achieve greenfield run-off rates and ensure that surface water is managed close to its source as possible in accordance with the drainage hierarchy. Such solutions should be an integrated element of the site’s green infrastructure to meet London Plan policy G5 Urban Greening requirements. The council will assess applications involving SuDS in its role as Lead Local Flood Authority. It has a preference for natural SuDs such as rain gardens, swales and storage ponds than piped and mechanical solutions.

6.7.41 A Drainage Strategy will be required for all major developments and also for minor developments and change of use proposals which will impact on the current drainage regime. This must demonstrate how surface water could affect a site and the surrounding areas. Detail will need to be provided on how water is expected to behave on site, determine the site’s SuDS infiltration potential, runoff rates, and flow pathways, both before and after the proposed development is in place.

6.7.42 A SuDS and drainage strategy maintenance plan will also be required. The developer is to provide Water Quality and Biodiversity Statements and cost benefit analysis for conventional and SuDS systems. It must also be demonstrated SuDS have been designed in a way which contributes to the delivery of Brent’s Surface Water Management Plan and other policy. A Drainage Strategy Submission checklist is provided within the West London SFRA.
6.8 TRANSPORT
6.8.1 Overall Brent has generally good public transport links. It is the joint top borough for the number of rail and underground stations in London. It is served by the Jubilee, Metropolitan, Bakerloo and Piccadilly lines and the London Overground. In addition, the Chiltern Line rail service runs between Marylebone and South Buckinghamshire via Wembley Stadium station, and the Southern and London Northwestern rail services run between South London and Milton Keynes and Euston and West Hertfordshire respectively via Wembley Central station. It has many bus routes serving town centres within and outside the borough. Whilst the underground and overground provide good radial links to Central London, orbital links are served by overground and the bus network which tends to be less reliable due to road congestion. Road congestion is experienced in parts of the borough during peak times and is a major contributor to poor air quality. Areas of particular pressure include the North Circular which intersects the borough, and the road network around Wembley on events days. An Ultra-Low Emission Zone (ULEZ) is being taken forward by the Mayor, in which vehicles must meet new, tighter emission standards or pay a daily charge to travel within the area. From October 2021 the ULEZ will expand to include parts of Brent up to the North Circular. 6.8.2 Brent also has a number of industrial estates that both rely on and generate freight movements. Freight, deliveries and construction traffic have a significant impact on the network in terms of congestion, road safety and air quality.

WHERE DO WE WANT TO BE?

6.8.4 The Mayor’s Transport Strategy (2018) has a target that by 2041 80% of all journeys will be undertaken by walking, cycling and public transport. Currently 41% of journeys in the borough are by private vehicle. To reduce this to 20% will require a significant change in behaviour. The council is committed to working towards this target and the Brent Long Term Transport Strategy 2015-35, identifies how we will promote sustainable travel and active travel (public transport, walking and cycling) over the use of private vehicles. The Brent Local Implementation Plan is updated on a rolling basis sets out the transport schemes that will be invested in to achieve the objectives of the Transport Strategy.
6.8.5 Sustainable and active travel is not only necessary for the road network to cope with demand, but there are clear health benefits in promoting physical activity and reducing air pollution from vehicles. To make active travel the preferred choice for shorter journeys the quality and coverage of walking and cycling routes in the borough will need to be improved. New walking routes will be designed to healthy streets standards (see Figure 36), taking account of the needs of all users including older people and disability groups. Brent’s cycle network will be extended to include new cycleways. Future cycle routes include Wembley Central to Willesden Junction and Wembley Park to Harrow Weald and the Grand Union Canal cycleway which is being extended from Alperton to the west towards Hayes, and subject to funding to the east towards Park Royal and Old Oak.

6.8.6 The council will work closely with its partners including TfL, the West London Alliance and WestTrans to improve public transport access for all across Brent. A key priority is to improve orbital links from east to west through the West London Orbital (WLO) rail link. The link would use the existing Dudding Hill freight line to create an overground passenger line connecting Hounslow in the west to Hendon and West Hampstead in the east via Old Oak Common (Cross rail and High Speed 2 stations), Harlesden, Church End, Neasden and Brent Cross West (Thameslink station). It will also be important that strong pedestrian links are created from surrounding stations into the borough. A pedestrian route over the A5 is needed to connect Brent Cross West station to Staples Corner. To the south the regeneration of Old Oak, being led by the Old Oak and Park Royal Development Corporation, is a key opportunity to improve connections from Harlesden to Old Oak and secure a much needed upgrade to Willesden Junction station. In addition, the council will continue to work with bus operators to improve coverage to key destinations and interchange facilities. It will be important that public transport is accessible to all, with step free access to overground and underground stations a key priority. Step free access will be introduced at Brondesbury Park and Queen’s Park Stations and feasibility work is being undertaken for Northwick Park.

6.8.7 Developers will also be key to achieving this ambition by ensuring new developments, through their design and use of technology, make active travel the preferred choice for users. Major developments and Growth Areas will need to connect to cycling and walking routes, be located in areas with good public transport access; be car-free or car-lite; help to increase coverage of Electric Vehicle charging points; enable broadband access to encourage home working and assist independent living.
6.8.8 Promoting active and sustainable travel has recognised health benefits. Private vehicles are a major contributor to poor air quality in the borough. Prioritising private vehicle use would have negative environmental impacts in terms of air and noise pollution. Active travel has recognised benefits for physical and mental health. Government guidance recommends children aged 5 to 18 need 60 minutes of moderate intensity activity each day, whilst adults are recommended 150 minutes each week. Promoting walking and cycling will help ensure people get the level of activity they need to stay healthy.

6.8.9 Safety and quality of public realm have been cited as two key barriers to walking and cycling. To address this walking routes should be designed to healthy streets standard. New cycling routes will be delivered in accordance with the most up to date Brent Cycling Strategy. Routes are shown in Figure 38.

6.8.10 New development can render some existing public realm features redundant and they can adversely impact on the quality of the walking environment. This includes features such as vehicle cross-overs which can perpetuate uneven surfaces or encourage obstruction of the footway by vehicles. Where such redundant features occur, these should be removed and the public realm made good by the development.

6.8.11 An improved public transport network is also needed for longer journeys. The WLO is an opportunity to make use of an existing freight line to improve orbital travel in Brent. Subject to feasibility the council is seeking stations.

**POLICY BT1 SUSTAINABLE TRAVEL CHOICE**

The council will prioritise active and sustainable travel over private motor vehicles. The council will work with its partners and, where appropriate, require developments to:

**ACTIVE TRAVEL**

a) design public realm to meet healthy streets principles and provide access for all; publicly accessible private space will be managed in accordance with the Mayor’s Public London Charter or locally adopted equivalent standard;

b) protect the character of the Capital Ring walking route and, where appropriate, contribute to its improvement;

c) provide for and make contributions towards connected, high quality, convenient and safe cycle routes and facilities in accordance with the Brent Cycling Strategy, including cycle parking, in line with or exceeding TfL and WestTrans design standards, the implementation of new cycleways, and a borough wide cycle hire scheme;

d) enhance the A5 corridor to reduce traffic dominance and improve the public realm;

e) improve environmental quality and reduce severance along the North Circular and London Distributor Road Network;

f) remove vehicle cross-overs or other public realm features no longer required;

**SUSTAINABLE TRAVEL**

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d) enhance the A5 corridor to reduce traffic dominance and improve the public realm;

e) improve environmental quality and reduce severance along the North Circular and London Distributor Road Network;

f) remove vehicle cross-overs or other public realm features no longer required;

**CLEAN TECHNOLOGY**

k) improve the coverage and journey time reliability of the bus network and enable improved interchange facilities;

l) increase coverage of Electric Vehicle charging points across the borough.

**JUSTIFICATION**

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initially at Harlesden and Neasden with interchanges to the existing transport network. The strategic outline business case was published by TfL in June 2019. The council will continue to work closely with TfL and boroughs forming the West London Alliance to facilitate the delivery of the WLO. Other than the WLO there are limited opportunities to further extend the underground and overground network in the borough. It is important that improved connections are created from within the borough to proposed stations on its boundary including Brent Cross West Thameslink Station and HS2 and Elizabeth Line stations at Old Oak. To the north of the borough the priority will be to enhance the coverage and frequency of the bus network.

6.8.12 The North Circular Road is part of the TfL Road Network and the A5 is a London Distributor Road. Bothexperience high volumes of traffic and are created from within the borough at critical locations and opportunities to reduce severance, for example by enhancements to underpasses and crossing points, will be sought. Brent Council will work with the London Borough of Barnet and Camden to deliver improvements along the A5, including improved public realm and increased tree planting. Intelligent signing could help manage traffic flow along the North Circular.

TRANSPORT IMPLICATIONS OF NEW DEVELOPMENTS

6.8.13 London Plan Policy T4 sets out the need for developments to appropriately address impacts on the movement network. It also identifies the need for transport assessments and associated travel plans to be submitted in association with major developments. This will therefore be a requirement for all major developments when planning applications are submitted.

6.8.14 Where significant impacts arise including during development construction, mitigation measures should be proposed and the residual impacts assessed. This includes mitigation on smalls scale schemes where issues are not caused by levels of generated traffic, but by poor design. Planning obligations may be sought to fund mitigation measures to make development acceptable or conditions may be imposed on a planning permission to restrict impacts.

6.8.15 The range of mitigation for which planning obligations may be sought includes, but is not restricted to, the following. These have been selected as examples as they either encourage use of sustainable modes or manage those trips which need to be made by car on the highway network:

a) Travel Plans.
b) Public transport improvements sufficient to service the development or to integrate it with the surrounding area. Developments attracting a significant number of trips in areas with low or moderate public transport accessibility or capacity issues to the existing network will only be acceptable when significant public transport improvements are secured which are both visible and justifiable in the longer term.
c) The provision or bringing forward of on-street parking controls or waiting restrictions due to an unacceptable impact on road safety, emergency vehicle access or traffic management.
d) Improvements to pedestrian and/or cycle facilities.
e) Traffic calming measures.
f) Acceptable road safety and essential highway improvements, not necessarily restricted to immediate development area.
g) Programmes to reduce car usage and ownership (car pooling, car clubs, bike clubs and pool car and bike schemes in the borough will be strongly encouraged in place of private parking in developments.

MANAGING THE IMPACT OF PARKING

Additional parking provision should not have residual impacts on existing parking, highways, other forms of movement or the environment. The removal of surplus parking spaces will be encouraged. Development will be supported where it does not:

a) Add to on-street parking demand where on-street parking spaces cannot meet existing demand such as on heavily parked streets, or otherwise harm existing on street parking conditions;
b) Require detrimental amendment to existing or proposed CPZs. In areas with CPZs access to on-street parking permits for future development occupants other than for disabled blue badge holders will be removed or limited;
c) Create a shortfall of public car parking, operational business parking or residents’ parking;
d) The council will require off-street parking to:
   d2. preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the building’s setting and character of the surrounding area; and
d2. provide adequate soft landscaping (in the case of front gardens 50% coverage), permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface water run-off.

Public off-street parking will be permitted only where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport. The council will accept the loss of off street short-term publicly available parking only where this would not lead to under-provision in the locality.

POLICY BT2 PARKING AND CAR FREE DEVELOPMENT

Developments should provide parking consistent with parking standards in Appendix 4. Car parking standards are the maximum and car free development will be encouraged where an existing Controlled Parking Zone (CPZ) is in place or can be achieved.

Contributions secured through a planning obligation to existing and new car clubs, bike clubs and pool car and bike schemes in the borough will be strongly encouraged in place of private parking in developments.

MANAGING THE IMPACT OF PARKING

Additional parking provision should not have residual impacts on existing parking, highways, other forms of movement or the environment. The removal of surplus parking spaces will be encouraged. Development will be supported where it does not:

a) Add to on-street parking demand where on-street parking spaces cannot meet existing demand such as on heavily parked streets, or otherwise harm existing on street parking conditions;
b) Require detrimental amendment to existing or proposed CPZs. In areas with CPZs access to on-street parking
JUSTIFICATION

6.8.16 London Plan policies T6 – T6.5 address parking and provide associated parking standards. For uses not covered by London Plan policy, local standards are set out in Appendix 4. The requirements for electric charging points and cycle parking are set out in London Plan policy T6. A proportion of electrical charging points should be publicly accessible to all road users at all times to encourage greater use.

6.8.17 The amount of parking provided in accordance with parking standards is a balance between a number of factors. These include seeking to reduce unnecessary car trips, promoting effective use of land, urban design and environmental quality, making development viable and not creating on-street parking pressure which undermines quality of life. The standards promote fewer spaces in locations better served by public transport. The emphasis is on not trying to provide spaces where they are unnecessary. Opportunities for car free development might include locations close to public transport interchanges where space for parking is constrained. Other areas that are easily accessible by public transport may also be suitable for car free development, subject to a CPZ being in place or implemented. Where development is car free, or there is a limit on the number of occupiers able to park on street, legal agreements or conditions will be used to ensure that future occupants are aware they may not be entitled to on-street parking permits. Reductions in parking provision can also be delivered through car clubs and pool cars which promote more efficient use of spaces. Even within car free development disabled parking will be required in line with London Plan standards.

6.8.18 The design of car parking should be consistent with Brent’s Domestic Vehicle Footway Cross-Over Policy Guidance. It should support other objectives for Brent including improving design quality and a sense of place, green infrastructure provision, bio-diversity and sustainable drainage. TfL’s emerging Design of Car Parking guidance will also provide advice on this matter.

6.8.19 The council will seek the retention of short term publically available parking spaces where they are needed to support town centre vitality and viability or serve an identified need. Town centre development will be required to make available to the public any parking provided. New public off-street parking will be subject to a legal agreement to control the layout of the parking spaces, the nature of the users and the pricing structure. Where parking is created or reallocated, the council will encourage the allocation of spaces for low emission vehicles, car clubs, pool cars, cycle hire and parking, and electric vehicle charging equipment.
POLICY BT3 FREIGHT AND SERVICING, PROVISION AND PROTECTION OF FREIGHT FACILITIES

Development that would generate a significant movement of goods or materials, both during construction and in operation, should minimise the movement of goods and materials by road. The use of more sustainable alternatives, i.e. by rail and canal, is encouraged.

For longer distance movements, the provision of sidings within suitable new developments adjoining railway lines is supported. Warehousing development, developments adjoining railway lines is encouraged. Warehousing development should include facilities to enable micro-consolidation. The provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is also supported by London Plan policy. This is to support carbon-free travel from 2050.

Existing sidings will be protected where these are adaptable to serve anticipated needs. Existing sidings will be protected where these are adaptable to serve anticipated needs. The provision of servicing facilities is required in all development covered by the Plan’s standards in Appendix 5. The Council will work with developers to provide the optimum servicing and delivery arrangements for new developments. Wherever possible servicing should be provided off the highway. Loss of existing servicing will be resisted where it is still required to meet operational needs.

POLICY BT4 FORMING AN ACCESS ON TO A ROAD

Other than the Transport for London Road Network (TLRN) and London Distributor Roads applications for the creation of an access to a highway or where development will result in the increased use of existing safe access points will be acceptable where:

a) access would be safe having regard to the council’s cross over guidance;

b) the access and amount of off-street parking proposed would be visually acceptable (having regard to existing highway verges and trees affected);

c) on Heavily Parked Streets, the proposal does not result in the loss of more than one on-street car parking space, and where there is controlled parking does not result in the creation of more off-street spaces than set out in the parking standards.

New accesses on the TLRN (the North Circular Road) will be resisted in all cases except where offering improved road safety for all users. A preliminary safety audit must be submitted with all major development proposals which abut the TLRN. New accesses on London Distributor Roads (as shown on the Policies Map) should be resisted where alternative access is available to the side or rear and turning facilities should be provided where possible. Increased use of existing safe access points will be allowed where it does not harm the road’s strategic traffic distribution role and particularly that of bus movement.

JUSTIFICATION

6.8.20 The London Plan policy T7 requires development to facilitate sustainable freight and servicing, from road to rail and water. Proposals for development are to be accompanied by Construction Logistics Plans and Delivery and Servicing Plans. These must be developed in accordance with TfL guidance and reflect the complexity of the development. To reduce pressure on the road network delivery outside of peak hours should be encouraged. Larger developments are adaptable to serve anticipated needs.

6.8.21 The priority to promote sustainable modes of transport will help to reduce pressure on the existing highway network. Nevertheless, it is also important that the network should operate efficiently and safely for all users. There is a requirement for a balance to be achieved between different road users’ needs. This will depend to a large extent upon highway verges and trees affected;

c) on Heavily Parked Streets, the proposal does not result in the loss of more than one on-street car parking space, and where there is controlled parking does not result in the creation of more off-street access points will be acceptable where:

a) access would be safe having regard to the council’s cross over guidance;

b) the access and amount of off-street parking proposed would be visually acceptable (having regard to existing highway verges and trees affected);

c) on Heavily Parked Streets, the proposal does not result in the loss of more than one on-street car parking space, and where there is controlled parking does not result in the creation of more off-street spaces than set out in the parking standards.

New accesses on the TLRN (the North Circular Road) will be resisted in all cases except where offering improved road safety for all users. A preliminary safety audit must be submitted with all major development proposals which abut the TLRN. New accesses on London Distributor Roads (as shown on the Policies Map) should be resisted where alternative access is available to the side or rear and turning facilities should be provided where possible. Increased use of existing safe access points will be allowed where it does not harm the road’s strategic traffic distribution role and particularly that of bus movement.

JUSTIFICATION

6.8.22 The priority to promote sustainable modes of transport will help to reduce pressure on the existing highway network. Nevertheless, it is also important that the network should operate efficiently and safely for all users. There is a requirement for a balance to be achieved between different road users’ needs. This will depend to a large extent upon highway verges and trees affected;
parking spaces where there is a current shortage. In relation to criterion c) of the policy, greater flexibility to the loss of more than one parking space may in exceptional cases be justified. An example might be where off-street parking provided as part of a proposed development together with other measures would reduce the on-street parking demand compared to the existing use. The council is keen to maintain and enhance the street scene through the provision of green infrastructure. It has an extensive programme of street tree planting.

6.8.24 The North Circular Road is a Transport for London Route Network (TLRN) road. It forms a Corridor Link between Brent Cross and Ealing (two major interchange points by public transport as well as by road). It provides a parallel option for through traffic which can help take pressure off the Brent Cross to Wembley and Wembley to Ealing routes which will carry more locally based traffic. The road forms a key element in the London road network in channeling essential traffic, especially freight, away from inner London. Brent is keen to see more of a balanced approach with emphasis on other modes, rather than the needs of car users dominating. To this end there is a general presumption against locating new accesses on to the route. Nevertheless, it is recognised that sometimes additional access is necessary to facilitate regeneration, or that safety improvements could be made through alternative provision. For other strategic movement corridors, a similar approach to ensuring its function is not unacceptably impacted upon by the development is sought either through capacity or safety issues.

6.8.25 In relation to transport matters in development proposals priority should be given to safety issues. This includes the convenience and safety of vulnerable road users such as pedestrians and cyclists. Improvements to road safety should follow recognised guidance, including the Road Safety Action Plan (TfL). This advises that a preliminary safety audit should be submitted with all major development proposals and associated transport changes on the TLRN. TfL has a strategic management function in minimising congestion on its Strategic Road Network. It requires consultation on proposals which would affect this network, which includes Edgware Road and Harrow/Watford Road corridors. Proposals which would affect the M1 Motorway shall require consultation with Highways England. Where a developer is required to undertake works to the highway to make their access acceptable, this will be expected via a section 278 agreement (see Glossary).
7. DELIVERY AND MONITORING
7.1.1 The successful delivery of the vision for Brent, the Places and theme policies is reliant upon effective, coordinated and committed delivery from the multiplicity of public agencies as well as the ability to secure sustained, substantial levels of private commercial interest, investment and capacity to support development. This will be at levels realistically not seen in over a generation. It is against a backdrop of significant financial challenges across much of the public sector, operating on much reduced budgets since the commencement of austerity.

7.1.2 The Mayor through the London Plan has sought to meet nearly all London’s projected housing needs within its boundaries. He has been clear in the London Plan and other lobbying that London’s continued growth will require significant additional financial and other support from central Government to ensure successful delivery. This relates not only to supporting housing delivery, but also to the associated infrastructure related to population and economic growth. This will require a long term commitment and associated actions from Government. The London Plan currently identifies a total gap between committed and required funds of £3.1 billion per annum. Without providing clarity on how this funding gap will be addressed Government has made it clear that London should deliver more housing than is currently included in the London Plan.

7.1.3 The planning process has two main mechanisms for ensuring or contributing to the delivery of some of the infrastructure that will be required related to development that is given planning permission. These are the Community Infrastructure Levy (CIL) and S106 planning obligations. CIL currently provides about on average £15 million per year towards strategic infrastructure in Brent. Planning obligations are used for requirements not addressed by CIL.

7.1.4 This Plan has been ambitious in seeking to identify from the delivery of housing sites at a level that is way above recent previous planned levels. Not meeting the Government’s Housing Delivery Test provides a significant risk of losing control of how planned development occurs within the borough. The ability of councils to deliver housing has been severely constrained by the borrowing cap, meaning councils are largely reliant on private developers to deliver housing.

7.1.5 As such this means that the council has no other realistic option than to grant delivery of the WLO. The London Plan identifies the risk associated with the delivery of new strategic transport projects and on-going funding for supporting and expanding existing services. The continued necessity in Brent to prioritise people’s movement through non-private car modes to limit congestion means that sustained investment in public transport is required. The most significant proposed public transport scheme that is planned within Brent is the opening of the West London Orbital line. The strategic outline business case was published by TfL in June 2019. The council will continue to work closely with TfL and boroughs forming the West London Alliance to facilitate the delivery of the WLO.

7.1.6 The council in the Plan has sought to plan as best as it can to meet housing needs. As identified by the council’s evidence base, there is a chronic need for affordable housing. This is well beyond the private sector’s and planning policy’s ability to meet nearly all London’s projected housing needs within its boundaries. The ability of councils to deliver more housing than is currently included in the London Plan.

7.1.7 The Mayor has various initiatives to support the build to rent sector, small and medium sized builders and increasing capacity of the construction industry. These if increased and perpetuated will assist in delivery. The outline business case was published by TfL in June 2019. The council will continue to work closely with TfL and boroughs forming the West London Alliance to facilitate the delivery of the WLO.

7.1.8 The London Plan identifies the risk associated with the delivery of new strategic transport projects and on-going funding for supporting and expanding existing services. The continued necessity in Brent to prioritise people’s movement through non-private car modes to limit congestion means that sustained investment in public transport is required. The most significant proposed public transport scheme that is planned within Brent is the opening of the West London Orbital line. The strategic outline business case was published by TfL in June 2019. The council will continue to work closely with TfL and boroughs forming the West London Alliance to facilitate the delivery of the WLO.

7.1.9 In terms of cost/benefit analysis the business case is strong. However, this does not necessarily mean it will be funded in current timescales to ensure its envisaged
delivery. If all it is, it is competing against many other projects for TfL and Network Rail funding. Its lack of delivery will be a significant blow to, but ultimately not fundamentally undermine delivery of the Neasden stations’ Growth Area and smaller planned development around Cricklewood and Harlesden. In relation to the Stables Corner Growth Area however, it may well impact on development scale and timing. This area does not have very good public transport accessibility currently. Investor perceptions of the area/ market sentiment could well be changed if it is not delivered. This could well impact on development scale and timing.

Factors such as economic cycles, people’s lifestyles and migration can radically impact perceptions of the area/sentiment currently. Investor perceptions of the area/market sentiment could well be changed if it is not delivered. This could well impact on the viability of co-

location/ intensification of the industrial area. This could well impact on the viability of co-

7.1.10 In relation to other transport requirements, where sites have specific significant local impacts on infrastructure they will be required to overcome through S106 planning obligations. It is not envisaged that these will be a significant potential blockage to development delivery. The council sets out the investment priorities on an on-going rolling 5 year basis for transportation in its Local Implementation Plan (LIP). This is agreed by the GLA as a mechanism for identifying where its funds will be used to support transportation schemes in the borough.

7.1.11 School place planning is complex and made more difficult by the more recent changes in the role that local authorities have, in particular their lack of direct provision. It is increasingly reliant on foundations and free schools on which it has limited influence to provide places. The need for places is often subject to short term cyclical changes. Factors such as economic cycles, people’s prosperity, fertility rates, national sentiment, lifestyles and migration can radically impact on birth rates affecting demand. In addition, the quality of Brent’s schools compared to neighbouring boroughs also is a significant factor.

7.1.12 The Infrastructure Delivery Plan (2019) assesses existing provision of social infrastructure facilities and identifies the types and quantities, as well as specific locations where they are required to support growth in Brent over the Plan period.

7.1.13 In terms of early years and primary school places in the short to medium there is sufficient capacity. One additional primary school is planned in the short term at York House, Wembley Park. The former Oriental City site on Edgware Road is being considered for a Special Education Needs school. Additional capacity equivalent to two new secondary schools is also required within the period to 2024. One school is planned for Chancel House, Church End, whilst expansions to others in the north of the borough are planned. In terms of identifying and planning for future needs, education planners have a good understanding of development patterns and future population trends to be able to deal with growth.

7.1.14 The College of North West London is consolidating and relocating from dispersed sites to one site in Wembley Park. This will improve the quality of its teaching facilities and be supported by funds from enabling development on its existing sites.

EDUCATION

7.1.15 As with schools, health planning has become more complicated over time. The National Health Service is split up into various layers. Brent has two acute national health hospitals. These are at Northwick Park and Central Middlesex, run by the London North West University Health Trust. The council has on-going dialogue in respect of their sites to ensure sufficient capacity to meet the needs of the borough are planned. In terms of identifying the need for new sites, as well as expansions to others in the north of the borough are planned. In terms of identifying and planning for future needs, education planners have a good understanding of development patterns and future population trends to be able to deal with growth. Brent has two acute national health hospitals. These are at Northwick Park and Central Middlesex, run by the London North West University Health Trust. The council has on-going dialogue in respect of their sites to ensure sufficient capacity to meet the needs of the borough are planned. In terms of identifying the need for new sites, as well as expansions to others in the north of the borough are planned. In terms of identifying and planning for future needs, education planners have a good understanding of development patterns and future population trends to be able to deal with growth.

HEALTH FACILITIES

7.1.16 In relation to water, electricity, gas and communications feedback received from providers and analysis of longer term infrastructure investment plans indicates there will be significant difficulties in addressing longer term needs arising from developments related to additional premises.

UTILITIES

7.1.17 For all of these utilities, there might be a need for some local capacity enhancement but as long as developers engage early on in their projects it is not envisaged that there will be significant ‘showstopper’ events preventing occupation of development. Brent has two acute national health hospitals. These are at Northwick Park and Central Middlesex, run by the London North West University Health Trust. The council has on-going dialogue in respect of their sites to ensure sufficient capacity to meet the needs of the borough are planned. In terms of identifying the need for new sites, as well as expansions to others in the north of the borough are planned. In terms of identifying and planning for future needs, education planners have a good understanding of development patterns and future population trends to be able to deal with growth.
7.1.18 GREEN INFRASTRUCTURE

7.1.19 INFRASTRUCTURE DELIVERY PLAN

7.1.20 The council has an Infrastructure Delivery Plan. This will be reviewed on an on-going basis. It will inform the council’s capital programmes and the work that it does in terms of supporting other agencies delivering infrastructure requirements, particularly through developer contributions, such as Community Infrastructure Levy, and to a much lesser extent due to it more limited role, S106 planning obligations.

CULTURAL INFRASTRUCTURE

7.1.21 There are two significant improvements that need to be made to existing sports provision as well, as many playing pitches are within council managed spaces. As in many cases this is not statutory work, it is likely to be increased budgetary pressures, which will result in amendments to management regimes and different ways of trying seeking to support their continued high quality provision.

7.1.22 Monitoring is an important part of the continuous planning process. Changing circumstances means that the monitoring of policies is required to be dynamic, and necessary adapt or bring forward alternative planning approach to Brent’s growth and monitoring the borough’s needs for homes, jobs, services and infrastructure.

7.1.23 A set of key indicators and targets have been developed so that the effectiveness of policies in achieving the objectives can be assessed. Where objectives are not being met, appropriate action may be taken to adjust the outcome or, in some circumstances, a review of a policy may be necessary. The targets have been summarised in Figure 39, highlighting the relationship between the policies, indicators and targets.

FIGURE 39 LOCAL PLAN POLICY PERFORMANCE MEASURES

- NUMBER OF VISITOR ROOMS BUILT: 2622 rooms (2015-40)
- PROXIMITY OF SHISHA CAFES TO SECONDARY SCHOOL OR FURTHER EDUCATION ESTABLISHMENT:
  - No further shisha cafes consented within 400 metres or a secondary school or further education establishment.
- CONCENTRATION OF TAKEAWAYS AND PROXIMITY OF TAKEAWAYS TO SECONDARY SCHOOLS AND FURTHER EDUCATION ESTABLISHMENT:
  - No target, but definitely no loss.
- PROPORTION OF PRIMARY FRONTAGE IN A1 AND A2 USE: Proportion of frontage in A1 and A2 use not to fall below 65%, or 50% if vacancy rates exceed 10%.
- ADDITIONAL A4 OR A5 UNITS GRANTED PERMISSION IN PRIMARY SHOPPING FRONTEGES: None (BE4)
- NET ADDITIONAL EMPLOYMENT FLOORSPACE PROVIDED IN SIL, LSIS AND LES: No target (BH10)
- SPECIALIST OLDER PERSONS HOMES BUILT: 230 net additional homes (2019/20-2028/29)
- ADDITIONAL BED SPACES BUILT IN COMMERCIAL BUILDINGS: No target (BE7)
- PROPORTION OF HOMES BUILT IN GROWTH AREAS: 60% (BH2)
- RESIDENTIAL BASEMENTS IN EXISTING PROPERTIES ALLOWED THAT ARE LARGER THAN POLICY CRITERIA: None (BD2)
- TALL BUILDINGS ALLOWED INCONSISTENT WITH POLICY: None (BD1)
<table>
<thead>
<tr>
<th>PERFORMANCE MEASURE</th>
<th>TARGET</th>
<th>SPECIFIC POLICY TO BE MONITORED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Buildings on the Buildings at Risk Register</td>
<td>Less than 5</td>
<td>BHC1</td>
</tr>
<tr>
<td>Number of public houses lost and not replaced by development.</td>
<td>No loss of viable public houses.</td>
<td>BHC5</td>
</tr>
<tr>
<td>Change in amount of public open space, in Target</td>
<td>+ 5 hectares and in Specific Policy to be monitored</td>
<td>BGI1</td>
</tr>
<tr>
<td>Loss of Category A Tree Preservation Order Trees</td>
<td>None</td>
<td>BGI4</td>
</tr>
<tr>
<td>Change in Community Infrastructure Floorspace (Schools, Healthcare, Other Community Space, Cultural and Leisure Facilities).</td>
<td>None</td>
<td>BSI1</td>
</tr>
<tr>
<td>Modal share of journeys by walking, cycling, public transport and private vehicle.</td>
<td>By 2041 80% of all journeys will be undertaken by walking, cycling and public transport.</td>
<td>BT1</td>
</tr>
<tr>
<td>Delivery of Site Allocations</td>
<td>Delivery in line with timescales identified in the Local Plan</td>
<td>Site Allocation References</td>
</tr>
</tbody>
</table>
8. APPENDICES
APPENDIX 1


APPENDIX 2

LONDON PLAN DESIGN POLICY AND BRENT SPD1 DESIGN PRINCIPLES

LONDON PLAN POLICY (AMENDED JUNE 2018)

<table>
<thead>
<tr>
<th>Category</th>
<th>Policy Name</th>
<th>Status</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>Context and Character Development</td>
<td>Development should respond to the local context and respect the existing character of the landscape, streetscape, architectural and historic environment.</td>
<td>D18, D16, G1</td>
</tr>
<tr>
<td>D1B</td>
<td>Optimising Site Capacity Through the Design-led Approach</td>
<td>New development height, massing and facade design should positively respond to the existing context and scale; facilitating good urban design.</td>
<td>D18, D16, D8</td>
</tr>
<tr>
<td>D2</td>
<td>Animated facades</td>
<td>New development should ensure active frontage and maximise doors and windows to active ground floor rooms.</td>
<td>D18, D16</td>
</tr>
<tr>
<td>D3</td>
<td>Urban grain</td>
<td>New development should respect existing urban grain and human scale.</td>
<td>D1</td>
</tr>
<tr>
<td>D4</td>
<td>Roofscape</td>
<td>Building roofs should be designed to minimise the impact of height and positively respond to the character of the area.</td>
<td>D1</td>
</tr>
<tr>
<td>D5</td>
<td>Proportions</td>
<td>Buildings, including window dimensions and void-mass ratio, should be well proportioned; respecting local character.</td>
<td>D1</td>
</tr>
<tr>
<td>D6</td>
<td>Building materials</td>
<td>Building materials should be durable, attractive and respect local character.</td>
<td>D1</td>
</tr>
<tr>
<td>D7</td>
<td>Block structure and active frontage</td>
<td>New development should create well-dimensioned perimeter blocks wherever possible, providing active frontage and maximising sunlight into amenity space.</td>
<td>D1, D4, D7</td>
</tr>
<tr>
<td>D8</td>
<td>Parking</td>
<td>New developments should provide a suitable amount of parking in a mix of parking solutions that are convenient, efficient and facilitate good urban design.</td>
<td>D1, D7</td>
</tr>
<tr>
<td>D9</td>
<td>Trees</td>
<td>New development should provide suitable trees to new streets and spaces and retain existing trees where possible.</td>
<td>D1, D7, G1, G2</td>
</tr>
<tr>
<td>D10</td>
<td>Front gardens</td>
<td>New developments should have green front gardens wherever possible, taking into account existing context and character.</td>
<td>D1, D7, G1</td>
</tr>
<tr>
<td>D11</td>
<td>Public realm</td>
<td>Street design and public realm should reflect the street hierarchy and accommodate for movement and the street as a place accordingly.</td>
<td>D1, D7</td>
</tr>
<tr>
<td>D12</td>
<td>Larger sites</td>
<td>Larger sites should integrate with their surroundings and provide a clear network of routes, views, open space and landscape.</td>
<td>D1, D7, G1</td>
</tr>
</tbody>
</table>
D4 HOUSING QUALITY AND STANDARDS

3.1 Density, height and massing New development height, massing and facade design should positively respond to the existing context and scale, facilitating good urban design. D1B, D4, D8

3.2 Animated facades Development should ensure active frontage and maximise doors and windows to active ground floor rooms. D1B, D4

4.1 Block structure and active frontage New development should create well-defined perimeter blocks wherever possible, providing active frontage and maximising sunlight into amenity space. D1, D4, D7

4.3 Trees New development should provide suitable trees to new streets and spaces and retain existing trees where possible. D1, D7, G5, G7

4.4 Front gardens New dwellings should have green front gardens wherever possible; taking into account existing context and character. D1, D7, G5

4.5 Public realm Street design and public realm should reflect the street hierarchy and accommodate for movement and the street as a place accordingly. D1, D7, G5, G7

4.6 Larger sites Larger sites should integrate with their surroundings and provide a clear network of routes, views, open space and landscape. D1, D7, G1

D7 PUBLIC REALM

4.1 Block structure and active frontage New development should create well-defined perimeter blocks wherever possible, providing active frontage and maximising sunlight into amenity space. D1, D4, D7

4.2 Parking New developments should provide a suitable amount of parking in a mix of parking solutions that are convenient, efficient and facilitate good urban design. D1, G7

4.3 Trees New development should provide suitable trees to new streets and spaces and retain existing trees where possible. D1, D4, D7, G5, G7

4.4 Front gardens New dwellings should have green front gardens wherever possible; taking into account existing context and character. D1, D7, G5

4.5 Public realm Street design and public realm should reflect the street hierarchy and accommodate for movement and the street as a place accordingly. D1, D7, G5

4.6 Larger sites Larger sites should integrate with their surroundings and provide a clear network of routes, views, open space and landscape. D1, D7, G1

D8 TALL BUILDINGS

2. Contest and Character Development should respond to the local context and respect the existing character of the landscape, streetscape, architectural and historic environment. D1B, D8, G1

3.1 Density, height and massing New development height, massing and facade design should positively respond to the existing context and scale, facilitating good urban design. D1B, D4, D8

G1 GREEN INFRASTRUCTURE

2. Contest and Character Development should respond to the local context and respect the existing character of the landscape, streetscape, architectural and historic environment. D1B, D8, G1

4.6 Larger sites Larger sites should integrate with their surroundings and provide a clear network of routes, views, open space and landscape. D1, D7, G1
APPENDIX 3

HOUSING DELIVERY TRAJECTORY

<table>
<thead>
<tr>
<th>YEAR</th>
<th>19/20-23/24</th>
<th>24/25-28/29</th>
<th>29/30-33/34</th>
<th>34/35-40/41</th>
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<td>1,310</td>
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<td>AVERAGE PER YEAR</td>
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<td>1,807</td>
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</tbody>
</table>

APPENDIX 4

PARKING STANDARDS

8.4.1 Parking standards for B1a uses as set out in the London Plan policy T6.2 apply in Brent.

For other employment uses in the B use class or closely related sui generis uses, the following standards, as detailed in Table 1, should be applied. The employment areas in Brent have significant variations in levels of access to public transport and other individual characteristics. A distinction is made between areas of the borough to the north and the south of the Dudding Hill railway line as this broadly reflects variations in public transport provision.

8.4.2 The provision of parking in new developments below the standards set out in the table is encouraged (see car free/car capped section).

8.4.3 Parking standards as set out in the London Plan policy T6.3 apply in Brent.

8.4.4 Parking standards as set out in the London Plan policy T6.1 apply in Brent.

8.4.5 The following standards will be applied to hotels:

a) PTAL 4-6: Operational and disabled parking provision only, with minor exceptions where warranted.

b) PTAL 1-3: Additional parking allowable up to 1 space per 5 bedrooms if justified by a transport assessment.

c) One coach parking space should be provided for every 50-75 bedrooms.

8.4.6 Only operational and disabled parking should be provided for new hotels in the Major Town Centres of Wembley and Kilburn.

PARKING FOR RESIDENTIAL INSTITUTIONS

HOSPITALS

8.4.7 For hospitals, these should be assessed individually due to the differing nature of the parking demands depending on the range of treatments offered. There will be a higher level of operational parking required than for other major institutions. A Travel Plan should be developed to ensure that visitor and employee parking is managed. Where existing hospitals are subject to developments or refurbishment, the existing levels of parking should be the starting point, with any additional requirements justified through a transport assessment.

C2 (OTHER RESIDENTIAL INSTITUTIONS)/C4 (HOUSES OF MULTIPLE OCCUPATION)

8.4.8 Other residential institutions such as care homes, homeless hostels, halls of residence and residential schools and colleges and houses of multiple occupation should base the parking provision on the number of bedrooms with a maximum standard of one space per 10 beds. Further visitor parking may be acceptable provided adequate justification is provided.

LOCATION DEFINITION MAXIMUM PARKING STANDARD

Inner Brent South-east of Dudding Hill railway line 1 space per 200m2 gross floor space

Outer Brent North-east of Dudding Hill railway line 1 space per 200m2 gross floor space

Table 1 – Employment Maximum Parking Standards
APPENDIX 5

SERVICING STANDARDS

A1 RETAIL
8.5.1 For A1 retail units less than 500m² gross floor area, one transit sized bay for service vehicles should be provided. Food retail units of over 500m² should provide 12m bays for servicing. For larger A1 retail units over 2000m², one full size lorry bay per 2000m² for service vehicles should be provided.

8.5.2 If the development forms part of a group of smaller units, the total floor area of the entire groups of units should be used to determine the number of service vehicle bays. Existing service facilities should also be taken into account.

A3 FOOD AND DRINK ESTABLISHMENTS
8.5.3 Standards should be provided on a site specific basis, depending on the size of service vehicles and each location.

B1 BUSINESS
8.5.4 For units under 100m² one transit sized bay for service vehicles should be provided. Units over 100m² should provide service space only for 8m rigid service vehicles, as opposed to full sized (10m) rigid vehicles at each location.

B2 GENERAL INDUSTRY AND B8 WAREHOUSE
8.5.5 Units under 300m² should provide a loading bay that can accommodate an 8m rigid vehicle. Units between 300m² and 1000m² should provide a loading bay for 10m rigid vehicles. Beyond 1000m², there should be provision of full sized 16.5m loading bays.

C1 HOTELS
8.5.6 In addition to the coach parking provision standards, new hotel developments should also provide a loading bay for at least one 8m sized rigid vehicle. Any specific sites with alternative requirements should be reviewed separately.

DISABLED PARKING
8.5.14 Disabled parking standards as set out in the London Plan policy T6 for residential and T6.5 for non-residential are set out in Brent. Council car parks will provide spaces in line with best practice standards.

CYCLE PARKING
8.5.14 Cycle parking standards as set out in the London Plan policy T6.5 apply in Brent.
8.6.7 The NPPF requires Plans to make it explicit which are strategic policies.

APPENDIX 6

STRATEGIC POLICIES

- BT3, BT4
- BHC5, BGI1, BGI2, BSUI1, BSUI2, BSUI3, BT1, BT2,
- BE6, BE7, BE8, BE9, BHC1, BHC2, BHC3, BHC4,
- BSEGA1, BP7, BSWGA1, BD1, BD2, BH1, BH2,
- BNGA1, BP4, BNWGA1, BP5, BSGA1, BP6,
- DMP1, BP1, BCGA1, BP2, BEGA1, BEGA2, BP3,
- STRATEGIC POLICIES

Non-Strategic Policies

- BSWSA14, BSWSA15 and BSWSA16
- BSWSA3, BSWSA4, BSWSA5, BSWSA6, BSWSA7, BSWSA8, BSWSA9, BSWSA10, BSWSA11, BSWSA12, BSWSA13,
- BSESA4, BSESA5, BSESA6, BSESA7, BSESA8, BSESA9, BSESA10, BSESA11, BSESA12, BSESA13, BSESA14, BSESA15,
- BSSA11, BSSA12, BSSA13, BSSA14, BSSA15, BSSA16, BSSA17, BSSA18, BSSA19, BSESA1, BSESA2, BSESA3,
- BNSA6, BNSA7, BNWSA1, BSSA1, BSSA1, BSSA2, BSSA3, BSSA4, BSSA5, BSSA6, BSSA7, BSSA8, BSSA9, BSSA10,
- BCSA14, BCSA15, BCSA16, BCSA17, BESA1, BESA2, BESA3, BESA4, BNSA1, BNSA2, BNSA3, BNSA4, BNSA5,
- BCSA1, BCSA2, BCSA3, BCSA4, BCSA5, BCSA6, BCSA7, BCSA8, BCSA9, BCSA10, BCSA11, BCSA12, BCSA13,

GLOSSARY

Accessibility Management Plan: A plan which sets out how accessibility and inclusion will be monitored and maintained throughout the life of a development.

Adult Gaming Centre: An adult gaming centre is a development.

Affordable housing: defined by Government in the NPPF 2018 as: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government’s rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of development or immediate post-making. Where secondary legislation has the effect of allowing the landlord to choose whether to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing: is sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent at least to 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, it should be provisioned for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Air Quality Management Area (AQMA): An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

Betting Shop: A store where the primary activity on the premises is betting services. Each premises is permitted to have up to four gaming machines, known as fixed odds betting terminals.

Compulsory Purchase Order (CPO): A legal function that allows public bodies which need to obtain land or property to do so without the consent of the owner.

Decentralised Energy Networks: The local generation of electricity and where appropriate, the recovery of the surplus heat (combined heat and power – CHP) for purposes such as building space heating and domestic hot water production.

Forecourt Trading: Trading from a designated area which is connected to the frontage of a shop and either on the public footway or private land. Also known as street trading.

Greenfield Run-off Rates: The rate of run-off that would occur from the site in its undeveloped and therefore undisturbed state.

Green roof: Also known as an eco-roof, living roof, or vegetated roof, is one that is either partially or completely covered in vegetation on top of the human-made roofing structure.

Heavily Parked Street: Streets where the percentage of cars parked on-street exceeds 80%, the safe and legal maximum level of parking.
Access is unrestricted, limited or restricted. Opportunity Areas: Areas designated in the London Plan as London’s principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing.

Payday loan shops: This is another type of pay day loan service.

Neighbourhood Centres and isolated Shopping Units: Neighbourhood Centres and isolated Shopping Units are located outside of designated town centres. These shops serve a local need and play an important social role in the community as well as contributing to the character and function of the local centre.

Open Space: All land in Brent that is predominantly undeveloped and open which is maintained by buildings or structures that are ancillary to the open space use. The definition covers a broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Opportunity Areas: Areas designated in the London Plan as London’s principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing.

Payday loan shops: A company that lends money for a short term, usually a few weeks or months, on the agreement to pay back the loan and interest on the due date.

Neighbourhood: Places where, in view of an ageing society, transport, basic amenities, green spaces, decent toilets, and places to meet and relax, are consciously planned for people of all ages and conditions in mind within easy reach of homes, accessible to all and planned in proposals at the outset.

Major Developments: 10 or more residential units (if a number is not given, the area is more than 0.5 hectares), or 1000 sq m (or more) gross commercial floorspace.

Main Town Centre Uses: Retail development (including warehouse clubs and factory outlet centres), leisure, entertainment and more sportive recreation and leisure uses (such as cinemas, restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls), offices, and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Meanwhile Uses: The temporary use of vacant buildings or land for a socially beneficial purpose until such a time that they can be brought back into core use again.

Metropolitan Open Land: MOL are strategically important open spaces to London. MOL performs 3 valuable functions:

a) to provide a clear break in the urban fabric and contribute to the green character of the area;

b) to serve the needs of Londoners outside of the local area;

c) contains a feature or landscape of national or regional significance. MOL is afforded the same level of protection as the Green Belt and the London Plan stresses that there should be a presumption against development in these areas.

Neighbourhood Parades and Isolated Shop Units: Neighbourhood Parades and Isolated Shop Units are located outside of designated town centres. These shops serve a local need and play an important social role in the community as well as contributing to the character and function of the local area.

Primary Shopping Areas: Defined area where retail development is concentrated. Public Transport Accessibility Level (PTAL): A detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and general and light Industrial uses, logistics, waste management and environmental industries (such as renewable energy generation), utilities, wholesale markets and some transport functions.

Studio Flat: Also known as a studio apartment, a small apartment which combines living room, bedroom, and kitchenette into a single room.

Sustainable Urban Drainage System (SuDS): Methods and ways of managing runoff from buildings and hardstanding. They can reduce the risk of flooding, flow and rate of surface water that runs directly to drains, through stormwater systems.

Transport for London Route Network (TLRN): The Transport for London Route Network is made up of roads that are owned and managed by Transport for London (TfL). They are the key routes or major arterial roads in London.