

Brownfield Land Regeneration Case Study:

London Borough Brent

Northwick Park

Northwick Park Hospital, Brent, London

This case study highlights that multiple landowners, with strong leadership, an ethos of problem-solving and partnership working, can work well together to deliver a large-scale regeneration scheme despite several potential viability showstoppers.

“When I look back and ask, ‘how did we manage to get [the planning application] through from a submission in February to a planning committee in December?’, that’s simply officers being dedicated to their job and working really hard and, dare I say, feeling part of it, they were making it happen as opposed to it happening to them... They were constantly looking for solutions, they were not slow to say that this doesn’t work, or this could do with improvement.” (Applicant’s Agent)

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1. Introduction

- This 12.87ha site comprises land that had been previously developed in a piecemeal way over many years. It currently includes part of the existing Northwick Park hospital and ancillary facilities, part of the Westminster University campus, residential accommodation, surface car parking serving the Hospital and some open land for public recreation.
- The redevelopment proposals, part of the Northwick Park Growth Area, aim to use this land more efficiently for:
 - up to 1,600 new homes (40% affordable)
 - expansion of the University of Westminster Harrow Campus
 - a new access road and associated junction improvements
 - small-scale commercial units and a replacement nursery
- The land is owned by four bodies: NHS Trust; Network Homes; Brent Council; and University of Westminster, who formed a partnership under the One Public Estate (OPE) programme.
- This case is particularly interesting as Brent Council has dual roles: as a key member of the landowner/development partnership; and as the Local Planning Authority (LPA) determining the planning applications. Brent sought to ensure commercial confidentiality whilst maintaining probity through a transparent planning process.

2. Executive Summary and Key Success Factors

Planning

- **Continuity of staff** people who understand the project context, issues and what is trying to be achieved - has resulted in a “*great approach*” (Applicant’s Agent) to the project by the local authority.
- **Adopting a ‘layered approach’** to gaining planning permission. Differences in partners’ timeframes meant that by submitting outline and full applications simultaneously was key to driving the project forward effectively, creating “*very much a win-win situation*” (Applicant’s Agent).
- **Securing transport provision contributions** - The LPA was pivotal in ensuring that the development secured necessary contributions towards public transport infrastructure.
- **Development plan site allocation** – Brent Council allocated the site in successive local plans.

Key Planning Tools

- **A master planning exercise** for the site was undertaken in 2017, to establish general regeneration principles forming the starting point for cooperation between the LPA and stakeholders.
- **A ‘layered’ approach** to gaining planning permission was used. This worked by seeking an outline permission for the whole site in tandem with separate full permission(s) for part(s) of the site, each having its own Section 106 agreement. Full planning permission

has been granted for the access road; Resolution to grant full planning permission for part of the site (subject to Section 106 agreement and stage 2 referral to the Mayor of London); Resolution to grant outline planning permission for the whole site granted (subject to Section 106 agreement and stage 2 referral to the Mayor of London stage 2).

- **Design Code** - The planning applications were accompanied by a Design Code (February 2020) to inform detailed design considerations and demonstrating an aspiration for high quality and carefully considered design.

Site Identification

- **Adopted Local Plan (2022)** – the site has been allocated in successive local plans by Brent Council, it now forms part of the adopted Local Plan (2022) as a ‘growth area’.

Site Viability

- **The partners’ different timescales for key stages** - The four partners were working to differing timescales, each having their own commitments and deadlines for various aspects to be put in place.
- **Site access** - Housing Infrastructure Funding (HIF) helped pay for the ‘ring/spine road’ that was fundamental to unlocking the site’s redevelopment.
- **Balancing competing requirements** - the development of the site included balancing the requirements for affordable housing, public transport system enhancements and achieving a reduction in carbon emissions
- **Relocating a community pavilion** onto designated protected land (Metropolitan Open Land) – this aspect of the proposals was removed at preapplication stage.

Leadership & Governance

- **Strong leadership** and a positive, forward-looking approach to delivering the scheme’s objectives was provided by Brent Council, who took the lead through the OPE programme: creating a shared vision and coordinating the development activities.
- A **Memorandum of Understanding** was created to facilitate and set out the parameters for collaborative working.

Key Lessons:

- **Regular, frank and open communication** between the local authority and externally with partners and consultees is seen as critical to timely delivery. Partners and consultees appreciated receiving clear, honest and transparent advice from officers and the frequent and high-quality discussions with LPA officers.
- **Goodwill, hard work, professionalism and perseverance** is required to overcome frustrations. *“Officers are constantly looking for solutions, but not slow to say that what doesn’t work or this could do with improvement and by them coming off the fence quite quickly. It allowed us [the applicant] to respond quite quickly too”* (Applicant’s Agent). *“Be frank and open minded, that’s the important thing. I liked the fact that Brent were willing to commit to providing candid advice”* (Applicant’s Agent).

- Consider a **range of options** for gaining permission. Being open and willing to look at a range of options for gaining planning permission is important. Avoid assuming that the traditional approaches are best. In this instance adopting the unusual 'layered approach' to gaining planning permission was critical to its success.
- **Site viability is constantly changing** due to both micro (on site amendments) and macro (external) conditions. Dealing with viability issues is challenging and adopting round table discussions within a fixed timescale and beginning earlier in the process could provide a more focused approach to completing negotiations.
- **Combining land parcels** – the OPE partnership working approach illustrates how larger sites with different landowners can be successfully assembled to deliver wider public/community benefit. *“It definitely makes the case for land agglomeration across strategic locations... where everyone's on board with the same vision”* (Applicant's Agent).
- **Design infrastructure to fit available funding early**; don't leave it to the last minute. A strategic policy approach complementing the standing advice from Transport for London about what is expected of developers could have sped up negotiations and flagged-up key issues earlier. It will help to *“cost your mitigation early doors, design your infrastructure for the amount of money you have. Don't leave it to the last minute”* (TfL).
- **Quality of design is important** – having a scheme that those working on it, and the communities hosting it, can be proud of.
- Creating an **internal 'working party'** avoids silo working – the working party should represent the various departments within the council and be chaired by someone able to coordinate approaches/objectives across the authority.

3. Basic Site Information, Key Stakeholders & Dates

The Site

Local Planning Authority	Brent Council
Land ownership	NHS Trust, Network Homes, Brent Council, University of Westminster
Current land ownership	As above
Type of location	An 'island' site in London Borough with public/community uses surrounded by urban parkland.
Previous uses	Hospital, residential, car parking, education.
Size of site	12.87 hectares
Current stage of planning	Resolution to grant outline planning permission for whole site (subject to Section 106 and Mayoral referral), Resolution to grant full planning permission for part of the site (subject to Section 106 and stage 2 referral to the Mayor of London), and detailed planning permission granted for site access.
Current site status	Yet to commence on site at the time of writing, but construction of the site access is expected to start during the summer 2022.
LRF Funding Received	£500,000 LRF from the One Public Estate (OPE) to facilitate a business case to secure a larger pot of Housing Infrastructure Fund (HIF) money for the access 'ring/spine road' to unlock the site's redevelopment.
Main developer(s)	Vistry (housing - yet to commence on-site)

Site Maps

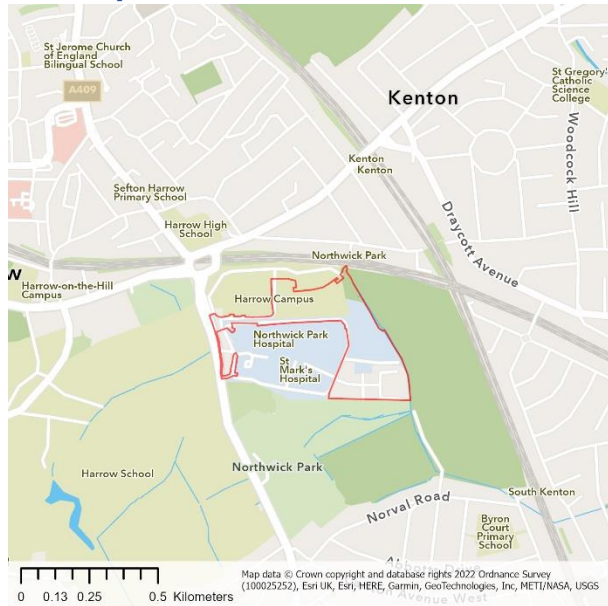


Figure 1: Location Plan.
Source: UWE Bristol



Figure 2: Land ownership
Source: Outline Application, Design and Access Statement (pg.10)

Key dates in Planning History

February 2020	Outline application (20/0700) and Full application (20/0701) submitted.
May 2020	Full planning permission (19/4272) granted for erection of a multi-storey car park on 5 levels for staff only, a separate plant/energy facility and associated works to access road at Northwick Park Hospital.
December 2020	Full planning permission (20/0677) granted for road improvement works (Delegated powers)
December 2020	Resolution to grant Full planning permission (20/0701) for Phases 1 and 2a subject to completion of Section 106 Agreement and stage 2 referral to the Mayor of London.
January 2021	Full planning permission (21/3152) granted for creation of a new Energy Centre with the installation of new chimney to support a Combined Heat and Power unit.
March 2021	Resolution to grant Outline planning permission (20/0700) subject to: Completion of Section 106 Agreement and Stage 2 referral to the Mayor of London.

Key Stakeholders

Public Sector	Private Sector
<ul style="list-style-type: none"> - Brent Council - National Health Service (NHS) Trust - Transport for London (TfL) - Greater London Authority (Mayor of London) 	<ul style="list-style-type: none"> - Network Homes (Housing Association) - Westminster University - Vistry (housing developer)

4. Planning strategy, site allocation & key decision dates

The site is located within the London Borough of Brent, comprising four land parcels centered around the existing Northwick Park Hospital. There are vehicular and pedestrian access into the western side of the site and a raised railway line serving Metropolitan Line trains to the north. Pedestrian access to Northwick Park Underground Station is via a tunnel underneath the railway tracks. The eastern boundary and part of the southern boundary is with Northwick Park itself and the remainder of the southern boundary is with a private golf club.

The site, originally farmland in the 19th Century, was thought to have been used as a temporary army hospital in 1945 but remained largely undeveloped until 1959 when the Harrow Technical College was established, followed shortly afterwards by Northwick Park Hospital from 1962 onwards. Since then, residential accommodation and further infill developments have been added alongside the hospital and educational buildings. The legacy of piecemeal development is reflected in the range of contrasting building types and uses that have been developed in isolation.

The southern part of the site was originally identified in the Brent Site Allocations Plan 2011 (Site 15). The wider site is now incorporated as a growth area into the Brent Local Plan 2019-2041 (adopted Feb 2022). The Local Plan notes that ‘the site will see the greater utilisation of land for residential development. This will help support the further delivery of essential large scale on-site infrastructures, including those which support and enhance the hospital and university functions.’

Brent prepared a draft ‘tall buildings’ Supplementary Planning Document (SPD), which was used to inform the planning and design of key aspects of the redevelopment. This was part of the evidence base for the Local Plan but never actually adopted and is now replaced in the current local plan by Policy BD2.

The Greater London Authority London Plan (March 2021), provides the strategic planning role in terms of steering negotiations on affordable housing provision, carbon reduction energy requirements, Metropolitan Open Land considerations and public transport improvements. A small part of the site is designated Metropolitan Open Land in the London Plan (Policy G3).

Planning strategy

The four OPE partners were represented by Sphere25 Consultants. They followed a ‘layered’ approach to gaining planning permission, this entailed ‘stacking permissions’ on top of each other simultaneously (see Figure 3). Four alternative approaches to gaining planning permission were initially considered: outline; full; hybrid; and layered.



Figure 3: a 'layered' approach to gaining planning permission

Source: Planning Statement for 20/0677 and 20/0700 (created by Sphere25, pg.4 and 7 respectively)

Outline planning permission or permission in principle. From the outset the partners were clear that they did not want numerous piece-meal developments coming forward via multiple separate planning applications. Whilst a single outline planning permission or permission in principle, could have been used, the potential delay in obtaining reserved matters approvals would have resulted in an elongated timescale.

Full permission. The option to pursue full permission was not considered practical as one of the partners (the university) were still developing their ideas and proposals for their site, so it would have been difficult to provide detail/evidence to support that part of the scheme. **Hybrid planning permission approach.** This would involve seeking outline planning permission for one part and full planning permission for another part of the same site. The potential issue with such an approach is that would have one Section 106 agreement that would need to be signed by all parties, alongside an extensive set of conditions trying to deal with every future eventuality.

Layered permissions approach. This works by seeking an outline permission for the whole site in tandem with separate full permission(s) for part(s) of the site, each having their own Section 106 agreement. In this case, two full permissions were sought: one for the first phase of 654 homes, and one for the access road. The latter was particularly important because it unlocked £9.9m Housing infrastructure Funding (HIF) for 'enabling' improvements, which had time scale deadlines associated with it. Also, putting in a detailed planning application for the 654 houses means that once permission is granted, with a separate Section 106 agreement, those works can begin in advance of the outline reserve matters being determined.

However, it was noted that *“all these permissions have to be entirely in conformity with each other, you couldn’t have a detailed permission that was different to/in conflict with the outline”* (Applicant).

Layering the applications, will allow (theoretically) one party to move ahead with their development without being fettered by another. This approach enabled works on the access road to move forward in advance of the residential development, i.e. since planning permission was granted there have been extensive liaisons behind the scenes between the LPA and other parties on highway agreements, detailed design etc. Another benefit of this approach is that the LPA are able to take comfort in understanding the locations, heights and designs of the tallest buildings, which were in the detailed element of the full permission and is a specifically mentioned aspect of the Brent Local Plan Policy. The LPA are now able to look at the other details for the lower-rise aspects when they consider reserve matters later for the remainder of the housing and for the university.

The layered approach, whilst not unique, is quite rare. In this case, interviewees believed it was *“absolutely key”* to driving the applications forward effectively, creating *“very much a win-win situation”* (Applicant).

Elected member involvement was fairly limited strategically, but there was strong councillor support for the scheme at planning applications stage. Brent has a *“very strong lead member for regeneration. She’s very pro-development, very hands on and knowledgeable. And she corrals other members”* (LPA2).

Planning decision making process – key dates

- 2011 Brent Site Specific Allocations Plan adopted – Allocation 15 - Northwick Park Hospital site (pg.70)
- 2016 Brent received £270,500 OPE round four funding for Northwick Park
- 2017 Brent received a further £200,000 OPE round six funding for Northwick Park
- 2017 Memorandum of Understanding which establishes key joint objectives and individual objectives of each Partner, and an agreed approach to joint-working.
- 2018 The Northwick Park Growth Area site allocation included in the draft Brent Local Plan (2018) and additional transport studies commissioned.
- 2019 Public consultation events, presentation to Brent Council planning committee members and Brent LPA first pre-application meeting with officers from the Greater London Authority and Transport for London.
- February 2020 Outline application (20/0700) and Full application (20/0701) submitted.
- May 2020 Full planning permission (19/4272) granted for erection of a multi-storey car park on 5 levels for staff only, a separate plant/energy facility and associated works to access road at Northwick Park Hospital.
- December 2020 Full planning permission (20/0677) granted for road improvement works (Delegated powers)
- December 2020 Resolution to grant Full planning permission (20/0701) for Phases 1 and 2a subject to completion of Section 106 Agreement and stage 2 referral to the Mayor of London.

- January 2021 Full planning permission (21/3152) granted for creation of a new Energy Centre with the installation of new chimney to support a Combined Heat and Power unit.
- March 2021 Resolution to grant Outline planning permission (20/0700) subject to: Completion of Section 106 Agreement and Stage 2 referral to the Mayor of London.
- February 2022 Brent Local Plan 2019-2041 adopted – site allocated in Policy BNWGA1A Northwick Park Growth Area
- June 2022 (ongoing) Section 106 agreements require completion and the live applications need Stage 2 Referral sign-off from the Mayor of London.

Infrastructure delivery

One Public Estate Funding

£500,000 from the One Public Estate (OPE) programme's Brownfield Land Release Fund (BLRF) was "crucial" (Applicant's Agent) to facilitate a business case to secure a larger pot of Housing Infrastructure Fund (HIF) money to unlock (see below) the regeneration site.

Housing Infrastructure Funding (HIF)

The partnership was awarded £9.9m of HIF monies. This was put towards upgrading of an internal ring/spine road, along with improvements to the external road network. Full planning permission was granted under delegated powers for the necessary road improvement works in December 2020.

Initially, Transport for London sought significant contributions for public transport infrastructure and supported the HIF bid on the basis that the majority of this funding would be spent on upgrading the tube station entrance/access and on public transport provision (noting that buses will be re-routed around the regenerated site requiring additional capacity to be created). However, the housing quantum has since been reduced significantly, which required a recalculation of the way the HIF money will be used. Ultimately the entire £9.9 allocated HIF will be spent on delivering the access road and associated infrastructure (such as traffic lights/management).

The use of HIF money appears to have given rise to tension between strategic and local interests. Improving the access road around the site will involve taking up land largely owned by the NHS Trust, so it comprises a significant contribution-in-kind to the OPE scheme from that particular partner with little opportunity for direct financial gain from the use of the land.

This also created issues as there was no longer sufficient funding to contribute towards public transport and tube station improvements. Through senior management level negotiations between OPE partners and Transport for London, £675k was provided to undertake a feasibility study for improving the tube station. The LPA encouraged the applicant to enable Transport for London to get funding for a feasibility study to improve the station access and capacity. It was agreed that through the Outline application a sum of £1.5 million for improving access into the tube station, will be secured through the Section 106 so that it is ring fenced for use for these purposes.

5. Key site challenges

Relocating the community pavilion

An initial point of tension involved an idea to relocate a community pavilion owned by Brent Council 500m north and closer to the tube station to improve access for sports facilities/clubs. The intended building would have been larger and incorporated a greater range of uses. The new site was on land designated as Metropolitan Open Land in the London Plan (Policy G3). This strategic land use policy requires exceptional circumstances to be demonstrated if its boundaries are to be changed and therefore the relocation was difficult to justify in policy terms. This created tension both internally within the Council, as the Parks Dept did not want it relocated, and externally as the policy conflict was not something that the Mayor of London could support. After many discussions, which were distracting from delivering other elements of the wider scheme, the idea was abandoned at the preapplication stage so that it did not form part of the scheme moving forwards.

Viability

Viability had two main challenges; the percentage of affordable housing required to meet Brent's Local Plan requirements and the London Plan's strategic approach; and transport contributions sought by Transport for London to support extra / longer bus routes to service the development, along with improvements to the Northwick Park tube station entranceway (to widen it and incorporate step-free access).

Affordable housing

- The scheme provides 40% affordable homes to be secured within a Section 106 Agreement. The proportion of London Affordable Rent is lower than the policy requirement in both Brent's adopted local Policies CP2 and DMP15, and the London Plan (Policies H4, H5 and H6). Whilst Brent's policies were adopted at the time of the committee resolutions for both applications, they have since been revoked. Brent's current policy BH5 aligns with the London Plan approach.
- Brent's policy also allows for a reduction in affordable housing obligations on economic viability grounds where it can be robustly demonstrated that such a provision of affordable housing would undermine the deliverability of the scheme (Outline Application, Committee Report, pg.47). A financial viability appraisal demonstrated that the proposal delivers beyond the maximum reasonable amount of affordable housing that the scheme can support (Outline Application, Committee Report, pgs.13). Consequently, the proposal was considered to accord with the Council's and Mayor's adopted and emerging policies regarding the provision of Affordable Housing. (Outline Application, Committee Report, pg.53).
- All parties agreed that whilst *"the scheme wasn't technically viable [in terms of affordable housing provision] this was the best chance to redevelop the site, so there was a desire to see the scheme proceed as it was of such a scale and importance that the partners, and in particular Network Homes, wanted to make it happen"* (Applicant).
- A 'review mechanism' was included in the Section 106 agreement to reassess viability at key stages during delivery if the situation were to change. Review mechanisms are a standard requirement under London Plan policy where affordable housing is less than the policy target. LPA officers were responsible for agreeing with the applicant's details

including existing land values, projected build costs and sales values, and the trigger points for different stages of the review. These factors all affect the amount and type of affordable housing that gets delivered in later phases, so the LPA officers try to ensure that this is optimized.

Transport contributions

- The site is adjacent to Northwick Park underground station. The station entrance is very constrained for the number of people that could potentially be using it and requires significant and costly rebuilding to make it fit for purpose. Transport For London were also keen to receive contributions to (relieve pressure on) the public transport system including the tube and bus network.
- Arriving at agreement between parties in terms of what contributions were appropriate created some *“fraught three-way discussions between the LPA, Transport for London and the applicants”* (LPA1). The applicants were keen to ensure the commercial viability of the site so needed persuading that all the Transport for London ‘asks’ were necessary and whose responsibility it was to pay for them. The LPA helped to negotiate a compromise by pushing the applicant to provide funding for a feasibility study (under the detailed application) and funding (under the outline application) to improve the station access and capacity. The LPA acted as a mediator between the applicant and Transport for London as they had very different interests and we were looking for a compromise. The LPA took the lead in organizing three-way meetings and trying to find solutions.

Sustainability and Energy requirements

There was a considerable amount of discussion between parties regarding the energy/carbon reduction requirements of the development. This centered around the requirements of the London Plan Policy S12, which *“held a lot of weight”* (LPA1) and for which the Greater London Authority had, *“an insatiable appetite for more information”* (Applicant).

Discussions occurred with Northwick Park Hospital with regards to the potential for the Network Homes and University developments to connect to the hospital’s proposed new energy centre. However, this aspect was not sufficiently developed to be able to rely on its availability, reflecting the different timescales to which the partners were working. Consequently, to move the process forward, the LPA proposed a condition to require details of how a connection to the Hospital energy centre could be made in future if this becomes available (Outline Application Committee Report Pg.93). The LPA put this forward as a way of resolving an impasse between the applicant and Greater London Authority. This makes sure that technically the site could connect to the hospital energy centre but, importantly, provides flexibility so that the LPA *“is not committed to this as other options may become available that would fit better with the council’s zero carbon strategy”* (LPA1).

Initially, a consultee sought a planning condition requiring the applicant to protect residents from increases in energy costs. The applicant noted that, *“the LPA were really helpful in recognising that’s not acceptable as a planning condition”* (Applicant’s Agent) and persuading the consultee to change their approach. The resultant Section 106 agreement (part 8) is subject to detailed sustainability and energy requirements. The Outline Committee Report (pg. 94) notes that the proposal exceeds the London Plan requirements for reducing carbon emissions and has the potential to secure a ‘high degree of energy efficiency and sustainability across the site’.

At the time of writing (June 2022) the Section 106 remains uncompleted for both of the substantive planning permissions.

6. LPA skills and resources: means of deployment onsite

Joined up Communication and Coordination

Communication and coordination between local authority departments was a critical factor. In terms of operating as both applicant and planning authority, *“the LPA had to maintain the separation, we can’t be seen to be colluding with them. But at the same time, actually talking to each other really helps you understand what the issues are, and how to move things forward”* (LPA1).

“Constant contact” between partners was very important to getting things done (Applicant). *“The ability to pick up that phone as often or as frequent as you need, that’s the key. It saves a lot of time rather than having to wait two weeks for a meeting”* (Applicant’s Agent).

Continuity

The continued involvement of officers who understand the project context, issues and what is trying to be achieved has resulted in an approach is recognised by all as crucial to the success of the project so far. The advantages of continuity and having established local authority teams keeps the project moving forward effectively and saves time in terms of keeping everyone up to speed with the progress of the project and the issues.

Facilitating development and solving problems

The road access into the site was problematic. Consequently, £9.9 million HIF monies will be used to pay for the improved access arrangements and spine/ring road, which is essential to unlock the wider site redevelopment.

The HIF funding sought by the OPE partners was supported by Transport for London (albeit for measures that were initially different from those that ultimately received the funding). Transport for London also backed the partners by making representations to the Mayor of London and being part of concurrent pre-application discussions with the LPA. This allowed the strategic aspects/requirements of the redevelopment to be considered together. The LPA considered that *“being able to find a solution... could only happen really through a three-way discussion with the LPA, Transport for London and the applicants. I think that’s the only way [the agreement to fund the feasibility study] would have happened”* (LPA1). The LPA played an important role in convening and chairing these three-way discussions.

Effective partnership working

Strong partnership working is a distinct feature of this case study, recognised by all players as being crucial in bringing forward this site. The OPE partnership *“helped to ensure that all stakeholders benefited proportionately depending on how much land they are putting forward”* (LPA2). However, discussions at times have been *“fraught”* (LPA1) and *“a few meetings got quite heated, because of the way the master plan works - some portions of land weren’t being developed as intensely as others for profitable purposes”* (LPA2). In this example, the delivery of the road falls largely on one landowner, so they won’t be receiving returns from that land (through building housing on it), but it was essential to unlock the remainder of the site. *“That reduced the intensiveness with which they could get money back from their asset. So, they wanted to make sure they were fairly compensated”* (LPA2).

The four partners also needed to work to differing timescales, each having their own commitments and deadlines for various aspects to be put in place. Despite this, all interviewees described a positive, forward-looking approach to finding solutions and delivering the scheme’s objectives. The LPA was central in brokering these solutions, such as: pushing for the transport feasibility monies; incorporating affordable housing review mechanisms in the Section 106; and placing appropriate conditions on the planning permissions to move the sustainability/energy discussions forward.



Figure 4: Northwick Park existing site, aerial photograph looking northwards
Source: TfL HIF schedule of costs report



Figure 5: Illustrative image of the completed development looking southwest
Source: D&A Statement from the Outline Application, pg.85

7. Key links

Brent Site Specific Allocations (SSA) adopted – Allocation 15 - Northwick Park Hospital site (pg.70) <https://legacy.brent.gov.uk/media/12291847/SSA%2022-1-15.pdf> [accessed 29/3/22]

Brent Local Plan 2019-2041 <https://www.brent.gov.uk/planning-and-building-control/planning-policy-and-guidance/brent-local-plan-2019-2041> – site allocated in POLICY BNWGA1A Northwick Park Growth Area

Full planning permission (20/0677) for road improvement works [20/0677 | Full planning permission for junction improvement works to the A404 \(Watford Road\), and the widening of the existing Northwick Park Hospital spine road to allow two-way traffic; pedestrian and cycle improvements and associated landscaping and public realm works, and associated changes to access, and subject to a Deed of Agreement dated 4 December 2020 under Section 106 of the Town and Country Planning Act 1990, as amended . | Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ \(brent.gov.uk\)](#)

Full planning permission (20/0701) for Phases 1 and 2a https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_149152

Outline planning permission (20/0700) https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_149151