



Planning Committee

Wednesday 24 May 2017 at 7.00 pm

Grand Hall - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

Agha (Chair)
Moher (Vice-Chair)
Choudhary
Colacicco
Daly
Hylton
Maurice
W Mitchell Murray

Substitute Members

Councillors:

Ahmed, A Choudry, Ezeajughi, Hoda-Benn,
Kabir, Naheerathan, Pitruzzella and Thomas

Councillors

Colwill and Kansagra

For further information contact: Joe Kwateng, Governance Officer
020 8937 1354; joe.kwateng@brent.gov.uk

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:

democracy.brent.gov.uk

The press and public are welcome to attend this meeting

**Members' briefing will take place at 6.00pm in Meeting Room 3
(1M-003), 1st Floor, Civic Centre**

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1. Declarations of personal and prejudicial interests Members are invited to declare at this stage of the meeting, any relevant personal and prejudicial interests and discloseable pecuniary interests in any matter to be considered at this meeting.		
2. Minutes of the previous meeting		1 - 6
PART 1 - APPLICATIONS FOR DECISION		
3. 16-2629 Minavil House, Rosemont Road, Wembley, HA0 4PZ	Alperton	11 - 52
4. 16-4478 All Units at Abbey Wharf & Delta Centre and All of 152, Mount Pleasant Road Wembley, HA0	Alperton	53 - 86
5. 16-0718 Land Surrounding Wembley Stadium Station, South Way, Wembley	Tokyington	87 - 106
6. 16-5444 2A, Preston Waye and 283, 285 and 287 Preston Road, Harrow, HA3	Barnhill	107-132
7. Parking Spaces rear of 181-189, East Lane, Wembley	Northwick Park	133-150
8. 16 5237 53 Lonsdale Road, London, NW6 6RA	Queens Park	151-162
9. 17 1000 19 Christchurch Avenue, London, NW6 7QP	Brondesbury Park	163-176
PART 2 - DEVELOPMENT PRESENTATIONS		
10. 16 1541PRE - Motivation House and HV House, First Way, Wembley	Tokyington	179-188
11. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 64.		

Date of the next meeting: Tuesday, 13 June 2017



- Please remember to switch your mobile phone to silent during the meeting.
- The Conference Hall is accessible by lift and seats will be provided for members of the public on a first come first served principle.



LONDON BOROUGH OF BRENT

MINUTES OF THE PLANNING COMMITTEE Wednesday 26 April 2017 at 7.00 pm

PRESENT: Councillors Agha (Vice-Chair, in the Chair), Colacicco (substitute for Councillor Marquis), Daly (substitute for Councillor Pitruzzella), Hylton, Long, Moher and Maurice

Apologies for absence were received from Marquis, J Mitchell Murray and Pitruzzella

1. **Declarations of personal and prejudicial interests**

60 Neasden Lane

Councillor Long declared that she had attended a consultation event in her capacity as ward councillor.

633-635 Harrow Road, Wembley (Ref. 16/4666)

Councillor Daly declared that as she had in the past stated her opposition to the application, she would withdraw from the meeting room and not take part in the discussion or voting on the application.

Approaches

Councillor Maurice stated that he had been approached by the applicant for 633-635 Harrow Road..

2. **Minutes of the previous meetings held on 15 and 23 March 2017**

RESOLVED:-

that the minutes of the previous meeting held on 15 and 23 March 2017 be approved as an accurate record of the meeting.

3. **16/0547/PRE - 60 Neasden Lane NW10**

Deepa Joshi and Adam Johnson Francis gave a presentation on the development and responded to questions. Members then questioned the presenters and raised issues for further consideration prior to submission of a planning application.

The main issues raised at the meeting were:

- Potential overlooking
- Servicing arrangements - – need to ensure refuse collection, servicing, deliveries etc work properly
- Loss of locally significant site
- Level of affordable housing of 31% (far below the 50% requirement)
- Insufficient number of family dwelling units.

4. 17/0117/PRE - Green Car Park, Olympic Way/First Way, Wembley, HA9 Quintain Plot E05

Fareed Lalani and Richard Harvey gave a presentation on the proposed development and responded to questions. Members then questioned the presenters and raised issues for further consideration prior to submission of a planning application.

The main issues raised at the meeting were:

- Concerns about the transient nature of the accommodation and its ability to generate a community living.
- Mix and quality of accommodation
- Concentration of smaller units and low proportion of large units.
- Landscaping
- Maintenance of corridors
- Request to consult with London Borough of Harrow on the proposal in respect of views from Harrow on the Hill.

5. 17/0118/PRE - Quintain “Fulton Quarter”, Stadium Retail Pak and Fountain Studios, Wembley Park Drive, Wembley, HA9 Quintain Fulton Quarter

Brett Harbutt and Colin Veitch gave a presentation on the proposed development and responded to questions. Members then questioned the presenters and raised issues for further consideration prior to submission of a planning application.

The main issues raised at the meeting were:

- Place making
- Retail offer (local concern about loss of supermarket and need to ensure retail in new developments meets local needs)
- Loss of town centre parking
- Sense of community
- Public art to enhance the area
- Energy supplier
- Air quality reduction measures.

6. 16/4666 - 633 & 635 Harrow Road, Wembley, HA0 2ET

PROPOSAL: Demolition of Nos 633 and 635 Harrow Road and detached double garage and erection of a new three storey block providing 8 self-contained flats (1 x 1bed, 5 x 2bed and 2 x 3bed) whilst retaining existing vehicular crossovers from Harrow Road and Dalmeny Close, provision for car, cycle and bike parking, bin stores and landscaping.

RECOMMENDATION: Grant planning permission subject to conditions as amended in conditions 2, 8, and 9 and a car free development to secure the matters set out in the report.

David Glover (Area Planning Manager) introduced the scheme and referenced the revisions to the scheme to address the concerns expressed by members at a previous meeting. He highlighted revised drawings on screening, reduction of rear balcony to flat 6 to reduce overlooking, the provision of an additional car parking space to reduce parking over spill, relocation of the bin and bike store, measures to reduce stacking and improve sound insulation. In addition the applicant had agreed to a condition for a car free development. He then answered members' questions on notification to residents

Niral Babla addressed the Committee and responded to members' questions. He reiterated his objection to the proposed development for the following reasons; inadequate rear balcony; overlooking to 631 Harrow Road; out of character with the properties in the area. He added that the proposed condition for a car free development would not address the parking overspill that would ensue. Mr Babla alleged that as a result of inadequate notice of the meeting, some of the residents had not been made aware of the meeting.

In accordance with the provisions of the Planning Code of Practice, Councillor Daly, ward member declared that she had been approached by the objectors and that he had in the past expressed objections to the proposal. Speaking on behalf of the other ward members, Councillor Daly stated despite the revisions by the applicant, the scheme would be an overdevelopment of the site to the detriment of future occupiers. The issues relating to overlooking, overbearing, stacking, inadequate amenity space and poor design had not been addressed.

After addressing the Committee Councillor left the meeting room during the consideration of this application.

Phillip Norvill, applicant's agent addressed the Committee and answered members' questions. He outlined the revisions to the scheme which included adequate separation distances, privacy screening to overcome potential overlooking, the provision of an additional car parking space and amenity space which exceeded the Council's requirement. He continued that due to its siting and footprint, the proposal would not be out of character with the area and added that the minor unavoidable stacking was not sufficient to warrant a refusal.

DECISION: Granted planning permission as recommended.
(Voting: For 5; Against 0; Abstention 1)

7. 17/0696 - 57 Draycott Avenue, Harrow, HA3 0BL

PROPOSAL: Demolition of existing care home building and erection of a two storey building with a converted loft space and basement level to provide 5 self-contained flats (2 x 3 bed and 3 x 2 bed) with associated car and cycle parking spaces, bin stores, amended drop kerb and landscaping

RECOMMENDATION: That planning permission be GRANTED subject to conditions and informatives to secure following matters set out in the report.

David Glover (Area Planning Manager) introduced the report and with reference to the supplementary report informed members that the recommendation in the main report was incorrect as the application had not been appealed. He therefore corrected the recommendation as set out in the column above.

DECISION: Granted planning permission as recommended.
(Voting: For 7; Against 0; Abstention 0)

8. 17/0328 - Olympic Way and land between Fulton Road and South Way including Green Car Park, Wembley Retail Park, 1-11 Rutherford Way, 20-28 Fulton Road, Land south of Fulton Road opposite Stadium Retail Park, land opposite Wembley Hilton, land opposite London Design Quintain Plot NW06

PROPOSAL: Variation of the following conditions of hybrid planning consent 15/5550:

- revised parameter plans 04-13 and the listing of these replacement plans under revised conditions 4, 5, 16 and 25
- reserved matters details for Plot W06 pursuant to condition 1 (layout, scale, appearance, access and landscaping), and the listing of the detailed drawings for Plot W06 under revised conditions 4

AND

- Discharge of conditions 1 (layout, scale, appearance, access and landscaping), 19(h) (wind), 19(k) (internal layout of buildings), 19(i) (access), 19(m) (daylight), 19(n) (private external space), 38 (air quality) and 49 (indicative phasing) for Plot W06 relating to Hybrid planning application reference 15/5550

RECOMMENDATION: That the Committee resolve to grant planning permission, subject to the Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended, as agreed as a part of the original hybrid planning consent (reference 15/5550) covering Affordable Housing; Highways; Neighbourliness, Public Realm - open space, roads etc; School; Community; Sustainability; Employment and Training; and Public Art.

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

David Glover (Area Planning Manager) introduced the scheme and answered members' questions.

Brett Harbutt and Benedict Keen (applicant's agents) addressed the Committee and answered members' questions on mix of units, level of retail space, management of public realm and details of noise attenuation submitted.

DECISION: Granted planning permission as recommended and an informative for an expert view on anti-social behaviour requirements.

(Voting: For 6; Against 1; Abstention 0)

9. 17/0462 - Land north east of Wembley Stadium, Engineers Way, Wembley, HA0 Quintain Plot E01 to E02

PROPOSAL: Reserved matters application for the access, appearance, landscaping, layout and scale for Plot E01/E02, comprising the construction of a building with four blocks, ranging from 12 to 15 storeys in height, providing 633 residential units within the private rented, affordable rented, intermediate for sale and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings). The proposal also provides private communal residential landscaped gardens; a Multi-Use Games Area (MUGA); 3,376 sqm (GEA) of non-residential floorspace; together with ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure; and a lower ground basement with the future potential for 192 car parking spaces, subject to approval under condition 11 of outline planning permission ref: 15/5550

This application has been submitted in pursuant to conditions 1 (Layout, Scale, Appearance, Access and Landscaping), 19h (Wind), 19k (Internal Layout of Buildings), 19l (Access), 19m (Daylight), 19n (Private External Space), 38 (Air Quality) and 49 (Indicative Phasing) of Outline planning permission reference 15/5550:

RECOMMENDATION: That the Committee resolve to approve the reserved matters (Condition 1) and the details pursuant to conditions 19h (Wind), 19k (Internal Layout of Buildings), 19l (Access), 19m (Daylight), 19n (Private External Space), 38 (Air Quality) and 49 (Indicative Phasing) in relation to plots E01 and E02

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

David Glover (Area Planning Manager) introduced the scheme and answered members' questions. Members heard that the proposed development for Plots E01/E02 would create a high quality, mixed use development that followed the aspirations and key principles of the wider Wembley Park Masterplan. Overall the proposals were in material compliance with the principles established under

outline planning permission (reference 15/5550) by way of layout, scale, appearance, landscape and access and accorded with the relevant planning policies and guidance.

Brett Harbutt and James Chama (applicant's agents) addressed the Committee and answered members' questions on affordable units, arrangement for disabled persons' parking and management of the multi-use games area (MUGA).

DECISION: Granted the reserved matters be approved as recommended.
(Voting: For 5; Against 2; Abstention 0)

10. Any Other Urgent Business

None.

The meeting closed at 10.50 pm

A AGHA
Vice Chair in the Chair

PART 2 APPLICATIONS FOR DECISION

Introduction

1. In this part of the agenda are reports on planning applications for determination by the committee.
2. Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Material planning considerations

4. The Committee is required to consider planning applications against the development plan and other material planning considerations.
5. The development plan for Brent comprises the following documents:
 - London Plan March 2016
 - Brent Core Strategy 2010
 - Brent Site Specific Allocations 2011
 - West London Waste Plan 2015
 - Wembley Action Area Plan 2015
 - Sudbury Town Neighbourhood Plan 2015
 - Saved 2004 Unitary Development Plan Policies 2014
6. Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken.
7. Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
8. Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
9. Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that

adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.

10. In accordance with Article 35 of the Development Management Procedure Order 2015, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
11. Members are reminded that other areas of legislation cover many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
 - **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by **Highways Legislation**.
 - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the **Party Wall Act**.
 - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

Provision of infrastructure

12. In accordance with Policy 6.5 of the London Plan (2015) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund CrossRail. Similarly, Brent Council's CIL is also payable. These would be paid on the commencement of the development.
13. Brent Council's CIL provides an income stream to the Council to fund (either in whole or in part) the provision, improvement, replacement, operation or maintenance of the following types of new and existing infrastructure:
 - public realm infrastructure, including town centre improvement projects and street trees;
 - roads and other transport facilities;
 - schools and other educational facilities;
 - parks, open space, and sporting and recreational facilities;
 - community & cultural infrastructure;
 - medical facilities;
 - renewable energy and sustainability infrastructure; and
 - flood defences,
14. except unless the need for specific infrastructure contributions is identified in the Section 106 Planning Obligations Supplementary Planning Document or where section 106 arrangements will continue to apply if the infrastructure is required to make the development acceptable in planning terms.
15. Full details are in the Regulation 123 List is available from the Council's website: www.brent.gov.uk.

16. Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through a section106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

Further information

17. Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Supplementary Report.

Public speaking

18. The Council's Constitution allows for public speaking on these items in accordance with the Constitution and the Chair's discretion.

Recommendation

19. The Committee to take any decisions recommended in the attached report(s).

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

24 May, 2017
04
16/2629

SITE INFORMATION

RECEIVED	17 June, 2016
WARD	Alperton
PLANNING AREA	Brent Connects Wembley
LOCATION	Minavil House, Rosemont Road, Wembley, HA0 4PZ
PROPOSAL	Demolition of existing two storey commercial buildings and erection of a mixed used development ranging from ten to twenty six storeys in height, comprising 251 residential flats (83 x 1bed, 136 x 2bed and 32 x 3bed), 1,942 sqm retail foodstore (Use class A1) on the ground floor, 622sqm of office space (Use Class B1) on the first floor, 634sqm retail floorspace for flexible use as cafe, bar or restaurant (Use class A1, A4 or A3) at lower ground floor and ground floor level; together with associated vehicular access, car and cycle parking spaces, bin stores, plant room, landscaping and private and communal amenity space.
APPLICANT	R55 and Genesis Housing Association
CONTACT	Colliers International
PLAN NO'S	See condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_134158</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "16/2629" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

Resolve to grant planning permission, subject to the Stage 2 referral to the Mayor of London, and subject to the completion of a satisfactory Section 106 or other legal agreement

Section 106 Heads of Terms

1. Payment of Council's legal and other professional costs in preparing and completing agreement, and monitoring and enforcing its performance
2. Securing 32 affordable rental units (at 60% of market rent including service charges and capped at LHA rates) and 194 intermediate units (*The unit size mix is detailed in the affordable housing section below*)
 - a. 100% nominations agreement for affordable rented units
 - b. Shared ownership nominations agreement
 - c. Genesis to be party to section 106
3. Affordable workspace - Contribution of £100,000 towards off-site affordable workspace.
4. A detailed 'Sustainability Implementation Strategy
5. CPZ contribution and removal of future resident's ability to apply for parking permits
6. Training and employment
7. Review and monitoring of travel plans
8. Car club for future disabled residents
9. Securing access to the public areas of the site
10. Considerate Contractors Scheme
11. Contribution towards bus services
12. Requirement to enter into legal agreement under Section 38 and 278 of the Highways Act 1980 for junction improvements, and removal of redundant crossovers

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

Conditions

1. Standard 3 year permission
2. List of all approved plan numbers/documents
3. Noise from plant and machinery
4. Sound insulation (background noise)
5. Construction and Demolition Environmental Management Plan
6. Air quality mitigation
7. Air Quality Neutral Assessment
8. Land contamination
9. External lighting
10. Ventilation
11. London Underground infrastructure
12. Children's playspace
13. Private and communal amenity space
14. Landscaping
15. Servicing and delivery bay
16. Car parking
17. Car parking – electric vehicle charging points
18. Cycle parking
19. Canal and River Trust – Waterway wall
20. Surface water drainage
21. Canal and River Trust – Risk assessment and method statement
22. Refuse storage
23. Materials
24. Thames Water
25. Satellite dishes
26. Delivery and Servicing Management Plan
27. Car Parking Management Plan
28. Travel Plan
29. Piling Method Statement
30. Sales area of retail
31. Accessible Homes
32. Water Use


- 33. Sustainable Design
- 34. Flooding

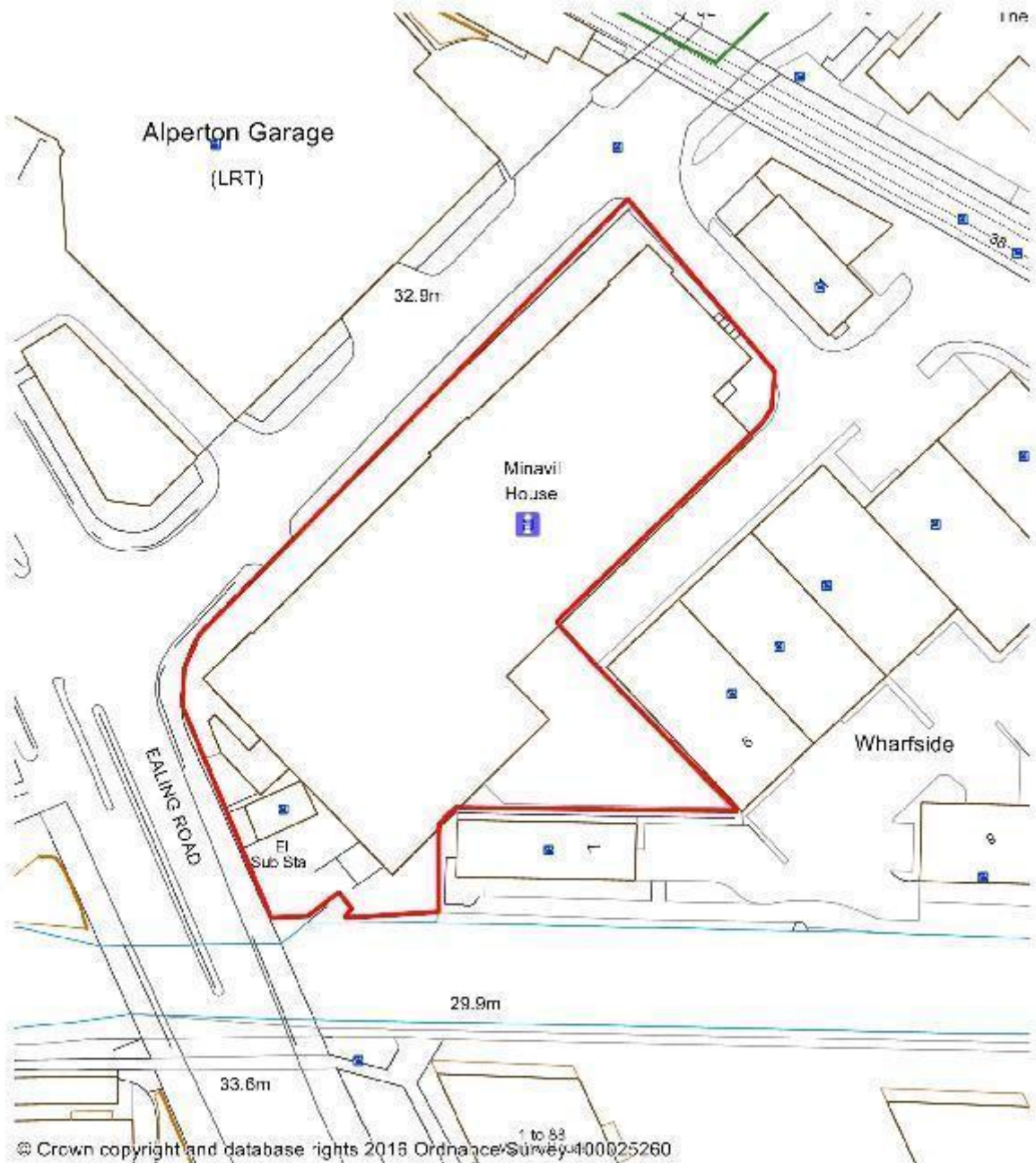
Informatives

- 1. CIL Liabile approval
- 2. Asbestos
- 3. London Underground
- 4. Thames Water
- 5. Canal and River Trust
- 6. Highways

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

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: Minavil House, Rosemont Road, Wembley, HA0 4PZ</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

PROPOSAL IN DETAIL

The proposal is to demolish the existing buildings on site and erect a building of up to 26 storeys in height. The basic form of the building is a recti-linear building with a 45 degree kink in it near to the main road junction, reflecting the shape of the site. There would be a retail foodstore (Class A1) measuring 1,942sqm at lower ground, ground, and first floor levels. Ancillary floorspace such as cycle stores and plant area would also be at lower ground and ground floor level. There would also be a double height commercial unit adjacent to the canal at lower ground and ground floor level. This is proposed as a flexible use for retail (A1), café and restaurant (A4) or drinking establishment (A4), and this would be 634sqm. At first floor level, another commercial unit would be for office (B1) and measure 622sqm. These floors would combine to form a podium building. Parking is proposed at ground floor level adjacent to Rosemont Road and to the rear of the site.

Above this there would be 251 residential units, which would be a mix of one, two and three bedroom flats. This would be within 2 cores, one serving 164 flats and the other serving 87 flats. At this point the building's form starts to change with set backs from the rear, and the front near to the main junction on Ealing Road. There would be amenity space and play space at this level to serve the residential units. This form continues up to the 9th floor level, after which there is then a set-back on the northern side of the building. This then remains the same until a further setback at 13th floor level results in a basic 'T' shape which is focused towards the junction rather than the northern section of Ealing Road. At 16th floor level a further set-back creates an 'L' shape, which is maintained up to 18th floor when it reduced again up to its maximum height.

EXISTING

The site includes Minavil House and land around it. It was constructed in the 1960s. The area is made up of buildings which have historically been used for light industry and manufacturing. However, there has been a decline in this in recent years and the buildings on site are partially vacant. It is occupied by two vehicular workshops and a printing centre/supplier. The site fronts on to Ealing Road, which is a significant thoroughfare within the borough, and is opposite Alperton Garage. To the north is a commercial use (which is a restaurant and shisha bar), and beyond this is the railway bridge that serves Alperton Underground Station. The railway lines are designated as a wildlife corridor. To the east is a more modern industrial estate, which is designated as a Locally Significant Industrial Site (LSIS). To the south is the Grand Union Canal which is designated as a Green Chain.

The site is within Alperton Growth Area, which is designated within the Core Strategy as one of the areas within the borough where the majority of the planned growth is expected to occur. It is part of site allocation A.2 (Minavil House and Unit 7, Rosemont Road). In July 2015 Alperton was designated as a Housing Zone by the Mayor of London.

Finally, the entire borough is designated as an Air Quality Management Area.

AMENDMENTS SINCE SUBMISSION

The applicant has amended the development due to specific requirements for servicing, and to be compliant with the London Housing Design Guide and following changes in Housing Association requirements and structural input. This has led to an increase in the floor to ceiling heights for the residential units (so increasing the overall height), and an increase in the building floorplate. This is not uniform with different parts of the building increasingly differently than others. The number of stories remains the same. The floorplate would be altered very slightly, with the difference typically being between 14cm and 30cm. This would increase the Gross Internal Area (GIA) of the building by 644sqm, which equates to an increase of 2.5%.

The applicant has provided advice on the Environmental Statement, noting that the conclusions reached previously are unchanged. Specific commentary accompanies this.

This can be best illustrated below:

Existing height	Proposed height	Difference
65.8m	67.175m	+1.375m

74.8m	76.475m	+1.75m
83.8m	87.775m	+1.975m
92.8m	95.075m	+2.275m
111.8m	113.675m	+1.875m



SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

- **Representations Received:** A total of 61 objections have been received principally raising concerns regarding land use, scale & design, quality of accommodation, impact on canal and transportation.
- **Land use:** –There are considered to be material considerations as to why the foodstore is acceptable outside of the Ealing Road District Centre. The residential and office uses are specifically mentioned in the site allocation as forming part of a mixed use development, and the other commercial uses are relatively small.
- **Design:** – Although this would be the tallest building in the vicinity there are already tall buildings nearby.
- **Housing density:** –The density is very high but the site has a high Public Transport Accessibility Level (PTAL).
- **Quality of the resulting residential accommodation:** – The residential accommodation proposed is of sufficiently high quality. The mix of units is in accordance with the standards within the London Plan, and would have good outlook. The amenity space is slightly below our standard, but not by much and is high for a tall building.
- **Affordable housing:** –The mix is skewed away from the guidance within Core Strategy, but the overall quantum is very high, with all but 25 units being affordable. The viability has been tested and it has been demonstrated that this is the maximum reasonable amount that can be provided on site.
- **Neighbouring amenity:** –A number of conditions are suggested which would mitigate the impacts of the development on neighbours. However, there have been objections on a number of grounds and there would be a loss of daylight to some nearby windows, but the discrepancy is considered relatively minor.
- **Highways and transportation:** –The alterations to the public highway would be acceptable, considering the needs of pedestrians, cyclists and motorists. Servicing and deliveries is an important consideration, as is the impact on traffic in the area. Objections cite existing traffic issues and the impact that this proposal would have on them. With the extension of the CPZ and the removal of future residents would be crucial to managing the impacts. There is provision for servicing and deliveries to the rear of the site, and whilst this will need to be managed very carefully to ensure that there is no danger to pedestrians it is considered that this can be done.

- **Trees, landscaping and public realm:** –Some trees are proposed to be removed but they are not considered worthy of retention. The proposal is considered to improve on the existing situation, and the canal side café and link from Ealing Road are particularly positive.
- **Environmental impact, sustainability and energy:** –The measures outlined by the applicant are considered to maximise the carbon savings. There are also other measures proposed, and these are supported

RELEVANT SITE HISTORY

June 2006: Planning application (ref: 05/3651) for outline planning permission for “demolition of the existing building and erection of a two-storey building, consisting of a Lidl supermarket with 1,451m² of retail floor space and 1,100m² of first-floor office space (B1), with provision for 91 car-parking spaces and associated landscaping”. This was the subject of an appeal into non-determination, which was subsequently withdrawn.

February 2009: Planning application (ref: 08/3067) refused for “Demolition of the existing building and erection of a 1-/8-storey building comprising a basement parking area, a retail unit (Use Class A1) on the ground floor, office space (Use Class B1) on the first floor and 79 self-contained residential units on the remaining floors, relocation of electricity substation, 86 car-parking spaces, bicycle and bin storage, amenity space, children's play area, associated landscaping and other works (as supported by Air Quality Report, Design and Access Statement, Energy Statement for mixed-use development, Ground Investigation Interpretative Report, Land Quality Assessment Phase 1, Noise Assessment of proposed Lidl Store at Ealing Road Alperton, Outline Commercial Travel Plan, Outline Lidl Travel Plan, Outline Residential Travel Plan, Planning and Retail Report, Sustainability Statement, and Transport Assessment). The reasons for refusal are summarised below:

1. Unacceptable scale & design.
2. Inadequate provision of children’s play space.
3. Failure to provide a satisfactory relationship to canal.
4. Over provision of car parking.
5. Legal agreement not completed to secure sustainable design, infrastructure contribution, travel plans, affordable office workspace & affordable housing.
6. Sequential test not demonstrated that not preferable sites for the retail store.

December 2012: Planning permission (ref: 10/0245) granted for “Demolition of existing building and erection of new building ranging from one storey to 11 storeys in height, comprising retail space at ground floor, office space at first floor, 55 flats at upper-floor levels, provision of 35 off-street parking spaces, cycle storage areas, roof terraces and amenity space with associated landscaping to site and subject to a Deed of Agreement dated 11th November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended.

CONSULTATIONS

Consultation with neighbours

A press notice advertising the proposal was published on 30 June 2016, and a site notice was displayed on 1 August 2016. In addition, letters were sent to 773 neighbouring properties on 30 June 2016. Councillors for Alperton and Wembley Central Wards were also consulted.

Following this, 61 representations have been received, and they raised the following issues:

Objection	Response
<i>Land use</i>	
A commercial development which creates jobs would be preferable.	There is a commercial element to the scheme, and planning policy seeks a mixed use development. Please see paragraphs 15 - 19.
Other uses, such as retail, chemist, bakery and dry cleaner would be more welcome and serve the community and offer something different to what is currently available on Ealing Road.	There would be a bakery as part of the foodstore, but not the other uses. Please see paragraph 31.
Offices for young entrepreneurs would be most welcome and contribute to the new image of	There is an element of affordable workspace proposed, which would potentially encourage

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Brent.	entrepreneurs. Please see paragraph 28.
A community centre and park would be preferable.	There is an element of landscaping proposed as part of the development. Please see paragraphs 31 and 40.
Support for the proposed uses, and support for the modernisation of the area bringing money to local businesses.	The land use section deals with this in totality. Please see paragraphs 15 - 31.
The proposal would impact on the local industrial estate, which is designated as a Locally Significant Industrial Estate (LSIS), where there are a variety of businesses operating in service, maintenance, hi-tech and research and development sectors. There is concern that future restrictions could be placed on their operation.	The intention is for the LSIS to remain, and it is considered that it could sit alongside the proposed development. Please see paragraphs 16 and 72.
<i>Design, conservation and heritage</i>	
The existing buildings are an eye sore and redevelopment is welcomed	This is agreed with. Please see paragraph 33.
The height of the development is out of character with the neighbourhood, and would create a precedent.	Whilst the building would be taller than anything else around it there are other tall buildings nearby. Please see paragraph 34.
The building is too bulky.	The bulk is certainly substantial but is considered acceptable. Please see paragraphs 34 – 38.
The density is too high.	The height is certainly substantial but is considered acceptable. Please see paragraphs 34 – 38.
The Alperton Masterplan does not support tall buildings.	There is support for tall buildings within the document but it states that this is up to 17 storeys. Please see paragraph 34.
The previous approvals are preferable.	Each application must be considered on its own merits.
There are no developments in the wider area which are this tall.	Whilst the building would be taller than anything else around it there are other tall buildings nearby. Please see paragraph 34.
Some support for the height.	Please see paragraphs 34 – 38.
A low density, low rise development would be preferable. Suggestions range from 3-4 storeys to 10, 11, 12 or 16 storeys.	Each application must be considered on its own merits.
The design is not pleasing.	The design, conservation and heritage section deals with this in totality. Please see paragraphs 32 – 43.
<i>Quality of the resulting residential accommodation</i>	
There is insufficient outdoor space for all of the flats.	The level provided is slightly below the recommended standard but is still good. Please see paragraph 47.
<i>Affordable housing</i>	
Support for 72% of the units to be affordable.	This has now been increased to over 90%.
<i>Neighbouring amenity</i>	
The daylight and sunlight is currently blocked by new flats on the nearby sites, and there is concern that the proposal will further impact on light received.	There would be an impact on some windows, but most would not be materially affected. Please see paragraphs 63 – 67.
Existing flats in 243 Ealing Road will lose their views to One Tree Hill and Sudbury Golf Court.	Although it is not considered to protect specific views, outlook is a consideration. Please see paragraph 68
The spacing between this site and 243 Ealing	There would be an impact on some spaces,

Road is too close, and will block sunlight.	but most would not be materially affected. Please see paragraph 65.
Construction could cause major traffic disturbance so close to the station, and could block one side of Ealing Road. Noise is also a potential problem.	There would be an element of disruption but this would be managed with a Construction Management Plan. Please see paragraphs 72, 75 - 76.
Light from the development could have a negative impact on the surrounding area.	A condition is proposed seeking details of lighting from the communal and outdoor areas. Please see paragraph 71.
Refuse and delivery vehicles near to commercial activities which provide services which require provision will be disrupted by noise and vibration. The submitted information does not address this.	Much of this is proposed to occur outside of the opening times of the foodstore, and a Delivery and Servicing Management Plan is proposed to manage this. Please see paragraphs 84 – 85.
Boats moored on the canal would be affected.	Concerns about wind and microclimate impacts are considered to have been addressed as part of the submission. Please see paragraph 73.
The proposal could create problems of wind.	As above.
The proposal would generate dust.	There would be an element of disruption but this would be managed with a Construction Management Plan. Please see paragraphs 72, 75 - 76
There would be a loss of outlook to occupiers of the nearby commercial units.	There would be some loss of outlook, but the commercial units are considered less vulnerable to this than residential units. Please see paragraph 68.
The proposal would overlook neighbouring properties.	This is not considered to be the case. Please see paragraph 68.
The AWMC should be consulted on a Construction Environmental Management Plan (CEMP), which should be required prior to development commencing.	This is possible if considered necessary.
<i>Highways and transportation</i>	
The nearby junction is already congested, and the development will make it worse.	This is covered in the Highways and Transport section in totality. Please see paragraphs 77 – 94.
Match days at Wembley create traffic problems.	As above.
There is a lack of parking provision as part of the proposal, for the supermarket and residential uses.	The level is low, but subject to condition and section 106 obligations (especially related to CPZ and parking permits this is considered acceptable. Please see paragraphs 77 – 82.
There is already illegal parking nearby.	The proposal cannot correct existing issues.
The Rayners Lane branch of the Piccadilly Line is poorly served, with no plans for a night service. There is no direct bus to and from Central London.	There is no objection overall from TfL to this, who have noted that the increase on the Underground would be limited. Please see paragraphs 86 – 89.
The level of traffic pollution will increase.	This is covered in the Highways and Transport section in totality. Please see paragraphs 77 – 94.
Potential for an increase in the number of accidents.	There have been accidents nearby and subject to road improvement and management this is not expected to increase. Please see paragraphs 84 and 87.
Servicing will require vehicles to turn on to Rosemont Road (a private road) before reversing down the branch adjacent to Minavil House, but a right of access does not exist for all of Rosemont Road. This would be a	This is an important consideration, and some measures are proposed to ensure this is acceptable. Please see paragraphs 84 – 85.

particular problem for HGVs.	
The position of car parking spaces adjacent to Rosemont Road would not be safe for pedestrians and would require vehicles to reverse out on to the road.	There have been accidents nearby and subject to road improvement and management this is not expected to increase. Please see paragraphs 84 and 87.
Vehicles will spill over into Rosemont Road.	With an extension to parking controls and removal of rights of residents to obtain parking permits this is not expected to occur. Please see paragraphs 77 – 82.
Servicing would include HGV deliveries to the supermarket, service deliveries to the café, and refuse collection, vehicle access to the supermarket car park and ad hoc deliveries. This increase in traffic would not be sustainable.	This is covered in the Highways and Transport section in totality. Please see paragraphs 77 – 94.
There is no drop off zone.	This is an important consideration, and some measures are proposed to ensure this is acceptable. Please see paragraphs 84 – 85.
Concern that the Servicing Delivery Plan submitted has a lack of information on ad hoc deliveries and where vehicles will park, and that a revised document is the subject of a condition on any planning approval, with the Alperton Wharfside Management Company (AWMC) being consulted.	This is possible if considered necessary.
Concern that the transport impacts during the construction period have not been addressed, and that the length of the consultation period will place unreasonable pressure on the nearby commercial occupiers.	This is covered in the Highways and Transport section in totality. Please see paragraphs 77 – 94.
Alperton Station is already over crowded and the proposal would make it worse.	There is no objection overall from TfL to this, who have noted that the increase on the Underground would be limited. Please see paragraphs 86 – 89.
<i>Trees, landscaping and public realm</i>	
There is insufficient landscaping and green space, as there is a lack of this along Ealing Road and this is a prominent location in close proximity to the canal.	There would be an overall increase compared to now. This is covered in the Trees, landscaping and public realm section in totality. Please see paragraphs 94 - 96.
There are no pathways proposed alongside the canal, despite what the Alperton Masterplan says.	There would be an enhancement of the canal towpath. Please see paragraphs 94 – 96.
<i>Ecology and biodiversity</i>	
The proposal would impact on the canal, which is a nature reserve. It will be in shadow.	This is covered in the Ecology and biodiversity section in totality. Please see paragraphs 104 – 108.
Concern that the ecological report did not include a survey of the canal and canal bank, or the impact	
<i>Environmental impact, sustainability and energy</i>	
Support for the carbon dioxide savings within the development.	This is agreed with. Please see paragraphs 97 – 103.
<i>Other matters</i>	
The value of nearby properties will be lowered by a developer seeking to maximise profits.	This is not a material consideration in the planning process. Please see paragraph 120.
There is limited information on the developer.	If planning permission is granted it would run

	with the land regardless of ownership.
There is a lack of health care facilities nearby, with GP practices nearby being overstretched. Northwick Park being some distance away.	The development would be liable for Community Infrastructure Levy (CIL), which would contribute towards community infrastructure. Please see paragraphs 113 – 115.
Schools nearby are overstretched.	As above.
There is a cumulative impact with other developments nearby.	Consideration forms part of the ES, and the area is, and will continue to be, subject to change. Please see paragraphs 121 – 123.
The plant room and substation will create a narrow alley between the buildings which will not allow two people to pass. There could be increased opportunities for crime at the site and the commercial areas to the rear.	This is true but with correct management is not considered to be a problem. Please see paragraph 74.
Overcrowding of the paths and areas around the site will result, with potential for anti-social behaviour.	The proposal is considered to reduce opportunities for anti-social behaviour. Please see paragraph 74.
There is potential for damage to nearby buildings during the construction period.	There is potential for this but it would be managed by a CMP.
There is some encroachment on to neighbouring land, including some overhanging balconies.	The applicant would need to get all the necessary permissions / licenses from affected parties.
Closure of access to the canal must be agreed with British Waterways beforehand.	The applicant would need to get all the necessary permissions / licenses from affected parties.
Query about whether business rates will be reduced if the development goes ahead.	This is not expected to be the case.
Queries about who the applicant is, and whether a local company would be better to deliver redevelopment of the site.	If planning permission is granted it would run with the land regardless of ownership.

Internal consultations

The following consultees were consulted, and made comments as detailed:

- **Environmental Health** – Following queries there are no objections raised. Conditions are suggested to cover issues including noise, construction impacts, air quality, contaminated land, and odour.
- **Affordable housing** – Following an exercise to test the viability of the development it has been concluded that the level of affordable housing proposed is the maximum reasonable amount.
- **Local Lead Flood Authority** – No objections.

External consultations

The following consultees were consulted, and made comments as detailed:

- **Greater London Authority** – The application is referable to the GLA and they have issued their stage 1 response. The principle of the uses proposed is considered acceptable, with no objection to the retail, employment floorspace (including affordable workspace) and the residential. Support for the affordable housing offer of 72% by unit. It is acknowledged that the proposal is skewed towards one and two bedroom units, but given its high density this is accepted. The density is considered acceptable, given the changing nature of the location. No objections are raised to the design, in terms of internal layout, massing, height, scale, impacts on the canal, or appearance. The public realm and residential units would provide appropriate access for all. Sufficient play space is proposed. A number of queries were raised about the energy savings as part of the proposed design. Flood risk and drainage issues are considered acceptable subject to condition. Queries regarding air quality. The comments on transport reflect those of Transport for London (see below).
- **Transport for London** – Comments note that vehicles visiting the site could access it comfortably and safely with the proposed modifications to the junction of Rosemont House and Ealing Road. It is not ideal that vehicles using the loading bay will need to use the car park entrance to reverse in, and could result in some potential conflict with pedestrians, but this is (on balance) considered acceptable given that activity within the car park is expected to be limited. The proposed highway improvements are welcomed. The number of trips generated is not expected to cause problems on the local or wider highway network.

Improvements to the number 224 bus route are requested. The level of car parking is not objected to, although it is noted that the number of disabled spaces for the residential units is below the 10% requirement, but that a wheelchair accessible car club is proposed to address this. There is no outright objection to this approach, but further information on its viability is requested. Funding for car club membership is sought. A Controlled Parking Zone (CPZ) is required in the area (and the applicant should make a contribution to this), which would allow for a car free development. Further details on a Car Parking Management Plan are required to be secured through a legal agreement. The level of cycle parking is considered appropriate. Contributions are expected from the applicant to improve the walking and cycling environment in the vicinity of the site. A Construction and Logistics Plan (CLP) and Travel Plan would need to be secured through a legal agreement.

- **Thames Water** – No objections, but request for a condition requiring a drainage strategy to be submitted and approved prior to development commencing. Request for the Flood Risk Assessment to include details of both foul and surface water flows,
- **Canal and River Trust** – Comments that it is important that there should be no discharge of water into the Grand Union Canal during construction works to prevent contaminated materials. Not all potential pollution linkages have been adequately addressed in the contamination report, and a condition suggesting further information is requested. They are keen to ensure that the canalside is not left out of landscaping improvements. There is support for the canalside café, and identify an opportunity to provide a mooring point. Concern that the height of the building would result in a reduction in daylight to the canal, and an increase in wind which has not been considered. Lighting from the building could spill onto the canal. Bats will need to be considered during demolition. A contribution towards the enhancement of the towpath and waterway environment is requested. Conditions and informatives are requested.
- **London Underground (LU)** – No objections, subject to conditions being imposed requesting details of design and method statements, and an informative regarding the need to contact LU to discuss further.
- **The Environment Agency** – No comments as they consider that there is a low risk in respect of environmental constraints.
- **British Waterways** – No comments received.
- **Historic England (Archaeology)** – The site is not within an archaeological priority area.
- **Natural England** – Advises that the proposal is unlikely to affect any statutorily protected sites. Where a site is adjacent to a local wildlife site sufficient information needs to be submitted to enable a full understanding of the impact on the local site. The application may provide opportunities to incorporate features into the design which are beneficial to wildlife (such as roosting opportunities for bats and bird nest boxes). Landscaping could also enhance character and distinctiveness.
- **Department for Communities and Local Government** – No comments.

POLICY CONSIDERATIONS

National Planning Policy Framework (2012)

London Plan (2016)

- Policy 1.1 – Delivering the strategic vision and objectives for London
- Policy 2.6 – Outer London: vision and strategy
- Policy 2.7 – Outer London: economy
- Policy 2.8 – Outer London: transport
- Policy 2.14 – Areas for regeneration
- Policy 2.15 – Town centres
- Policy 2.16 – Strategic outer London development centres
- Policy 3.1 – Ensuring equal life chances for all
- Policy 3.2 – Improving health and addressing health inequalities
- Policy 3.3 – Increasing housing supply
- Policy 3.4 – Optimising housing potential
- Policy 3.5 – Quality and design of housing developments
- Policy 3.6 – Children and young people’s play and informal recreation facilities
- Policy 3.7 – Large residential developments
- Policy 3.8 – Housing choice
- Policy 3.9 – Mixed and balanced communities
- Policy 3.10 – Definition of affordable housing
- Policy 3.11 – Affordable housing targets
- Policy 3.12 – Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 – Affordable housing thresholds
- Policy 3.16 – Protection and enhancement of social infrastructure
- Policy 3.17 – Health and social care facilities

- Policy 3.18 – Education facilities
- Policy 4.1 – Developing London’s economy
- Policy 4.2 – Offices
- Policy 4.3 – Mixed use development and offices
- Policy 4.7 – Retail and town centre development
- Policy 4.8 – Supporting a successful and diverse retail sector and related facilities and services
- Policy 4.9 – Small shops
- Policy 4.10 – New and emerging economic sectors
- Policy 4.11 – Encouraging a connected economy
- Policy 4.12 – Improving opportunities for all
- Policy 5.1 – Climate change mitigation
- Policy 5.2 – Minimising carbon dioxide emissions
- Policy 5.3 – Sustainable design and construction
- Policy 5.5 – Decentralised energy networks
- Policy 5.6 – Decentralised energy in development proposals
- Policy 5.7 – Renewable energy
- Policy 5.9 – Overheating and cooling
- Policy 5.11 – Green roofs and development site environs
- Policy 5.13 – Sustainable drainage
- Policy 5.14 – Water quality and wastewater infrastructure
- Policy 5.15 – Water use and supplies
- Policy 5.17 – Waste capacity
- Policy 5.18 – Construction, excavation and demolition waste
- Policy 5.21 – Contaminated land
- Policy 6.1 – Strategic approach
- Policy 6.2 – Providing public transport capacity and safeguarding land for transport
- Policy 6.3 – Assessing effects of development on transport capacity
- Policy 6.4 – Enhancing London’s transport connectivity
- Policy 6.7 – Better streets and surface transport
- Policy 6.9 – Cycling
- Policy 6.10 – Walking
- Policy 6.11 – Smoothing traffic flow and tackling congestion
- Policy 6.12 – Road network capacity
- Policy 6.13 – Parking
- Policy 7.1 – Lifetime neighbourhoods
- Policy 7.2 – An inclusive environment
- Policy 7.3 – Designing out crime
- Policy 7.4 – Local character
- Policy 7.5 – Public realm
- Policy 7.6 – Architecture
- Policy 7.7 – Location and design of tall and large buildings
- Policy 7.14 – Improving air quality
- Policy 7.15 – Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- Policy 7.19 – Biodiversity and access to nature
- Policy 7.21 – Trees and woodlands
- Policy 7.30 – London’s canals and other rivers and waterspaces
- Policy 8.2 – Planning obligations
- Policy 8.3 – Community infrastructure levy
- Policy 8.4 – Monitoring and review

Core Strategy (2010)

- CP 1 – Spatial Development Strategy
- CP 2 – Population and Housing Growth
- CP 3 – Commercial Regeneration
- CP 5 – Placemaking
- CP 6 – Design & Density in Place Shaping
- CP 8 – Alperton Growth Area
- CP 14 – Public Transport Improvements
- CP 15 – Infrastructure to Support Development
- CP 16 – Town Centres and the Sequential Approach to Development
- CP 17 – Protecting and Enhancing the Suburban Character of Brent
- CP 18 – Protection and Enhancement of Open Space, Sports and Biodiversity

- CP 19 – Brent Strategic Climate Change Mitigation and Adaptation Measures
- CP 20 – Strategic Industrial Locations and Locally Significant Industrial Sites
- CP 21 – A Balanced Housing Stock
- CP 23 – Protection of existing and provision of new Community and Cultural Facilities

Development Management Policies (2016)

- DMP 1 Development Management General Policy
- DMP 2 Supporting Strong Centres
- DMP 3 Non-Retail Uses
- DMP 4 Neighbourhood Centres and Isolated Shop Units
- DMP 6 Visitor Accommodation and Attractions
- DMP 7 Brent's Heritage Assets
- DMP 8 Open Space
- DMP 9 Waterside Development
- DMP 10 Capital Ring
- DMP 11 Forming an Access on to a Road
- DMP 12 Parking
- DMP 13 Movement of Goods and Materials
- DMP 14 Employment Sites
- DMP 15 Affordable Housing
- DMP 16 Resisting Housing Loss
- DMP 17 Conversion of Family Sized Dwellings
- DMP 18 Dwelling Size and Residential Outbuildings
- DMP 19 Residential Amenity Space
- DMP 20 Accommodation with Shared Facilities or additional support
- DMP 21 Public Houses

Supplementary Planning Guides

- Design guide for new developments (SPG 17)
- Employment development (SPG 18)
- Roads - layout standards for access roads (SPG 13)
- Roads - making an access to a road (SPG 3)
- Shop fronts and shop signs (SPG 7)
- Sustainable design, construction and pollution control (SPG 19)
- Waste planning guide

DETAILED CONSIDERATIONS

Background

1. The application is subject to an Environmental Impact Assessment (EIA) which has been submitted to support the planning application. This is made up of an Environmental Statement (ES), which is supported by technical appendices, and a Non-Technical Summary.
2. The ES includes chapters on the methodology, analysis of alternatives, and detailed description of the proposal. Following on from this the main topic based issues are assessed. They are:
 - Demolition and construction
 - Wind microclimate
 - Daylight, sunlight and overshadowing
 - Townscape and visual analysis
3. Finally, chapters then consider the effect of impacts interacting, and a conclusion of the overall impacts of the development. To accompany the amendments made to the design the EIA consultants have produced a statement of conformity to detail the differences and whether or not they are significant.
- 4.
5. The proposal does raise a number of other issues, which need to be assessed. Despite them being outside of the EIA process, the applicant has also submitted a number of other documents to address issues including flood risk, transport and air quality.
6. The ES is structured around identifying impacts, where these impacts are felt, how significant they are, and whether they are adverse or beneficial. It does this with reference to the existing baseline conditions, the characteristics of the proposal and any mitigation effects, the residual effects, and whether there are any cumulative effects.

7. This ES initially includes a summary of the proposal, and a discussion of alternatives to the proposal and the design evolution. This is based on a 'No development' alternative, exploration of alternative sites and alternative designs.
8. The 'No development' alternative considers leaving the site in its current state. As identified by the applicant the existing buildings are low density and architecturally poor. This fails to take advantage of the site's potential, and the need to deliver development across the borough but primarily within the identified growth areas of which Alperton is one. This has been ruled out by the applicant, and this is agreed with. Many of the objections specifically state that there is no objection to the redevelopment of the site (although many cite specific concerns about the replacement buildings). Given the state of the existing site, and the planning policy on this site, which is discussed in greater detail in the land use section, this conclusion is agreed with.
9. The applicant has not considered alternative sites, as this is the only one within their ownership in the vicinity. Much of the assessment below is to determine whether or not the site could or should be developed in the form proposed, and there is considered sufficient justification for a redevelopment of this site: as part of the Alperton Growth Area there is specific reference to this site and the aspiration for it.
10. In exploring alternative designs the applicant has advised that they have sought to optimise the housing density of the site, whilst maximising daylight exposure and views within the site and surrounding area. The applicant has also considered daylighting to external spaces, the contextual height of the surrounding buildings, and the need to enhance the architectural quality of the scheme to regenerate the streetscape. Other considerations were the need to reduce energy and carbon emissions, to maintain and enhance local wind microclimate, to enhance biodiversity, and consider the public realm and accessibility for pedestrians and cyclists.
11. In terms of alternatives the applicant considered:
 - A lower podium with a tower
 - A three block stepped composition leading to a main tower
 - A five block stepped compositions leading to a main tower
12. The latter option was considered to provide the most opportunities for amenity space, as it could be provided on top of the various steps, and was explored in greater detail. The applicant advises that the design was further developed with comments from the Council and the GLA, to result in the development which is the subject of this planning application.
13. The ES then provides analysis of the development. This primarily focuses on the impacts of demolition and construction, wind microclimate, daylight, sunlight and overshadowing, and townscape and visual impact. An assessment of cumulative impact has also been undertaken. These issues, along with other relevant considerations, are considered below.
14. The planning application is referable to the GLA by the Mayor of London Order (2008). This requires that the GLA is consulted during the application (Stage 1), and following the Council's resolution (Stage 2). Stage 1 has been undertaken, but stage 2 can only come after the committee has resolved to either approve or refuse planning permission.
15. The previous planning application (ref: 10/0245) was granted planning permission on 7 December 2011 with a condition that development shall be commenced within 5 years, taking this to 7 December 2016. When the application was submitted the planning permission was extant and so represented a 'fallback', which the applicant could construct. However, in the interim it is considered to have expired.

Land use

16. The proposal would result in 1,942sqm of retail (A1) floorspace, 622sqm of office floorspace, and 634sqm of non-food retail (A1, A3, A4). All of these measures are Gross Internal Area. The residential would be 21,821sqm in area. This would replace 3,470sqm of light industrial (B1c) floorspace.
17. Policy CP8 of the Core Strategy promotes the Alperton Growth Area as mixed use regeneration along the Grand Union Canal. It seeks a compact and sustainable waterside community, and an enterprise hub with modern light industrial units, studios and managed workspaces. Across the entire area a minimum of 1,600 new homes are to be promoted between 2010 and 2026. The Locally Significant Industrial Lane (LSIS) is to be protected for appropriate industrial operations within classes B1c, B2, B8 or related uses.

18. The site is allocated within the Site Specific Allocations (SSA), which was adopted in 2011. It is listed as *Minavil House and Unit 7, Rosemont Road*. The allocation is described in the document as:

A mixed use development including B1 floor space, including a proportion of managed affordable office and workspace on the ground and first floor as a minimum, with residential on the upper floors. The Council may consider a proportion of work/live development, subject to a satisfactory management agreement. The inclusion of Unit 7 Rosemont Road is supported to achieve the redevelopment, but the Council will resist the loss of the remaining units. Proposals may include an appropriate tall building located towards the apex of Ealing Road, with storey heights stepped down away from this and towards the canal. Proposals shall entail amenity space to the south and link with improved pedestrian access to the canal front. Proposals should conserve and enhance the canal's Metropolitan Site of Nature Conservation Importance designation. To assist this, an undeveloped buffer strip of 5 metres from the canal will be encouraged.

19. The indicative capacity is listed as 55 units, and it was expected that it may have come forward for development in 2011-12. The justification for this is stated within the document:

Contributing to the Alperton growth area while enabling the provision of new managed affordable workspace. The inclusion of Unit 7 will help achieve significant environmental improvements and provide a high quality canal side setting for development.

20. This is a significant material consideration.

Loss of existing floorspace

21. Policy DMP14 of the Development Management Policies concerns employment sites. It advises that Local Employment Sites will be released to non-employment uses where a continued wholly employment use is unviable or there are significant benefits consistent with the wider objectives of the Development Plan. Where non-employment uses are proposed the maximum amount of existing floorspace type or Managed Affordable Workspace shall be incorporated. The site allocation is significant, and it clearly indicates that the future of this site is envisaged to be as a mixed use site with residential and commercial. Notwithstanding this, the quality of the existing commercial floorspace is not considered high, and it has dated to the point where vacancy has become a real feature of the site. Therefore, there is not considered to be an objection to the loss of the existing floorspace. The question then is whether or not the proposed uses are acceptable.

Retail and other 'A' class uses

22. The proposal would include a substantial retail unit, which is intended to be occupied by Lidl, and another smaller unit which would also feature a town centre use. This is greater than the 1,380sqm supermarket which was considered acceptable previously, although the net sales floor area for this and the proposed store is almost identical (1,078sqm now proposed compared to 1,101sqm). Another unit would also increase the difference between 2011 and now. The site is outside of a town centre.
23. Policy 2.15 of the London Plan considers town centres to be the main focus for commercial development beyond the Central Activity Zone. Policy CP16 seeks to focus major new retail and other town centre uses within centres before out of centre sites are considered. The foodstore is in an out of centre location. Therefore, in accordance with advice within the National Planning Policy Framework a sequential test needs to be carried out to determine the impact. The conclusion on the previous planning application was that the impact was acceptable, hence permission was granted. Providing commentary now, the applicant considers that the same conclusion should again be drawn and that, based on the 2011 conclusion, there remains no alternative site within Ealing or Wembley suitable of accommodating the development proposed. The applicant also notes that there is no requirement for the particular developer to drastically alter their format in order to occupy a more sequentially preferable location, and this is agreed with. In practice this means that it would not be reasonable to suggest that Lidl could occupy a unit within a centre which is significantly smaller than their main format. The conclusion reached on the previous planning application was that there was a lack of available and suitable alternative sites within the catchment area. With the site being within the Alperton Growth Area and a highly accessible location, it was concluded that the retail development was acceptable. Indeed, the site is acknowledged to be more accessible than some locations within the Ealing Road district centre given how close it is to Alperton Station.
24. Policy DMP2 requires that a Retail Impact Assessment (RIA) is submitted for proposals involving 500sqm or more of gross retail floorspace, and the applicant has submitted a RIA to build on the sequential test.

This refers to the previous RIA for the planning permission (ref: 10/0245) granted in 2011, and seeks to update the assessment.

25. In referring to the Brent Retail Study, the applicant has identified nearby centres and carried out a 'health check' and established baseline information. Information from 2016 was then utilised. In examining a 'no development' scenario it is assumed that the population will grow (which given that this is a growth area appears logical) and suggests that shoppers would have to travel elsewhere for their shopping. There is a Sainsbury's nearby on Ealing Road and other shops within the Ealing Road district centre. Shoppers are potentially more likely to drive to Sainsbury's, but the location of the application site would imply that more journeys would be made using sustainable transportation. The relative lack of parking (see later section on *Highways and Transportation*) also makes this more likely. If the proposed retail unit were to be granted permission and constructed it is likely to draw some trade from both locations. This would be less concerning from Sainsbury's, as this is also out of centre. Ealing Road has relatively low vacancy, and so is considered healthy, and includes a specific retail offer distinct from the more mainstream offer of Lidl. The applicant concludes that the magnitude of the loss of trade would be relatively low. The same conclusion is reached when considering the impact on Sudbury and Perivale centres. Other centres such as Wembley and Park Royal are much further away and so the impact would be felt less.
26. The potential for a café/restaurant use facing the canal has been well received by some residents and the Canals and Rivers Trust. This would provide an attractive outlook on to the canal, and is less likely to be competing with similar uses within Ealing Road district centre, as it would be a different offer, in a location off the main roads.
27. It is noted that retail is not listed in the text to accompany the site allocation. However, the GLA consider that the applicant has demonstrated that there are no available, deliverable or viable alternative sites. Therefore, the provision of the retail uses proposed is, on balance, acceptable. This conclusion is reached acknowledging that there is no longer a fallback position for the applicant, but is based around the conclusions reached by the applicant and that the population in the area is expected to increase in the coming years.

Office uses

28. Referring back to the site allocation it is clear that office space (B1) is envisaged to form part of the redevelopment. The proposal would result in the loss of over 2,400sqm of floorspace, but as noted above it is currently low quality floorspace. Therefore, the provision of this new space is supported, albeit that it is lower than was included in the previous planning permission. Less people would be employed than was the case historically, but realistically the existing floorspace is not expected to be fully occupied again.
29. The initial proposal was for a proportion of the office floorspace to be affordable, with different reductions from open market rates for different periods of time. The applicant subsequently proposed that it is all affordable, but for a shorter length of time. There is a further consideration that the workspace is above ground floor. There is no suggestion that not having a ground floor frontage means that the space cannot function, but it would be less attractive than if it was at ground floor. It is the retail unit which largely prevents this, and so officers consider that there is a justification for taking a financial contribution in lieu of this. This is an exception based on this particular circumstances, rather than being a principle which should be applied more widely.
30. The applicant has agreed that as part of the section 106 legal agreement, obligations relating to employment and training are included. These would assist in encouraging local employment during the construction phase as well as the completed development.

Residential

31. Finally, policy CP2 of the Core Strategy seeks to increase the supply of housing, and Alperton is expected to make a significant contribution to this. The site allocation anticipates 55 units as the capacity, and this appears based on the previous planning permission. Although the specifics of the design, the quality of the accommodation, and the impact on neighbours is discussed below, the principle of increasing this number is considered acceptable. The designation of the Alperton Housing Zone suggests a greater emphasis on housing than was the case when the site allocation was originally designated. Therefore, this is considered acceptable and would contribute to meeting the housing needs of the borough.

Other uses

32. Objections suggest that other uses, such as chemist, bakery, dry cleaner, community centre and park.

There would be a bakery as part of the proposed foodstore, but the Council is not aware of plans for it to also incorporate other uses. Policy CP5 of the Core Strategy does refer to community uses. Referring to the text accompanying the site allocation it is only office and residential that are specifically mentioned, and so whilst there would be no objection to these being proposed, there is not considered to be a policy requirement for them.

Design, conservation and heritage

33. Design is an important consideration, and buildings need to be high quality. This is promoted by policy 7.6 of the London Plan, CP6 and CP8 of the Core Strategy. Policy 7.7 of the London Plan is specific to tall buildings. It lists criteria which tall buildings should accord with, and this includes being located (inter alia) in town centres that have good access to public transport, have the highest architectural standards, have ground floor activities, and make a significant contribution to local regeneration.
34. The ES contains a chapter on *Townscape and Visual Analysis*. The site is not within a conservation area and does not contain listed buildings. The nearest conservation area is over 1km away. Alperton Station is a Locally Listed Building. The existing buildings on site are not considered of any great merit and their demolition is supported. There is an acknowledgement in many of the comments received that the site's appearance needs to be improved. The GLA has raised no objections to the design.
35. The proposal is substantial in terms of height, and objections have referred to this. Since submission the building has increased in height, and the assessment has been made based on the revised drawings. It is 26 storeys in total and it needs to be acknowledged that the Alperton Masterplan identifies some buildings of up to 17 storeys being appropriate. This clearly exceeds that, and would be taller than anything else nearby. Despite concerns suggesting that this would set a precedent for tall buildings, there are already tall buildings nearby: the context includes 243 Ealing Road (up to 14 storeys), Peppermints Heights (18 storeys) and Atlip Road (13 storeys). Minavil House is nearer to the station than the others, and the inevitably slightly better access to public transport does imply that this is where the greatest density should occur, which is a function of height. It is not within a town centre, but is near to a district centre.
36. The ES identifies a number of viewpoints from near to the site and further away. Views from public rights of way along the canal and the footway along Ealing Road were also considered. There would be an impact on the canal, and the character would change along this section. The proposal would be highly visible when walking along the towpath, but it is relevant that architecturally poor buildings are currently on site and these would be removed. The context is of existing tall buildings to the south and there would be increased connectivity created by the new steps and footpath from Ealing Road, and a new commercial unit. This would be a benefit to the canal arising directly from the development. From Ealing Road there would also be a significant change, but the context here is of a footpath alongside a busy road with no specific historical value. The improvements to the footway (see *Highways and Transportation* section below) would be beneficial. The height would be focussed on the junction, which is what the site allocation envisages.
37. Of the other views, generally the sensitivity to change is considered to be low for those views nearest to the site, by virtue of a lack of heritage assets. The site would be viewed from some major thoroughfares (such as Bridgewater Road and Ealing Road), and from Rosemont Road and the existing tall buildings would partially obscure the site from certain vantage points. From close in, the size of the building would mean that the impact of it would be high, but this in itself does not make it unacceptable and the context from which it is viewed is of relevance, and this includes the tall buildings already in place.
38. From further away the proposal would be noticeable as a large feature on the skyline, even alongside the other tall buildings. Views would be possible from One Tree Hill Recreation Ground, Barn Hill, Horsenden Hill, and the Sports ground adjacent to Manor Farm Road. There is contrast between the latter site and the other 3 in that sporting activity is more likely to be the reason why people visit it, and so they may be less aware of what is visible around it. The others are more likely to be used by those walking and the development would be noticeable to them. The further away the viewpoint is then the less the magnitude of change, albeit acknowledging that it also becomes less likely that views of the proposal would be obstructed.
39. Overall, the ES considers that the effect of the proposal would have would be negligible from Barn Hill, and moderately neutral in locations such as from One Tree Hill and further north on Ealing Road. It concludes that there would be some beneficial impact from Ealing Road and Rosemont Road. These conclusions are the same for the original and revised design: the magnitude of change between the two is considered negligible. The later section on *Neighbouring Amenity* discusses the impact on outlook and

views from specific properties nearby. Cumulative impacts from the existing tall buildings have been referred to above, but there are also sites nearby which could come forward for development in due course, and this includes Alperton House (which the Alperton Masterplan suggests could be 12 storeys), Atlip Road (3-10 storeys), 255 Ealing Road (3-9 storeys) and 1C Carlyon Road (4-6 storeys). All would be lower than the proposal and the existing tall buildings on Ealing Road. They would not all be visible from all vantage points. The ES concludes that the cumulative visual impacts would not be unacceptable.

40. A further assessment is required of some of the specific design details and features. Although the ground floor covers much of the site, the various steps back from each side as the height increases reduces the bulk and mass of the building. The building is broken down into identified elements of horizontal and vertical blocks, and the 45 degree kink breaks this up further. The result is a base, middle and top of the development as a whole, which progressively steps back from all sides. As noted above the focus of this height is where the site allocation envisages it.
41. The Ealing Road frontage is where the foodstore would be most apparent, and this use does lead to a more imposing building, but it would provide active frontages which planning policy seeks. The presence of the car park means that this is not across the whole frontage. The existing building covers most of the frontage, but has less *active* frontage than is now proposed. This is due to a lower level of glazing with a number of windows being blocked. The set back of the building near to the Ealing Road / Bridgewater Road junction would make the building less imposing, and allow for the steps down to the canal which is a positive feature. The height is focussed on this junction, which is wide and open so allows for a building of this height and bulk in this location when in other parts of the growth area it may appear too great. A substantial amount of glazing is proposed at ground floor level, which would reveal some of the activities within. This would combine with the landscaping to create a positive environment. The landscaping would include the car parking area, and new (and better) footway onto Ealing Road. This is encouraged by policy 7.5 of the London Plan, but it is not amenity space. The area created in front of the residential lobby to core A, the steps down to the canal, and the area in front of proposed canal side unit does have more of an amenity value. The relationship between the canal towpath and the newly created unit has the potential to be an attractive space for existing and proposed residents, and visitors to the area. The set back from the canal accords with the advice to accompany the site allocation, and the details of the landscaping would ensure that there are no obstructions for walkers.
42. To the rear the development would be within 10m of the site boundary, which is contrary to the guidance within SPG17. The purpose of this guidance is to ensure that the development of one site does not prejudice the development of another. The layout of the existing building is of relevance. Also, to strictly impose this restriction would render much of the site undevelopable, and given that the capacity of the site of 55 appears based on a previous planning permission which also did not accord with the 10m setback then there are material considerations which suggest why it should be relaxed in this instance. Finally, the text to accompany the site allocation is clear that the commercial units elsewhere on Rosemont Road are not intended to be redeveloped for residential use.
43. Metal and fibre cement panels are proposed, with bronze coloured panels to the balconies which would provide interest. The overall appearance would be light, which would make it appear less imposing. However, common to other large developments details and samples of them would be required by a condition to ensure that the end result is a development with the best possible appearance.
44. Overall, the building's design and appearance is considered acceptable. It would be a substantial building but the focus of it on the main road junction, and the light materials are considered to mitigate the height.

Quality of the resulting residential accommodation (including housing density and mix)

45. Policy 3.5 of the London Plan seeks high quality residential units. Based on a PTAL of 4 and 5, the density matrix within the London Plan suggests that 200-700 habitable rooms per hectare is appropriate. However, the development would have a density of 1,215 habitable rooms per hectare. The GLA consider this to be appropriate, noting the high design and residential quality, and the changing nature of the location with other density schemes having been approved nearby. The GLA consider this to have been successful, although some objections suggest not. Nevertheless, being near to a station and bus routes it is considered a location where density can be increased.
46. The units themselves are considered to be high quality, and the amendments made would improve the quality of the units given that they are to ensure compliance with housing association requirements. There would be secure entrances in locations which are overlooked so as to maintain security, and in turn would overlook public areas in a more positive way than the existing buildings so. It is noted that there are up to 16 units on the largest floors, across 2 cores. The guidance within the GLA's Housing

Supplementary Planning Guidance is for no more than 8 units to access a single core. The proposal would feature 9 units accessing one and 7 accessing another. Whilst this is not strictly in accordance with the guidance it is not considered so far away as to be problematic. The units generally accord with the minimum room sizes within the London Plan, are logically laid out and would have good outlook. There are some single aspect units, but these are considered to have been minimised.

47. An assessment has been provided which assessed the levels of daylight and sunlight that each flat would receive, and the slight increase in height of the building logically improves this in a very minor way. This is based on Average Daylight Factor (ADF) which is an acknowledged measure of daylight. A common measure of sunlight is No-Sky Line (NSL), which is used to establish where within a proposed room the sky will be visible. The assessment concludes that 56% of the habitable rooms would receive adequate levels of daylight when considering ADF but that this increases to 85% when considering NSL. Whilst it is always hoped that this would be 100%, it is recognised that this is not always achievable within urban areas where there are inevitably obstructions. Given that someone could also choose whether or not to live in the flat there is a contrast to be made with assessing daylight and sunlight for *future* residents as opposed to *existing* residents who don't have the same level of control (and this is assessed below under *Neighbouring Amenity*). Therefore, overall there is no objection made to the internal daylight and sunlight.
48. Private balconies are a feature of the development. There are some areas where overlooking between units may be possible, and from the communal amenity areas into flats. However, they are minor and could be mitigated through design of partitions or landscaping, and this would be required through the condition asking for details of the materials. There would be a number of communal amenity spaces on roof tops, and it is understood why the design option assessment selected this approach as a means to maximise this. Although the overall amount of open space equates to 18.4sqm instead of the 20sqm which the Council seeks, this is not far below this, especially considering that it is a highly dense scheme. A generous area of playspace is also proposed, which is based on the GLA's requirement for 10sqm for each child.
49. The applicant has indicated that the units would accord with Building Regulations requirement M4(2) 'Accessible and adaptable dwellings', and that 10% would meet M4(3), which is designed to be wheelchair accessible, or easily adaptable. A condition would be imposed to require that this is done. Comments below on transportation are also relevant to the wheelchair units.

50. The mix of units is:

	NUMBERS				PERCENTAGE			
	1 bed	2 bed	3 bed	Total	1 bed	2 bed	3 bed	Total
Affordable rent	13	8	11	32	41%	25%	34%	100%
Intermediate	55	118	21	194	28%	61%	11%	100%
Private	15	10	0	25	60%	40%	0%	100%
TOTAL	83	136	32	251	33%	54%	13%	100%

51. Only 13% of the units would be family sized, with the others being 1 and 2 bedrooms. Policy CP2 seeks 25% to be family sized units (with 3 bedrooms or more). The Alperon Masterplan contains a different mix:

	PERCENTAGE			
	1	2	3	Total
Affordable rent	15%	45%	40%	100%
Intermediate	45%	45%	10%	100%
Private	45%	45%	10%	100%

52. This only seeks 10% of intermediate units and family sized units as family sized, with 40% for affordable rent. The mix is closer to this than the borough wide target. It is clearly not identical, but there is recognition that this is a dense development and so lends itself more to smaller units, and the GLA has identified this. Therefore, this is considered acceptable.

53. Related to amenity space, as well as the entrances to the building, is the microclimate around it which would be influenced by the specific design of the development. This is another measure of quality for residential developments. The ES includes an assessment of this, based on wind tunnel testing, and the Lawson Criteria. Further commentary has been provided by the applicant in light of the increase in height. This is used to categorise the impacts for different activities in different spaces at different times of the year. For example, the conditions required to comfortably walk briskly along a public highway in winter are very different to sitting out on a terrace in summer. Categories of suitability are 'sitting', 'standing/entrance', 'leisure walking', 'business walking' and 'car park/roadway'. It is tested at many points in and around the site. A comparison with the existing situation is not meaningful for future residents as by definition they do not live on site now to experience the existing wind conditions. However, this is relevant for the assessment on the wider area which is discussed in the *Neighbouring Amenity* section below. The assessment indicates that the impacts on future residents of the site would be acceptable. In winter, around the site where residents would enter the building most points are suitable for 'standing/entrance', with a small number which are 'leisure walking'. Above, some of the terraces would have 'leisure walking' conditions, but others would be suitable for 'standing/entrance', although the winter is when they would logically be less used anyway. In summer, the position improves with the environment around entrances to the building being suitable for 'standing/entrance', with some points being suitable for 'sitting' (not that this would occur in practice). Above this, the terrace at 19th floor has been classified as being suitable for leisure walking, which is disappointing. However, the other points are suitable for standing or sitting. When considering strong gusts of wind it is shown that the instances would be infrequent and not expected to cause significant nuisance. This inclusion of landscaping can offer further assistance to this, and the recommendation includes a condition requesting further details of this. When considering the cumulative impact of other nearby developments, including 1C Carlyon Road, 2 Atlip Road, and 255 Ealing Road, the results are little changed, and there would be some distance to these sites. Overall, the impact is considered acceptable.
54. The applicant has provided a noise impact assessment, which has been reviewed by the Council's Environmental Health Officer. This included measurements of the existing background noise levels as a baseline on which to assess the suitability of the site for residential usage. Noise from road traffic and the railway line was identified, and the proposal would introduce commercial uses which would generate noise. In particular, break-out noise from the supermarket needs to be considered, and there is inevitably plant and machinery required for commercial units. Mitigation measures focus on the separating floor between the supermarket and the residential units. The Environmental Health Officer has endorsed the methodology used, but has suggested conditions to ensure that the internal noise environment is appropriate. These conditions would ensure that the mitigation is included within the final design of the building (including sound insulation), and that noise restrictions are placed on the plant and machinery.
55. In addition to noise, ventilation and extraction equipment can also result in odour. With potential for an A3 or A4 element, and the large A1 unit likely to have some food preparation on site this needs to be considered. To address this, a condition could be imposed to require further details in the event that there are commercial kitchens. This is a usual approach, and has been agreed with the Environmental Health Officer.
56. A separate assessment into air quality has been submitted, reflecting that the site is within an Air Quality Management Area. There is potential exposure from traffic on Ealing Road. There is not considered to be any uses nearby which would generate significant amounts of dust, with the surrounding area being predominately residential with commercial activities which sit reasonably well alongside them. Modelling has taken place, which suggested that there would be some exposure to poor air quality at a number of points at second and third floor levels. Above this it would meet the required standard. Mitigation measures are therefore recommended. This includes mechanical ventilation with an inlet at or above fourth floor level, or Nitrogen Oxide absorption filters to reduce pollutant concentrations. The Environmental Health Officer agrees with these conclusions and has suggested conditions to address these points.
57. Overall, the quality of the accommodation is considered to be high. The units would be well laid out with good outlook, and would not be subjected to unacceptable environmental impacts with the conditions which are suggested by Environmental Health.

Affordable housing, tenure and viability assessment

58. London Plan Policy 3.12 requires boroughs seek the maximum reasonable amount of affordable housing when negotiating on private and mixed use developments, having regard to a number of factors, including development viability. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of

new homes delivered in the borough should be affordable. Brent's DMP15 reinforces the 50% target set by policy CP2 and the need to seek the maximum reasonable amount of affordable housing. It also notes that 70% of new affordable housing provision should be social/affordable rented housing and 30% should be intermediate housing in order to meet local housing needs in Brent. London Plan Policy 3.11 sets a ratio of 60% social/affordable rented housing and 40% intermediate housing for new affordable housing across London.

59. The Minavil House proposals initially included 180 affordable residential units, representing 71% affordable housing by unit. 45 affordable rent and 135 intermediate housing units were proposed, representing a tenure ratio of 25:75 – essentially reversing the local and regional affordable housing tenure policy ratio. The GLA were however very supportive of the overall high level of affordable housing, in excess of the 50% target for affordable housing.
60. The applicant submitted a Financial Viability Assessment (FVA) undertaken by Colliers. The Council appointed BNP Paribas to independently assess this FVA. BNP Paribas' draft report demonstrated the FVA had erroneously overstated scheme finance costs by over £8m. BNP Paribas also disputed Colliers Market Value approach to benchmarking the land value at £3.5m and made a series of amendments to other financial variables. BNP Paribas concluded the scheme had the potential to viably deliver a more policy compliant mix of affordable housing, with a higher proportion of affordable rented housing more accessible to local households, incomes and needs. In response the applicant submitted new evidence which indicated that the FVA assumed construction costs were significantly understated. Simultaneously the applicant increased the amount of affordable housing to 229 units, that is 91% affordable housing, now with 32 affordable rent and 194 intermediate units, representing a 15:85 tenure ratio weighted even more heavily towards intermediate housing. Additional independent Quantity Surveyor review of the revised construction costs was undertaken which confirmed the reasonableness of the revised cost submittal. Officers instructed BNP Paribas to undertake a series of sensitivity analysis including policy compliant schemes and exploring the introduction of housing grant in line with the latest Mayoral Affordable Housing and Viability SPG. It assumed that the affordable rent was at 60% of the market rate (inclusive of service charges). It also factored in the affordable workspace. BNP Paribas analysis concludes that the proposed scheme is not viable against the £1.7m Existing Use Value of the site, and that a viable scheme with a policy compliant tenure mix would deliver no more affordable rented housing than the proposed scheme. BNP Paribas final summary analysis dated 6 February 2017 has been posted on the Council website.
61. Officers take the view that the viability of delivering the proposed scheme is constrained by a number of factors. In particular the cost : value ratio of delivering such a tall and dense scheme in an area of relatively modest residential sales values compromises the ability of the scheme to viably deliver significant affordable housing obligations. Officers are aware that the applicant has lined up Genesis Housing Group to deliver the scheme, and it is essentially this special purchase which would allow the proposals to come forward – with Genesis Housing Group using Re-Cycled Grant Funding (RCGF) to support the scheme viability and deliver a large number of shared ownership units. Officers have met Genesis Housing Group and asked they explore options to increase the proportion of affordable rented housing on the scheme, however Genesis state that it is not viable to do so without levels of grant subsidy in excess of those available from the Mayor.
62. Presuming the proposals are considered acceptable on all other grounds, Officers take the view that the affordable housing proposals on the scheme should be supported. Notwithstanding the failure to comply with local and regional affordable housing tenure policy, the wider context is of delivering a key housing site in the Alperton area which has been allocated for development since 2011. Given the departure from policy and very large number of shared ownership units, it is recommended Genesis Housing Group be a party to the s106 agreement in order to ensure the scheme is deliverable. An appropriate Shared Ownership Nominations Agreement should also require a ring-fenced marketing period for the shared ownership units to local people, and that priority be given for applications from local people after that ring-fenced period expires, in order that the scheme endeavour to best meet local housing needs.

Neighbouring amenity

63. The impact on neighbours is also a significant consideration, and policy DMP1 seeks to ensure that this is acceptable. The buildings to the east are commercial and so are not as sensitive to noise as residential uses, the nearest of which are to the south on the other side of the canal, and to the north on the other side of the railway.
64. The ES includes a chapter assessing the impact of the proposal on the daylight, sunlight and overshadowing received by neighbouring buildings. This has been supplemented in light of the slight

increase in height. This identifies a number of properties which were included in the assessment: Alperton House and 300 Ealing Road to the south west, the Boat public house to the south, 360 Ealing Road to the south east, and 243 and 245 Ealing Road to the east. All windows were assessed in terms of daylight. For sunlight, only those which face the site and are within 90 degrees of due south are considered.

65. As noted above the impact on daylight to existing properties is different to levels proposed within the development itself. Vertical Sky Component (VSC) is a measure of daylight. The criteria to consider are whether the resulting levels of daylight are less than 27%, and if not whether the level remains above 80% of the existing level. The results show that there are windows where the impact would be adverse and major, but these were commercial space in 300 Ealing Road where the expectation of daylight is less. Within Alperton House and the Boat public house there are also non-residential windows, but the loss of daylight is within the acknowledged parameters of VSC. Four out of 31 windows within 360 Ealing Road would fail to meet the VSC criteria. However, this would be very marginal and the level of light remaining would be very close to 80% of what it is now. Within 243 Ealing Road four windows would also not meet the VSC criteria. Each is at the first floor level. The results show that all 4 would fall below 27% and would have ratios of less than 80% of their existing values: 65%, 66%, 67%, and 69%. No windows within 245 Ealing Road would be adversely affected. The increase in height which have been considered necessary logically increases the impact, but the Statement of Conformity includes revised calculations. The difference between the originally proposed development and the revised development is small: the impact on some of the windows referred to above is unchanged, with the others being slightly worse, but not so much as to change the overall conclusion.
66. Sunlight is expressed as a percentage of Annual Probable Sunlight Hours (APSH). The assessment shows that 14 windows would experience a reduction in sunlight, but in each case this is considered marginal. This includes 4 windows within 300 Ealing Road, one each within Alperton House and the Boat public house, 7 within 360 Ealing Road and one within 243 Ealing Road. The increase in height would have no difference on this conclusion.
67. Overshadowing concerns existing amenity spaces, and involves calculating the effects of these spaces being in permanent shadow on 21 March (the spring equinox), when at least half of the space should receive at least 2 hours of sunlight. The assessment identifies 8 amenity spaces. One is within 360 Ealing Road, and there is a common garden between 243 and 245 Ealing Road. The canal is identified, as are 3 areas further from the site. In each instance the impact would be negligible, and would not in reality be noticeable. The most severe impact is that one of the spaces would receive 96% of the light that it did previously, which is considered very minor. The increase in height does not change this conclusion.
68. Therefore, overall the impact of the proposal on daylight, sunlight and overshadowing is considered acceptable. There are instances where reductions would be felt (and they would be noticeable in some cases). However, the overall number of discrepancies is considered to be relatively minor considering the scale of the development. When considering any cumulative impacts it is accepted that other development sites (such as 255 Ealing Road and 1C Carlyon Road) are some distance away from the site. It is not considered realistic that any impacts from this site would combine with impacts from others to the detriment of existing residents.
69. Privacy and overlooking can occur where windows or amenity areas are introduced within 20m of existing windows to habitable rooms. The site is bounded by a road and a canal, and when assessing privacy it is relevant if it is across a public thoroughfare where people can walk anyway. Notwithstanding this the distance to the properties identified above is in excess of 20m at all points. The other nearby buildings are non-residential, including those on Rosemont Road and the Alperton Bus Garage, and so do not have the same expectation of privacy. Although a sense of enclosure is a different consideration it is to a degree a function of the distance from the proposed development, which is some way from neighbouring properties. It is noted that objections have cited the loss of views from existing residential units. However, it is not possible to protect a specific view. This is distinct from the consideration of outlook from nearby properties. This would certainly be altered for those flats which face towards the site. However, it is not considered that this is to the extent that an occupier would feel enclosed, and the view across the canal would still remain.
70. Vibration is unlikely to occur from the completed development. It is possible that HGVs making deliveries could cause some vibration, but this would be localised to Rosemont Road and would not be frequent enough as to cause prolonged nuisance. There is potential for vibration during the construction period. Some of this is inevitable, and by definition would be temporary. However, the requirement for a

Construction Management Plan would ensure that this is managed as much as is possible.

71. The impact on air quality has been considered above in terms of future occupants. Existing nearby occupants are not expected to be impacted on in a significant way by the proposal, which would not have inherently detrimental impacts on air quality in the way an industrial use may have. Nevertheless it is suggested that a condition is imposed to ensure that the development is air quality neutral.
72. Obtrusive light has been highlighted as an objection to the development, and the Canal and River Trust are concerned that spill from the development will affect the water. The applicant has submitted a lighting assessment, but this is mostly concerned with the car parking areas, and this part of the site is on the northern side of the site near to commercial uses rather than residential uses, hence there is less vulnerability to nuisance being caused. It is not anticipated that obtrusive light would be produced by most of the development, as most of the lighting would be internal to the residential flats and commercial uses. However, there is potential for light spill from the café unit on to the canal. There is also potential for lighting from the communal amenity areas, which in reality is likely to be more acute for future residents than existing ones given the proximity. Therefore, a condition is suggested requesting details of this to ensure that light does not cause nuisance to residential windows and the canal.
73. There is an overlap between the comments above on noise and odour as it could affect both future occupiers of the development and neighbouring properties. The condition requiring details of ventilation and extraction equipment proposed *within* the development would assist surrounding properties almost as much as it would future residents. The same is true of the condition suggested to require that plant and equipment proposed does not exceed certain noise levels. Residential uses are generally more susceptible to noise than generating it. More than one objection from the industrial units is concerned that the introduction of residential flats would in the long term result in restrictions on activities which can take place there, with some units being occupied by uses requiring precision. There is certainly no desire to compromise the future of this LSIS, and the Council is keen that it continues to operate. Residential uses and B1 (including B1c, which is light industry) should be able to operate side by side, and the incorporation of suitable sound insulation should ensure that this is the case. Returning to the text to accompany the site allocation it has long been the intention for this to be the case in principle, and the Council has granted planning permission in the past for residential on the site (albeit that it was not implemented). Therefore, this broad relationship is not objected to. A specific concern has been raised about the impact of deliveries at the rear of the site, and this would primarily relate to the large retail unit. The applicant has indicated that deliveries would be outside of opening hours, which would also suggest that nearby units are also less likely to be operating. Large vehicles are currently able to access Rosemont Road without restriction, and there is a car repair business on site currently which would generate some noise and vibration now.
74. Building on the assessment of the microclimate within the development the ES also considers the impact on the surrounding area, and has been supplemented in light of the increase in height. The Canal and River Trust have raised a concern about the wind conditions experienced by the canal, and an objection also cites this. The assessment follows the same methodology and principles outlined above. An analysis of the existing situation created by the existing buildings shows that in winter most points are suitable for standing, with some to the side and rear of site being suitable for sitting. The canal has a couple of points which would be slightly windier and suitable for 'leisure walking' but this is appropriate, and the resulting impact is not expected to cause problems for boats navigating this section of the canal. In summer, the situation is considered to be improved, with most locations being suitable for sitting. Landscaping would provide some further support to this. Therefore, the conclusion is that the impact on public thoroughfares, including the canal, would be acceptable. These spaces could still be used in an appropriate way without nuisance caused by wind.
75. Security has been a concern raised by occupiers of the industrial estate. The location of the delivery bay and some car parking to the rear would allow for some access associated with the A1 unit. Beyond this there is currently an area of hardstanding which is used for car parking, which would be replaced by a plant room and a substation. In the process this would create a pathway alongside 6 Rosemont Road. This is shown to be gated, which is supported. It is understood that this would be a shared space between the site and 6 Rosemont Road. With this in place it is not considered that security would be compromised, and the condition on landscaping requires the applicant to provide details of boundary treatments. The principle of having residential units overlooking the industrial estate has the potential to increase security. There would be surveillance of the area throughout the week, and at weekends when the industrial estate is inevitably quieter. It is understood that the area of scrub adjacent to the canal towpath has been used by drug users and been subject to fly tipping in the past. The development would remove this, and make it far less likely that it would return, which is a positive aspect of the proposal.

Construction and demolition

76. The EIA includes a section on construction and demolition impacts, and it is inevitable that there would be a degree of disruption caused during the construction of a proposal of this size. The revisions made by the applicant would not change the impacts, given that the demolition process would be unaffected and the construction would not be materially affected. Policy DMP1 seeks for the amenity of neighbours to be protected. The entire process is forecast to last for 36 months, of which 3 months would be site preparation, enabling works and demolition. The applicant has indicated that they intend to prepare a Demolition Method Statement (DMS), which includes a Construction and Environmental Management Plan (CEMP). The applicant has included details of the measures they would take to demolition and construction to reduce the impacts. They have advised on waste management, plant and equipment, and hours of work, air quality, noise and dust. These issues would help to address construction impacts as they affect neighbouring properties and the transport network. Essentially, the document is a good template for a CEMP or DMS, and it is expected that the impacts would be mitigated as far as possible. This would be the subject of a condition.
77. An important element of this responds to the comments from the Canal and Rivers Trust about the need to ensure that there is no run off into the canal of contaminants. There is an inherent link to parallel measures to address land contamination, but the importance of responding to this is recognised and it will need to form part of this and/or the conditions suggested to address land contamination (see below).

Highways and transportation

78. It is important to ensure that any development has an appropriate impact on the highways network. Policy 6.3 of the London Plan requires that this is considered. As noted above the site has a PTAL of 4 and 5, with the part of the site nearest to the station being 5 and the rest of the site being 4. The proposal includes 35 surface level spaces, of which 5 would be disabled, which would be accessed from Rosemont Road. The intention is for the non-disabled spaces to be for the use of the foodstore, with the disabled spaces being for residents within the development. Within this the specific allowance for a retail unit of less than 2,000sqm is 27, whereas the proposal would allocate 28 spaces. However, this is considered marginal, and the overall level of car parking is well below the maximum standard suggested for a development of this size and type *overall*, and so is considered to be an acceptable level.
79. Policy DMP12 concerns parking. The proposed number of disabled spaces allocated for residential use (2) is well below the number of wheelchair units within the development (25). Whilst this could be increased within the site it is unlikely to reach 25. The applicant has highlighted a scheme in Bristol which is essentially a car sharing scheme for disabled users and provided some detail on how it would operate. The GLA are supportive of innovative solutions and so further details are requested through the section 106 legal agreement.
80. The low level of parking on site implies that there could be overspill parking if not managed, and this has been raised as a concern by local residents. The site currently lies outside of the Ealing Road Controlled Parking Zone (CPZ), which operates between 8am and 9pm daily. However, it would be possible to extend the boundary of the CPZ south to Bridgewater Road to include the site, and this would involve relocating signage and extending the Traffic Orders. This could be done within a relatively short period of time. By then removing the ability to prevent residents from applying for on-street parking permits the impact on existing street parking bays would be acceptable.
81. However, there is an area to the south along Bridgewater Road to Carlyon Road which is not currently within a CPZ so future residents of the development could theoretically park there instead. However, it is possible to further extend a CPZ to include these streets. There is inevitably a cost involved and it is appropriate that this falls on the applicant. The cost is estimated as £500 per flat which, in combination with other developments, is considered sufficient to extend the CPZ and to ensure that existing local residents to have free permits for a period of 5 years (based on the average cost). This equates to £125,500, with a further £25,500 sought for public consultation and physical implementation and this would be secured through a section 106 legal agreement.
82. A Car Parking Management Plan has been submitted as part of the planning application. This details a number of options, based around how to manage the use of the spaces. This includes employing a parking warden or using a parking enforcement company to manage the car park. This is welcomed and a condition is suggested requiring that it is implemented.
83. Transport for London and the Council have suggested that 20% of the car parking spaces are equipped with electric charging points, although the applicant considers 10% to be adequate on the basis that they

would serve visitors to the retail space rather than residents. Discussion has taken place on this point, and the applicant has noted that visitors to the supermarket are unlikely to be there long enough to fully charge their electric vehicles. Rather than the commonly used charging equipment it is proposed to use 2 high capacity chargers for visitors. They can charge a vehicle more quickly. These would be supplemented by the commonly used chargers for the car club and for one of the disabled residential parking bays. There would be 2 passive charging points as well. This is considered to be an acceptable compromise based on the uses on the site.

84. Secure bicycle parking is required for each flat in accordance with policy 6.9 of the London Plan, and one space per 125sqm of the commercial spaces within the development, with a further one space per 20 seats for the café. This suggests a requirement for 276 spaces. The proposal includes 420 spaces (so exceeding the standard), and a condition would seek further details and to ensure that they are available to residents in perpetuity. In addition, 54 publicly accessible spaces are shown around the front of the building for visitors, with 10 secure spaces for the commercial uses. Overall, this is considered positive.
85. Servicing is a key issue, especially for the foodstore which would be serviced by full-size articulated lorries. The office space would have lower requirements, and an 8m lorry would be adequate. The café is likely to be serviced by a transit sized van. Refuse collection, and the need for vehicles to be able to access the refuse stores is a further factor. A shared loading bay is shown to the rear of the building, and this would measure 11m by 7m. Beyond this are the rear access corridors to the commercial units and the residential bin stores. The bay is not long enough to accommodate a full size (16.5m) articulated lorry, and so part of the lorry would extend beyond this in front of 2-3 of the parking spaces. However, the applicant has stated that deliveries would be twice a day, and outside of the opening hours. Vehicles would also need to reverse into the bay from the car park entrance, a distance of approximately 30m which is beyond the recommended distance of 12m for refuse vehicles. There is a record of an accident involving a pedestrian in the past on Rosemont Road, but this specific area would serve only the 12 parking spaces, and is straight without obstructions. As long as a trained banksman supervises the manoeuvre then the safety concerns can be managed. This would form part of the Delivery and Servicing Plan which is approved by condition. This would also further detail how deliveries will be scheduled so that one lorry at a time requires access. Detail on this has already been provided, and it is proposed that there is a centrally controlled booking system run by the site manager to coordinate the 9-10 anticipated average deliveries per day.
86. Three sides of the building would be accessible for emergency vehicles. It is proposed to widen the junction of Ealing Road and Rosemont Road to aid the movement of HGVs, and this should be supplemented by a speed table. Pedestrian access is also proposed to be improved with the footway along Ealing Road and Rosemont Road to be widened. Steps would provide access for pedestrians between the Ealing Road / Bridgewater Road junction and the canal, and this is supported. All redundant crossovers will need to be removed and some resurfacing of the existing footway will be required and this would be secured through a legal agreement.
87. The Transport Assessment examined the likely impact on traffic generated by the development on the local road network. As there is only limited parking for the residential or office elements of the development then the assessment assumes that there will be very little vehicular traffic generated. This is agreed with, but only on the basis of mitigation including the extension of the CPZ and removal of parking permits for future occupiers. The café would generate limited trips.
88. It is the foodstore which would generate the most significant amount of traffic. The Transport Assessment estimates that the arrivals / departures would be 20 / 6 during the weekday am peak (8am – 9am), 46 / 56 during the pm peak (5pm – 6pm), and 77 / 60 during the Saturday peak hour (1pm – 2pm). Most of these would be expected to arrive and depart from the south. The predicted increase in peak hour traffic would be less than 5% of existing flows, which is not considered significant. However, the increase to the south would be significant. There are proposals to alter the Ealing Road / Bridgewater Road junction, which have been updated from what was approved as part of the 2010 planning permission. This would deliver some small improvements to flow on Ealing Road, but also deliver a controlled pedestrian crossing facility on the north arm of Ealing Road. This is particularly important as the junction currently has a high accident rate. The three most serious incidents have involved cyclists and motorcyclists, and whilst the changes to the junction will not remove all risk, it is expected to make it safer. These measures are necessary to mitigate the increase in the number of trips to the south of the site and would need to be secured through legal agreement. The developer would be obligated to fund the works, and to meet TfL's requirements for on-going signal maintenance. It is anticipated that the costs involved would be in the order of £200,000. With this in place the overall impact is considered acceptable.

89. There would also be an impact on public transport. This has been modelled to be 50 bus trips in the weekday morning peak (8am – 9am), 61 in the weekday evening peak (5pm – 6pm), and 125 in the Saturday afternoon peak (1pm – 2pm). Whilst this increase is not considered significant given the number of buses in the area *overall*, the applicant's analysis has not assessed *individual* bus routes, and the impact could be felt more on some than others. TfL has highlighted the 224 bus route as needing enhancement in terms of frequency and capacity. This is agreed with as a general principle for the Alperton Masterplan and would contribute to improved public transport accessibility along Mount Pleasant. It is acknowledged that the proximity of this site to Alperton Station and the existing bus routes on Ealing Road and Bridgewater Road suggests that the number of persons seeking to use the 224 would be more limited, especially when compared to development sites to the east. However, it would provide better access to Stonebridge Park Station and the Bakerloo and Overground lines running through it. The applicant has agreed to a contribution, which is welcomed.
90. Rail and tube trips are estimated to be 21 in the weekday morning peak (8am – 9am), 20 in the weekday evening peak (5pm – 6pm), and 55 in the Saturday afternoon peak (1pm – 2pm). This is the equivalent of only 2 passengers per train in peak times.
91. Walking and cycling trips would also logically increase, but the road and footway improvements noted above would assist with this.
92. Travel plans have been submitted for the uses proposed for the site. However, there are some criticisms made of them, with some detail and measures lacking. This includes no consideration of interest free loans for season tickets and bicycle purchases, or a financial commitment for the establishment of a Car Club. There is also a lack of coordination between the plans for each use. Therefore, further submissions are suggested through a condition to address these deficiencies.
93. Finally, as noted above the scale of the construction and the period of time it would take to construct indicate that a CEMP would be required in order to mitigate these impacts. This would be secured through a condition.
94. Overall, with mitigation measures which would be secured through a mixture of conditions and legal agreement the proposal is considered acceptable in transportation terms.

Trees, landscaping and public realm

95. There are no trees which are subject to a Tree Protection Order which would be affected by the proposal. The proposal would result in the loss of 4 individual trees and 3 groups of trees, and the applicant has submitted an Arboricultural Impact Assessment. The 4 individual trees have been classified as grade C. This indicates that they are of low quality and value (with grade A being high quality and value, and grade B being moderate quality and value). The groups of trees are classified as 'U' indicating that it is unrealistic for them to be retained as living trees in the context of the current land use for longer than 10 years. Overall, this is accepted. There is the opportunity to provide some trees as part of the ground floor landscaping, which would mitigate the loss of the existing trees.
96. The Canal and River Trust has noted a silver birch on the existing towpath. The applicant has indicated that this is to be retained, which is supported, and the landscaping has been designed with this intention. There would be hoarding around the site during construction which would provide protection for the tree and towpath generally. There has been the suggestion that the applicant should contribute towards upgrading of the towpath, including equipment to allow boats to moor there. It does need to be acknowledged that the development would contribute a café unit, which is expected to be a valuable addition to this section of the canal. However, the remainder of the path is outside of the applicant's ownership, and so it has not been requested in this instance.
97. As noted above there are examples of landscaping within the development: there would be communal amenity and playspace areas, and external hard and soft landscaping around the entrances to the commercial units and the café unit fronting on to the canal. It is important that this is high quality and conditions would be required to ensure that the details achieve this, and so accord with policy 7.21 of the London Plan.

Environmental impact, sustainability and energy

98. Chapter 5 of the London Plan includes policies requiring that developments are constructed to minimise their carbon emissions. This is based on the energy hierarchy: 'Be lean', 'Be clean', 'Be green'. This can be summarised as firstly reducing the carbon within the building's structure so that less energy is used. Secondly, considering whether there are methods to increase energy efficiency, and this is done through

Combined Heat and Power (CHP) and connection to District Wide Heating Networks (DWHN). Finally, renewable energy should be incorporated into the design of the building.

99. The applicant has submitted an Energy / Sustainability Statement. The GLA commented on this, and initially requested additional information and clarification on a number of points which has now been provided.
100. At the 'Be lean' stage the GLA sought clarification on the materials and what their thermal properties would be, which was provided. This lowered the carbon emissions improvement but only marginally. The demand for cooling is proposed to be minimised through Mechanical Ventilation Heat Recovery (MVHR) units, openable windows and internal blinds. The comments earlier on air quality to some of the residential flats on lower floors are relevant to this. This has been tested against weather scenarios, including extreme events going forward. It shows that the majority of kitchen/living room spaces do not meet the guidance, and so would require some comfort cooling. The measures for the commercial elements are considered appropriate, and would ensure that comfortable temperatures would be achievable. The applicant was also requested to provide updated figures for compliance with Part L of the building regulations. The GLA has sought some clarification from the applicant as to whether some of the measures they propose under the 'Be green' stage should actually fall within the 'Be lean' stage. It is understood that this is currently being finalised, but that in itself is not considered a block on the progress of the application as the GLA will primarily look at this as part of their Stage 2 report.
101. At the 'Be clean' stage, the applicant has explored whether there are any existing or planned district wide heating networks nearby which the development could connect to. Unfortunately this is not the case, but the applicant has committed that the commercial elements could connect if one is established in the future. A communal Combined Heat and Power Plant (CHP) is proposed, and this would be within the Energy Centre shown at lower ground floor level. This would meet the energy demands of domestic units, and this is supported. It is not currently being proposed for the commercial uses, but the GLA is in discussions with the applicant on the feasibility of this.
102. The final stage is 'Be green', and the applicant is proposing Air Source Heat Pumps (ASHP), which would meet the conditioning demands of the commercial spaces. The GLA is supportive of this. Overall, the carbon emission savings would be in the order of 159 tonnes per year, which would represent a saving of 31% against the 2013 building regulations. This would accord with policy 5.2, and is considered acceptable. Despite the points of clarification this conclusion is considered robust, and the potential extension of the CHP to include the commercial areas implies that the carbon emission saving would end up being higher.
103. The applicant has also submitted information to confirm that a level of 'Excellent' can be achieved for the commercial elements of the proposal. This would ensure further measures are incorporated to make the development more sustainable. This is supported.
104. The London Plan also has a target for water use. Policy 5.15 requires developments to minimise the use of mains water by incorporating water saving measures and achieve a consumption target of 105 litres (or less) per head per day. A condition would be imposed to ensure that this is achieved.

Ecology and biodiversity

105. The railway line is designated as a wildlife corridor and the canal is a priority habitat. The applicant has submitted an Ecological Assessment, which includes the site itself but not the canal. Whilst the overwhelming majority of the site is built upon there is a small area of scrub adjacent to the canal with some trees. The assessment identifies that all plant species on the site are common and widespread and so do not merit protection, and there are no invasive species such as Japanese knotweed.
106. The Assessment of the trees did not find evidence of any features which could be used by roosting bats, and such features would include cracks, holes, or lifted bark. The buildings themselves are considered to offer low suitability for roosting bats. The materials (brick, corrugated metal and asbestos) have lower potential, with no holes, cracks or gaps noted from the internal survey. It is also considered to offer a low quality foraging habitat. The assessment notes that there is scope for the proposed development to enhance the environment for bats with the incorporation of bat boxes. A condition is suggested seeking further details of this.
107. Although no specific evidence of nests was identified within the area of scrub and trees it is considered that it has potential to provide a nesting habitat, and so it should be cleared outside of nesting season (generally March to the end of August). In addition to bat boxes, nesting boxes should also be

provided and this is also included within the conditions. No evidence was found of Badger setts, but the presence of hedgehogs cannot be ruled out.

108. The Assessment identifies that the site is unlikely to support foraging or breeding invertebrate species or reptiles. The replacement landscaping could be designed to include plants which are more attractive to some of these creatures. The lack of ponds or lakes on the site or nearby suggests that Great Crested Newts are also unlikely to be present.
109. Although the presence of protected species appears limited, the Assessment does identify precautionary measures to be taken. In addition to clearing the scrub outside of bird nesting season, there should be a soft demolition of the internal and external roof spaces to establish whether there is any evidence of bats or not.

Contaminated land

110. The applicant has submitted a land contamination assessment, which is appropriate given that the historic uses of the site could have deposited contaminants into the soil, and the site investigations did identify chemicals. The report identifies a number of recommendations, including a risk assessment and soil and groundwater testing. The Environmental Health officer has reviewed the information and requested conditions requiring a further site investigation following demolition, and a verification report to show that remediation has been carried out. This is particularly important given the relationship with the canal. The Canal and River Trust has identified a risk of contaminated water entering the canal. To discharge the conditions the applicant will need to address this specific point. With these conditions the proposal is considered acceptable.

Flood risk

111. The applicant has submitted a Flood Risk Assessment (FRA), and this advises that the site is within Flood Zone 1, which means that there is a low risk of fluvial flooding, and this has been confirmed by the Council's own flood risk officer. This indicates that the site is suitable for 'vulnerable' uses, which includes residential (although this would be above ground floor anyway). The FRA considers that there is a low risk of flooding from the canal, and this is agreed with given the level difference. The site is not in an area which has been subject to groundwater flooding in the past.
112. Aside from this it is necessary to consider surface water flooding. As noted above there is an overlap between this and land contamination issues. The site currently has almost complete coverage with impermeable materials (ie. It is made up of buildings and hardstanding). The FRA proposes a runoff rate of a reduction of at least 50% in surface water. This would be achieved by being stored within a green roof measuring 66 cubic metres, and further storage between permeable paving and grassed areas. Residual surface water would then be discharged into the Grand Union Canal. Separate consent would be required for this, but one has been granted in the past on this site.
113. A condition is suggested requiring details of Sustainable Urban Drainage (SUDs) measures which could be incorporated in to the design. This is particularly focused on the landscaping and has the potential to further reduce the opportunities for surface water flooding.

Community Infrastructure Levy / Planning obligations

114. The GLA and the Brent Council have Community Infrastructure Levies (CIL) in place, which the development would be liable for. The GLA is a flat rate of £35 per sqm of floorspace. The Brent CIL has different amounts for different uses, including £200 per sqm for residential floorspace, and £40 for retail, restaurant/café, and office. However, social rented housing is not liable.
115. Objections note that some of the nearby health facilities and schools are overstretched. The purpose of CIL is to ensure that developers contribute proportionately to the upgrading of facilities where they create the need. The levy could ensure that the impact is mitigated.
116. A number of planning obligations have been referred to above. In addition, the applicant would pay the Council's legal and other professional fees in preparing and completing the section 106 agreement, and monitoring and enforcing its performance. The applicant would also join and adhere to the Considerate Contractors scheme, and there is a link to the *demolition and construction* section above. Finally, the publicly accessible areas within the site, principally the footway leading to the canal and the area in front of the café unit would need to be made available and maintained by the applicant.

Other issues

117. Over and above the accessibility to and within the residential units which is discussed above, it is also

necessary for the commercial units to be accessible. Those proposed would have level access and meet the requirements of part M of the Building Regulations.

118. Details of waste and recycling are referred to above, specifically in relation to vehicular access to the storage areas. Residential storage is at lower ground floor level, with a further larger area at ground floor. There are also specific smaller areas identified. This is considered broadly adequate, and a condition would request specific details to be provided in due course.
119. The applicant has submitted an archaeological assessment. Consultation with Historic England's *Greater London Archaeological Advisory Service* (GLAAS) has confirmed that this is not within a site of archaeological importance. An assessment has been submitted as part of the planning application regardless. Overall, the conclusion is that the proposal would not impact on any heritage or archaeological features (whether statutory or non-statutory).
120. There is a draft Supplementary Planning Document on Basements (November 2016). This is in its early stages of development, and whilst it is a material consideration limited weight is attached to it until the results of the consultation period have been assessed. Notwithstanding this, much of the content is aimed at basements beneath residential properties, rather than the lower ground floor proposed. It is considered that the issues discussed in the document (such as amenity and design) are covered elsewhere in this assessment.
121. Objections note that the value of nearby properties will be lowered by the development, and that there is also a lack of information on the developer. Neither of these are considered material to the determination of this planning application. Property prices cannot be taken into consideration when making a decision. If planning permission is granted then it would run with the land rather than the particular applicant, and whoever built the development would be obligated to accord with the conditions and planning obligations to construct exactly what is shown on the drawings.

Cumulative impacts

122. The ES provides an analysis of the cumulative impact of the proposal. Such impacts can occur within the proposed development itself, where individual impacts combine to have a greater impact (type 1). They can also occur where the combined effect of several developments can create significant impacts, whereas individually they are acceptable (type 2), and these have been considered above for wind and microclimate, daylight and sunlight, and townscape and visual analysis.
123. In terms of type 1 the ES advises that the only opportunity for impacts to combine is for future on-site users in terms of wind and microclimate and townscape and visual. However, none of these impacts has been identified as being anything more than minor adverse, and as noted above they can decide whether or not they live there anyway.
124. Overall, it is concluded that the cumulative impacts would be acceptable.

Conclusion

125. The site is allocated for a mixed use development, and is an important part of the Alperton Growth Area given its prominent location. The proposal would result in the loss of existing office space, but this is considered to be poor quality, and the site allocation envisages a residential led scheme with some replacement office space provided. The retail foodstore is outside of a town centre, and so is going against the advice within CP16 and the sequential approach to town centre development. However, there are considered to be material considerations to indicate that it is acceptable in this instance. The resulting mixed use development, incorporating a substantial amount of residential floorspace alongside employment uses is considered acceptable.
126. The building would be substantial, and would be the tallest in the area and on a prominent site. There would be townscape and visual impacts, but the ES concludes that they would not be detrimental. It would be highly visible in near views, and a number from much further away. However, the context within Alperton is changing, with there being tall buildings nearby. The specific materials will be crucial to its success, but a condition can require details of this.
127. It is acknowledged that the affordable housing offer is skewed towards intermediate housing, but the overall level is very high, and it has been demonstrated that this is the maximum that can reasonably be provided before the development ceases to be viable.
128. The residential accommodation proposed would be high quality, with the units being well sized with

good outlook and amenity space (private and communal). There would be impacts on neighbours (as identified within the ES [as supplemented]), including the loss of light to some windows, although they are relatively few in number. There would also be some wind impacts. Demolition and construction impacts (which are relevant to the effect on neighbouring properties and the highway network) are also identified within the ES. Some impacts are inevitable for a development of the size proposed, although with mitigation measures being secured they can be managed.

129. Following on from this, there would be an impact on the highway and transportation. The creation of a CPZ and the removal of residents' ability to obtain parking permits is crucial to ensuring the impact of a development of this size being acceptable. There are some highways improvements which would make a positive impact. The impact on London Underground bus routes is considered acceptable.

130. The applicant has demonstrated that, with the imposition of conditions and section 106 obligations, the proposal accords with policies on environmental sustainability, and would have an acceptable impact on existing trees, ecology, and flood risk. Contaminated land has been considered and found to be acceptable, also subject to conditions. The proposed landscaping represents a real positive of the scheme that can also enhance biodiversity.

131. Overall, it is concluded that the development is acceptable, and that if there is a resolution to grant planning permission that it be sent to the GLA for their stage 2 consideration and response.

CIL DETAILS

This application is liable to pay **£6,596,034.82*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 1747 sq. m.

Total amount of floorspace on completion (G): 25723 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	22561		21028.7499 902811	£200.00	£35.15	£5,369,841.52	£943,749.65
Businesses and offices	0	1747	-1747	£0.00	£0.00	£0.00	£0.00
General business use	616		574.163822 260234	£40.00	£35.15	£29,323.37	£25,767.91
Restaurants and cafes	606		564.842980 989776	£40.00	£35.15	£28,847.34	£25,349.60
Shops	1940		1808.24320 646892	£40.00	£35.00	£92,349.56	£80,805.87

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	286	
Total chargeable amount	£5,520,361.79	£1,075,673.03

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

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

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

development that may benefit from relief, such as Affordable Housing.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/2629

To: Jonathan Manns
Colliers International
50 George Street
London
W1U 7GA

I refer to your application dated 17/06/2016 proposing the following:
Demolition of existing two storey commercial buildings and erection of a mixed used development ranging from ten to twenty six storeys in height, comprising 251 residential flats (83 x 1bed, 136 x 2bed and 32 x 3bed), 1,942 sqm retail foodstore (Use class A1) on the ground floor, 622sqm of office space (Use Class B1) on the first floor, 634sqm retail floorspace for flexible use as cafe, bar or restaurant (Use class A1, A4 or A3) at lower ground floor and ground floor level; together with associated vehicular access, car and cycle parking spaces, bin stores, plant room, landscaping and private and communal amenity space.

and accompanied by plans or documents listed here:
See condition 2
at Minavil House, Rosemont Road, Wembley, HA0 4PZ

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

Date: 15/05/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

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

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

- 11196-A-P-001
- 11196-A-P-002
- 11196-A-P-003
- 11196-A-P-004
- 11196-A-E-040
- 11196-A-E-041
- 11196-A-P-100 G
- 11196-A-P-101 I
- 11196-A-P-102 D
- 11196-A-P-103 G
- 11196-A-P-104 G
- 11196-A-P-105 G
- 11196-A-P-106 G
- 11196-A-P-107 H
- 11196-A-P-108 G
- 11196-A-P-109 G
- 11196-A-P-110 H
- 11196-A-P-111 G
- 11196-A-P-112 G
- 11196-A-P-113 H
- 11196-A-P-114 F
- 11196-A-P-115 F
- 11196-A-P-116 D
- 11196-A-S-120 C
- 11196-A-S-121 D
- 11196-A-S-122 D
- 11196-A-S-123 C
- 11196-A-S-124 E
- 11196-A-S-125 E
- 11196-A-E-140 E
- 11196-A-E-141 D
- 11196-A-E-142 D
- 11196-A-E-143 D
- 11196-A-E-144 E
- 11196-A-E-145 E
- 11196-A-P-201 E
- 11196-A-P-202 F
- 11196-A-P-203 E

11196-A-P-204 F
11196-A-P-205 G
11196-A-P-206 E
11196-A-P-207 E
11196-A-P-208 E
11196-A-P-209 E
11196-A-P-210 E
11196-A-P-211 E
11196-A-P-212 E
11196-A-P-213 F
11196-A-P-214 F
11196-A-P-215 E
11196-A-P-216 E
11196-A-P-217 E
11196-A-P-218 F
11196-A-P-220 E
11196-A-P-221 F
11196-A-P-222 G
11196-A-P-223 F
11196-A-P-224 G
11196-A-P-225 F
11196-A-P-226 E
11196-A-P-227 E
11196-A-P-228 F
11196-A-P-229 F
11196-A-P-230 D
11196-A-P-231 F
11196-A-P-232 E
11196-A-P-233 E
11196-A-P-234 F
11196-A-P-235 E
11196-A-P-236 F
11196-A-P-237 E
11196-A-P-238 F
11196-A-P-239 F
11196-A-P-240 E

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

- 3 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises.

Reason: To ensure that the residential units are high quality and offer acceptable amenity standards for existing and future residents.

- 4 The insulation shall be designed so that noise from the commercial premises shall be at least 10 dB(A) below the measured background noise level at the nearest noise sensitive premises.

Reason: To ensure that the residential units are high quality and offer acceptable amenity standards for future residents.

- 5 Prior to the occupation of the residential units hereby approved the private and communal amenity space shown on the drawings hereby approved shall be provided in accordance with the approved details and made available. It shall be retained as such for the lifetime of the Development.

Reason: To ensure that the residential units are high quality and offer acceptable amenity standards for future residents.

- 6 Prior to the occupation of any part of the development, the delivery bay and temporary refuse area shall be laid out and provided in accordance with approved drawing 11196-A-P-101 I, and maintained as such thereafter.

Reason: To ensure that the impact of the development on the highways network is appropriate.

- 7 The Car Parking Management Plan hereby approved shall be implemented in full on first occupation and adhered to for the lifetime of the development.

Reason: To ensure that the car park is managed appropriately to avoid disruption to the operation of the foodstore and residents on the site.

- 8 The net sales floor area of the retail foodstore (A1) shall be no more than 1,078sqm unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of promoting the vitality and viability of the Ealing Road district centre.

- 9 Not less than 10% of residential units shall be constructed to wheelchair accessible requirements (Building Regulations M4(3)) and the remainder shall meet easily accessible/adaptable standards (Building Regulations M4(2)).

Reason: To ensure suitable facilities for disabled users and to future proof homes.

- 10 Prior to the first occupation of any part of the development the measures outlined to achieve a carbon saving of 31% above the baseline of Part L of the building regulations 2013 shall be installed and operational, and remain as such for the lifetime of the development.

Reason: To ensure a sustainable development

- 11 A Construction and Demolition Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any construction works on site (including demolition). This shall outline measures that will be taken to control dust, noise and other environmental impacts of the development. The approved Plan shall be fully implemented thereafter in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To limit the detrimental effects of noise and disturbance from demolition / construction works on adjoining sites and nearby residential occupiers.

- 12 Mitigation measures described in the approved Air Quality Impact Assessment by Syntegra (September 16 – Ref: 14-819) shall be implemented in full.

Reason: To ensure the safe development and secure occupancy of the site proposed for residential use.

- 13 Prior to the commencement of development a scheme an Air Quality Neutral Assessment (including the CHP plant hereby approved) shall be submitted to and approved in writing by the Local Planning Authority. The report must be undertaken in accordance with guidance published by the Greater London Authority (GLA) and submitted to the Local Planning Authority for approval. The assessment shall include mitigation proposals should it be found that the development is not air quality neutral. The approved measures shall thereafter be implemented in full.

Reason: To ensure that the development would not result in a detrimental impact on local air quality.

- 14 Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the

principles of BS 10175:2011. A report shall be submitted and approved in writing by the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full.

Reason: To ensure the safe development and secure occupancy of the site, and to prevent harm to the adjacent canal

- 15 Details of the height, type, position, angle and spread of any external lighting shall be submitted to and approved in writing by the Local planning authority prior to the development hereby permitted being brought into use. The external lighting shall be erected and maintained in accordance with the approved details to minimise light spillage and glare outside the designated area.

Reason: To protect the amenity of existing and future residents

- 16 Details of the extract ventilation system and odour control equipment for the commercial kitchen, including all details of external ducting, must be submitted to and approved in writing by the Local Planning Authority prior to installation. The approved equipment shall be installed prior to the commencement of the A3 or A4 use and shall thereafter be operated at all times during the operating hours of the A3 or A4 use and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of nearby residents.

- 17 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures;
- provide details on the use of tall plant and scaffolding;
- accommodate the location of the existing London Underground structures;
- accommodate ground movement arising from the construction thereof;
- and mitigate the effects of noise, dust and vibration arising from the adjoining operations within the structures.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure.

- 18 Within 3 months of commencement of development, a site wide children's play space plan shall be submitted and approved in writing by the Local Planning Authority. Such details shall include:

- (i) the location of the play area and/or equipment
- (ii) details of the equipment / measures to meet the minimum standards for play

The equipment / measures shall be installed prior to the occupation of the residential units and retained for the lifetime of the Development.

Reason: To ensure there is sufficient provision of areas and equipment for children's play.

- 19 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the hard and soft landscape works and treatment of the surroundings of the proposed development (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of development. Such a scheme shall include:-

- (a) all planting and trees including location, species, size, density and number incorporating native species;
- (b) details of the layouts of the publicly accessible spaces;
- (d) details of the provision of artificial bird and bat boxes;
- (e) areas of all hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users;
- (f) the location of, details of materials and finishes of, all street furniture, drainage and external cycle stands;
- (g) proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height;
- (i) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping;
- (j) details of materials, lighting, tactile paving, handrails and wayfinding signs;
- (k) details of all tree planting pits (including surfacing);
- (l) details of how the landscaping in front of the 'café' unit at ground floor level would relate to the canal towpath.

The approved details shall be completed in full accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

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

- 20 The car parking layout at ground floor shall be laid out and made available prior to the occupation of any part of the development hereby approved. The spaces shall be retained as such for the lifetime of the Development.

Reason: To ensure that the impact of the development on the highways network is appropriate.

- 21 Within 3 months of commencement of development, full details of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. This shall demonstrate a minimum of 6 spaces (of which 2 shall be high capacity chargers), and details of the location and the equipment. The spaces shall be provided in accordance with these details prior to the occupation of any part of the development and retained for the lifetime of the Development.

Reason: To encourage sustainable forms of transportation.

- 22 Within 3 months of commencement of development, full details of the cycle spaces shown on drawings 11196-A-P-110 H and 11196-A-P-101 I shall be submitted to and approved in writing by the Local Planning Authority. The spaces shall be provided in accordance with these details prior to the occupation of any part of the development and retained for the lifetime of the Development.

Reason: To encourage sustainable forms of transportation.

- 23 Prior to the commencement of the development hereby permitted a structural survey of the waterway wall should be undertaken, and full details of this and any proposed repairs shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and Rivers Trust. The waterway wall works shall be carried out in accordance with the approved details.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the canal, prior to any proposed works taking place on site

which might impact on the waterway wall.

- 24 Prior to the commencement of the development hereby permitted, full details of the proposed surface water drainage, including any SUDs measures and discharge rates, shall be submitted to and agreed in writing by the Local Planning Authority, and implemented in accordance with the approved details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.

- 25 Prior to the commencement of development hereby approved, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal and Rivers Trust. The risk assessment shall also include details of a monitoring strategy for the canal wall during the demolition and construction process. The works shall be carried out in accordance with the approved Statement.

Reason: To ensure the proposed works adjacent to the water do not have any adverse impact on the safety of waterway users and the integrity of the canal, prior to any works taking place.

- 26 The refuse areas shown on the drawings hereby approved shall be provided and made available prior to the occupation of the residential units. They shall be maintained as such thereafter.

Reason: To ensure that the residential units are high quality and that the development does not prejudice the enjoyment by neighbouring occupiers of their properties.

- 27 Prior to commencement of the development (excluding demolition) details of all exterior materials including samples and/or manufacturer's literature shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to:

- (i) building envelope materials e.g. bricks, render, cladding;
- (ii) windows, doors and glazing systems including colour samples; and
- (iii) balconies and screens

The works shall be carried out in accordance with the approved details.

Reason: To ensure the appearance of the development is high quality, and that there is not overlooking between the residential units hereby approved.

- 28 Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved in writing by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- 29 A communal television aerial and satellite dish system shall be provided, linking to all residential units unless otherwise agreed in writing by the local planning authority.

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

- 30 The Deliveries and Servicing Management Plan setting out delivery arrangements (including supervision by a trained banksman), shall be fully implemented upon first occupation of the A1 unit, and maintained thereafter.

Reason: In the interests of providing sufficient servicing facilities on site, and ensuring that the relationship with the highways network and neighbouring properties is acceptable.

- 31 Prior to first occupation of the relevant part of the development hereby approved, a Travel Plan for the residential and commercial uses shall be submitted to and approved in writing by the Local Planning Authority. Following approval the measures outlined shall be implemented in full for the lifetime of the development.

Reason: In the interests of providing sufficient servicing facilities on site, and ensuring that the relationship with the highways network is acceptable.

- 32 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 33 The building shall be designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption.

- 34 A Flood Emergency Plan, covering place of refuge, flood evacuation and safe/escape routes, shall be submitted and approved by the Local Planning Authority prior to occupation of the development and shall be complied with.

Reason: To ensure the safety of the occupiers and users of the development against the risk of flooding.

- 35 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- 36 Mitigation measures described in the approved Ecological Report prepared by Syntegra dated June 2016 shall be implemented in full.

Reason: To ensure that the proposal does not adversely impact on ecological habitats.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 Applicants are reminded of hazards caused by asbestos materials especially during demolition and removal works and attention is drawn to the Asbestos Licensing Regulations 1983. Licensed Contractors only are permitted to remove asbestos which must be transferred

to a licensed site. For further advice the Council's Chief Environmental Health Officer should be contacted.

- 3 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; use of tall plant and scaffolding.
- 4 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

- 5 The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>).

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement.

- 6 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.

Any person wishing to inspect the above papers should contact Chris Heather, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5353

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

24 May, 2017

16/4478

SITE INFORMATION

RECEIVED	13 October, 2016
WARD	Alperton
PLANNING AREA	Brent Connects Wembley
LOCATION	All Units at Abbey Wharf & Delta Centre and All of 152, Mount Pleasant, Wembley, HA0
PROPOSAL	Demolition of existing buildings at Abbey Wharf, Delta Centre and all of 152 Mount Pleasant and redevelopment to provide a residential-led, mixed-use development of up to 6 storeys comprising 135 residential units (34 x 1bed, 79 x 2bed and 22 x 3bed) and 247sqm of commercial space (A1, A2, A3, B1, D1 and D2), landscaped amenity space, car and cycle parking and associated works.
APPLICANT	Inland New Homes Ltd
CONTACT	Nathaniel Lichfield & Partners
PLAN NO'S	<p>Site Location Plan - IH-BM31497001-ZZ-DR-A-3_02-001 Rev D0-1 Existing Roof Plan - IH-BM31497-01-RF-DR-A-3_03-002 Rev D0-1 Existing Street & Canal Elevation - IH-BM31497-010ZZ-DR-A-3_05-000 Rev D0-1 Proposed lower ground floor - IH-BM31497-01-B1-DR-A-3_03-001 Rev D0-3 Proposed upper ground floor - IH-BM31497-01-00-DR-A-3_03-001 Rev D0-4 Proposed first floor plan - IH-BM31497-01-01-DR-A-3_03-001 Rev D0-2 Proposed second floor plan - IH-BM31497-01-02-DR-A-3_03-001 Rev D0-2 Proposed third floor plan - IH-BM31497-01-03-DR-A-3_03-001 Rev D0-2 Proposed fourth floor plan - IH-BM31497-01-04-DR-A-3_03-001 Rev D0-2 Proposed fifth floor plan - IH-BM31497-01-05-DR-A-3_03-001 Rev D0-1 Proposed Block Plan - IH-BM31497-01-RF-DR-A-3_02-002 Rev D0-1 Proposed Roof Plan - IH-BM31497-01-RF-DR-A-3_03-001 Rev D0-1 Proposed North & East Elevations - IH-BM31497-01-ZZ-DR-A-3_05-001 Rev D0-3 Proposed South & West Elevations - IH-BM31497-01-ZZ-DR-A-3_05-002 Rev D0-1 Proposed Internal East & West Elevations - IH-BM31497-01-ZZ-DR-A-3_05-003 Rev D0-2 Proposed Internal South, Setback North & South Elevations - IH-BM31497-01-ZZ-DR-A-3_05-004 Rev D0-1 Proposed Street & Canal Elevation - IH-BM31497-01-ZZ-DR-A-3_05-005 Rev D0-1 Plot Schedule - IH-BM31497-00-ZZ-SH-A-4_401-010-PlotScheduleOptB Rev C Landscape Masterplan - INL20351-10E Rev G Air Quality Assessment prepared by Entran dated: July 2016 Tree Report prepared by ACD Environmental dated 23/02/2016 Arboricultural Impact Assessment & Method Statement prepared by ACD Environmental dated 17/06/16 Archaeological Desk-Based Assessment prepared by CgMs dated September 2016 Daylight, Sunlight and Shadow Assessment prepared by Nathaniel Lichfield & Partners dated September 2016 Ecological Appraisal prepared by ACD Environmental dated June 2016</p>

Energy Strategy prepared by Metropolis dated 06/09/2016
Flood Risk Assessment prepared by Rogers Cory Partnership dated August 2016
Geo-Environmental Report prepared by WDE Consulting dated September 2016
Noise Assessment prepared by Entran dated 25/07/16
Sustainability Statement prepared by Metropolis dated 07/09/2016
Transport Assessment prepared by Phil Jones Associates dated September 2016

**LINK TO DOCUMENTS
ASSOCIATED WITH
THIS PLANNING
APPLICATION**

When viewing this on an Electronic Device

Please click on the link below to view ALL document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_130695

When viewing this as an Hard Copy

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/4478" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

RECOMMENDATIONS

RECOMMENDATION Resolve to grant planning permission subject to conditions and the completion of a satisfactory Section 106 or other legal agreement

Section 106 Heads of Terms

1. Payment of Council's legal and other professional costs in preparing and completing agreement, and monitoring and enforcing its performance
1. Securing 24 affordable rental units and 11 intermediate units (*The unit size mix is detailed in the affordable housing section below*), and a post implementation review.
2. A detailed 'Sustainability Implementation Strategy'
 1. CPZ contribution of £68,000 and the removal of future resident's ability to apply for parking permits
 2. Training and employment
 1. Review and monitoring of a travel plan
 1. The provision of the two non-residential units as Affordable workspace
 1. Securing public access to the areas of the site surrounding the building
 2. Requirement to enter into legal agreement under Section 38 and 278 of the Highways Act 1980 for removal of redundant crossovers

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

Conditions

1. Standard 3 year permission
2. List of all approved plan numbers/documents
3. Noise from plant and machinery
4. Sound insulation
5. Private and communal amenity space
6. Servicing and delivery bay
7. Car Parking Management Plan
8. D1 restriction
9. Accessible Homes
10. Air quality mitigation
11. Car parking layout
12. Satellite dishes
13. Delivery and Servicing Management Plan
14. Water Use
15. Considerate Constructors Scheme
16. Ecology
17. Construction and Demolition Environmental Management Plan
18. Air Quality Neutral Assessment
19. Land contamination (investigation)
20. External lighting
 1. Children's playspace
 1. Landscaping
 2. Car parking – electric vehicle charging points
 3. Cycle parking
 4. Canal and River Trust – Waterway wall
 5. Surface water drainage
 6. Canal and River Trust – Risk assessment and method statement
 7. Materials
 8. Drainage Strategy
 9. Piling - Thames Water
 10. Extract systems
 1. Refuse storage

Informatives

1. CIL Liable approval
2. Asbestos
3. Thames Water
4. Canal and River Trust

SITE MAP



Planning Committee Map

Site address: All Units at Abbey Wharf & Delta Centre and All of 152, Mount Pleasant, Wembley, HA0

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This map is indicative only.



PROPOSAL IN DETAIL

The proposal is to demolish the existing buildings on site and erect a residential led, mixed use development of up to 6 storeys. This would contain 136 residential units, consisting of 34 one bedroom units, 80 two bedroom units, and 22 three bedroom units. There are also commercial units proposed, measuring 247sqm. This has been put forward as being flexible space for retail (A1), financial and professional services (A2), café and restaurant (A3), office (B1), D1 (Non-residential institutions) and D2 (Assembly and leisure).

There is a change of level across the site with a fall from north to south. There would be a lower ground floor level, which would appear as ground level on the canalside. This would mostly contain the car parking, but there would also be 4 flats, and the communal refuse and cycling storage with some plant space. The car parking would be accessed from a ramp at the eastern side of the site adjacent to the Liberty Centre. In front of this would be a walkway alongside the canal and an area of landscaping. The upper ground floor level would be in an inverted 'U' shape, with the two commercial units facing on to Mount Pleasant, separated by a residential entrance. There would then be two blocks of residential units running from the front of the site to the south. They would not be absolutely parallel and the distance between them would steadily increase. In between would be communal open space.

Above this the form of the building would remain the same at first and second floors. At third floor level changes with a section cut out in the middle of each block. At fourth floor level the middle section of the front is cut out, and then the element in the north west of the site extends up a further storey to reach its highest point.

EXISTING

The site is approximately 0.76 hectares and includes a number of buildings, which are single or double storey. This includes Abbey Wharf, Delta Centre and all of 152 Mount Pleasant. Some have flat roof and others pitched roofs, and all are currently in commercial uses. The site is well occupied by a number of different uses including car washing, repair and sales, and a tyre business, and scrap metal storage. The site backs on to the Grand Union Canal.

To the north the site is bounded by Mount Pleasant, which runs from east to west and ultimately links Alperton with Stonebridge Park. In this section, the northern side is characterised by traditional semi-detached dwellings, with commercial units to the south. To the east is the Liberty Centre, which is a collection of light industrial and office buildings some of which have been subject to prior approval applications to change the use to residential. To the south is the Grand Union Canal, with some scrap metal storage and used car components being immediately adjacent to it. To the west are industrial buildings, which also form part of the wider Abbey Industrial Estate.

The site is within walking distance of the stations at Alperton and Stonebridge Park, and the 224 bus route runs along Mount Pleasant. The site is not within a conservation area and there are no listed or locally listed buildings on the site itself or nearby.

Significantly, the site is within the Alperton Growth Area, which is designated within the Core Strategy as one of the areas within the borough where the majority of the planned growth is expected to occur. It is part of site allocation A.7 (Mount Pleasant / Beresford Avenue). In July 2015 Alperton was designated as a Housing Zone by the Mayor of London. It is also shown on the Council's Geographical Information System (GIS) as being Waterside Development which is a buffered area around the Grand Union Canal.

Finally, the entire borough is designated as an Air Quality Management Area.

AMENDMENTS SINCE SUBMISSION

There was an amendment made to the submitted plans in order to resolve the issue of how the refuse would be collected. The initial attempt to resolve this issue was to remove the shared surface area previously shown on the footway of Mount Pleasant, however, this proposal still retained the temporary collection day bin storage alongside the entrance to the basement car park and failed to provide any means by which refuse vehicles could turn around within the site. This was contrary to Brent's Waste & Recycling Storage and

Collection Guidance which expresses a preference that collection vehicles should not be required to reverse. Another option put forward by the applicant to resolve this issue was to have the refuse vehicle move around the building on a shared surface. This option was not supported as the proposal would create safety concerns as the tracking is very tight at certain points, and the area was meant to be exclusively for pedestrians. There were also concerns of whether the canal would take the weight of a heavy refuse truck and what would happen if the refuse truck came across pedestrians.

The final resolution through these amendments was to address the issue of the headroom at the entrance to the car park by raising the floor to ceiling height. This means that the bin store was repositioned to the front of the buildings and a lift is used to take bins to the upper ground floor on collection days. This solution resulted in the loss of one 2b4p unit. This proposed solution was accepted.

SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

- **Representations Received:** A total of 5 objections have been received principally raising concerns regarding land use, scale & design of the proposal, the impact on neighbours and local infrastructure.
- **Land use:** –The loss of the existing uses on site is considered alongside the promotion of the site as a residential-led mixed led development within the Housing Zone.
- **Design:** – The height of the building would be taller than those immediately around it, but the Alperton Masterplan considers the area appropriate for high density flatted developments. The proposal is considered to be high quality design.
- **Housing density:** –The density is high and the site has a relatively low Public Transport Accessibility Level (PTAL) at the moment.
- **Quality of the resulting residential accommodation:** – The residential accommodation proposed is of sufficiently high quality. The mix of units is broadly in accordance with the standards within the Alperton Masterplan, and the flats would have good outlook. There is a reasonable amount of amenity space.
- **Affordable housing:** –The viability has been tested and it has been demonstrated that the proposal is providing the maximum reasonable amount that can be provided on site.
- **Neighbouring amenity:** – The impact on neighbours is considered relatively minor, and some conditions are suggested would ensure that there is no detrimental impact.
- **Highways and transportation:** –The alterations to the public highway would be acceptable, considering the needs of pedestrians, cyclists and motorists. Following amendments servicing and deliveries could take place without detriment to the highway and have an acceptable impact on traffic in the area.
- **Trees, landscaping and public realm:** – One tree is proposed to be removed but additional trees would be provided as part of a wider landscaping along the canal and along the access from Mount Pleasant. The canalside walk and open space created are strongly supported.
- **Environmental impact, sustainability and energy:** –The measures outlined by the applicant are considered to maximise the carbon savings. There are also other measures proposed., and these are supported

MONITORING

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

Floorspace Breakdown

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

Storage and distribution	0	0	0
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Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
PROPOSED (Flats û Market)	34	80	22							136

RELEVANT SITE HISTORY

August 2016: Prior notification for demolition (ref: 16/2901) of Unit 4 and 5, Abbey Wharf, Mount Pleasant, Wembley. No objection was raised

December 2013: Planning application (ref: 13/4046) for planning permission at Unit 2 of Abbey Wharf for "Change of use of vacant premises into a community hall (Use class D1)". This was withdrawn by the Council due to the applicant not providing all of the information required to determine the application.

CONSULTATIONS

Consultation with neighbours

A press notice advertising the proposal was published on 10 November 2016, and a site notice was displayed on 4 November 2016. In addition, letters were sent to 156 neighbouring properties on 12 December 2016.

Following this, 5 representations have been received, from the Delta Centre (on the site) and the Liberty Centre (to the east) and they raised the following issues:

Objection	Paragraph discussed in / response
<p>Land use</p> <ul style="list-style-type: none"> Some support for the regeneration. Concern that existing businesses would be forced to move, impacting on the existing staff. Long established businesses would be at risk of closure. It has been queried who would assist the businesses to move. Similar properties are hard to find in Brent at a similar rent. Concern about the demise of local enterprise in Brent. The Council has a duty to look after small businesses and encourage entrepreneurs in keeping with what the government and Mayor of London are doing. There is a need for commercial floorspace as well as residential. 	See paragraphs 6 - 13.
<p>Design, conservation and heritage</p> <ul style="list-style-type: none"> The height of the buildings is out of character with the area, and concern that the large buildings along Ealing Road will be continued along this section of the canal. 	See paragraphs 14 - 20.
<p>Neighbouring amenity</p> <ul style="list-style-type: none"> The eastern elevation of the proposed buildings have windows and balconies facing the Liberty Centre. Given that there is potential for a future redevelopment of the Liberty Centre assurance is sought that the proposed buildings will be at least the required distance away from the boundary, so as not to prejudice long term development. Concern that the proposed flats will encroach on the amenity of existing properties on Mount Pleasant and Carlyon Road, resulting in overlooking, loss of privacy, reduction in light to houses and gardens. This could be addressed by proposing something more similar in scale to the existing 1930s houses. 	See paragraphs 36 - 47.
<p>Other matters</p> <p><i>Document Imaged</i></p>	See paragraphs 107

- Concern that the level of infrastructure does not exist in the area to support the level of development (for example, schools, doctors surgeries).

- 109.

Internal consultations

Councillors for Alperton Ward were also consulted. No responses received.

The following consultees were consulted, and made comments as detailed:

- Environmental Health - Following queries there are no objections raised. Conditions are suggested to cover issues including noise, construction impacts, air quality, contaminated land, and odour.
- Local Lead Flood Authority - No response received as yet.

External consultations

The following consultees were consulted, and made comments as detailed:

- **Transport for London** - Support for the restriction the ability of residents to be able to obtain on-street car parking permits, a road safety audit, provision of electric vehicle charging points, the level of cycle parking proposed. A request is made to secure a full Delivery and Servicing Plan, a residential travel plan, a Construction Management Plan and a Construction Logistics Plan via condition.
- **Thames Water** - No objections, but request for a condition requiring a piling method statement to be submitted, including measures to prevent and minimise potential damage to subsurface sewerage infrastructure, in consultation with Thames Water.
- **Canal and River Trust** - Support for the improved access to the canalside, the setback from the water's edge and the canal focussed 'pocket park'. Some concern about the blank wall to the park with a large expanse of ventilation grille, which could impact on its usage and become a focus for anti-social behaviour. Also concern about the access to the waterfront via a side street seeming to be compromised by a lack of active frontage. Further details requested relating to drainage from the car park to the canal, and on sustainable urban drainage. Measures to ensure that contaminated water does not enter the canal, and comments on landscaping and lighting to ensure that it is appropriate alongside the canal. A condition is requested requiring a Construction and Environmental Management Plan.
- **The Environment Agency** - No comments as there are no constraints on the site.
- **Historic England (Archaeology)** - The site is not within an archaeological priority area, and there is low archaeological potential.
- **Natural England** - Advised that they do not wish to make comments on the application, on the basis that the proposal is unlikely to affect any statutorily protected sites. Also, noted is it that it is for the local planning authority to determine whether the proposal is consistent with national and local policies on the natural environment.

Community groups

- Alperton Riverside Forum - No response received.
- Alperton Area Friends - No response received.

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of relevance to the determination of the current application:

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- Technical Housing Standards 2015
- London Plan Consolidated with amendments since 2011 (March 2016)
 - Policy 1.1 - Delivering the strategic vision and objectives for London
 - Policy 2.6 - Outer London: vision and strategy
 - Policy 2.7 - Outer London: economy
 - Policy 2.8 - Outer London: transport
 - Policy 3.1 - Ensuring equal life chances for all
 - Policy 3.2 - Improving health and addressing health inequalities

- Policy 3.3 - Increasing housing supply
- Policy 3.4 - Optimising housing potential
- Policy 3.5 - Quality and design of housing developments
- Policy 3.6 - Children and young people's play and informal recreation facilities
- Policy 3.7 - Large residential developments
- Policy 3.8 - Housing choice
- Policy 3.9 - Mixed and balanced communities
- Policy 3.10 - Definition of affordable housing
- Policy 3.11 - Affordable housing targets
- Policy 3.12 - Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 - Affordable housing thresholds
- Policy 3.15 - Co-ordination of housing development and investment
- Policy 3.16 - Protection and enhancement of social infrastructure
- Policy 3.17 - Health and social care facilities
- Policy 3.18 - Education facilities
- Policy 4.1 - Developing London's economy
- Policy 4.2 - Offices
- Policy 4.3 - Mixed use development and offices
- Policy 4.10 - New and emerging economic sectors
- Policy 4.11 - Encouraging a connected economy
- Policy 4.12 - Improving opportunities for all
- Policy 5.1 - Climate change mitigation
- Policy 5.2 - Minimising carbon dioxide emissions
- Policy 5.3 - Sustainable design and construction
- Policy 5.5 - Decentralised energy networks
- Policy 5.6 - Decentralised energy in development proposals
- Policy 5.7 - Renewable energy
- Policy 5.9 - Overheating and cooling
- Policy 5.10 - Urban greening
- Policy 5.11 - Green roofs and development site environs
- Policy 5.13 - Sustainable drainage
- Policy 5.14 - Water quality and wastewater infrastructure
- Policy 5.15 - Water use and supplies
- Policy 5.17 - Waste capacity
- Policy 5.18 - Construction, excavation and demolition waste
- Policy 5.21 - Contaminated land
- Policy 6.1 - Strategic approach
- Policy 6.2 - Providing public transport capacity and safeguarding land for transport
- Policy 6.3 - Assessing effects of development on transport capacity
- Policy 6.4 - Enhancing London's transport connectivity
- Policy 6.7 - Better streets and surface transport
- Policy 6.9 - Cycling
- Policy 6.10 - Walking
- Policy 6.11 - Smoothing traffic flow and tackling congestion
- Policy 6.12 - Road network capacity
- Policy 6.13 - Parking
- Policy 7.1 - Lifetime neighbourhoods
- Policy 7.2 - An inclusive environment
- Policy 7.3 - Designing out crime
- Policy 7.4 - Local character
- Policy 7.5 - Public realm
- Policy 7.6 - Architecture
- Policy 7.7 - Location and design of tall and large buildings
- Policy 7.14 - Improving air quality
- Policy 7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- Policy 7.19 - Biodiversity and access to nature
- Policy 7.21 - Trees and woodlands

- Policy 7.30 - London's canals and other rivers and waterspaces
- Policy 8.2 - Planning obligations
- Policy 8.3 - Community infrastructure levy
- Policy 8.4 - Monitoring and review
- Mayors Housing SPG 2016
- London Borough of Brent Core Strategy 2010
 - CP 1 - Spatial Development Strategy
 - CP 2 - Population and Housing Growth
 - CP 3 - Commercial Regeneration
 - CP 5 - Placemaking
 - CP 6 - Design & Density in Place Shaping
 - CP 8 - Alperton Growth Area
 - CP 14 - Public Transport Improvements
 - CP 15 - Infrastructure to Support Development
 - CP 17 - Protecting and Enhancing the Suburban Character of Brent
 - CP 18 - Protection and Enhancement of Open Space, Sports and Biodiversity
 - CP 19 - Brent Strategic Climate Change Mitigation and Adaptation Measures
 - CP 21 - A Balanced Housing Stock
 - CP 23 - Protection of existing and provision of new Community and Cultural Facilities
- London Borough of Brent Development Management Policies 2016
 - DMP 1 Development Management General Policy
 - DMP 6 Visitor Accommodation and Attractions
 - DMP 7 Brent's Heritage Assets
 - DMP 8 Open Space
 - DMP 9 Waterside Development
 - DMP9A Managing Flood Risk
 - DMP 11 Forming an Access on to a Road
 - DMP 12 Parking
 - DMP 13 Movement of Goods and Materials
 - DMP 14 Employment Sites
 - DMP 15 Affordable Housing
 - DMP 18 Dwelling Size and Residential Outbuildings
 - DMP 19 Residential Amenity Space
- London Borough of Brent Site Specific Allocations 2011
 - A.7. Mount Pleasant / Beresford Avenue
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development
- Brent's 106 Supplementary Planning Document
- Brent's Supplementary Planning Guidance 13 - Roads - Layout standards for access roads
- Brent Waste planning guide

Alperton Masterplan 2012

DETAILED CONSIDERATIONS

Land use

1. Policy CP8 of the Core Strategy promotes the Alperton Growth Area as mixed use regeneration along the Grand Union Canal. It seeks a compact and sustainable waterside community, and an enterprise hub with modern light industrial units, studios and managed workspaces. Across the entire area a minimum of 1,600 new homes are to be promoted between 2010 and 2026.

2. The site is allocated within the Site Specific Allocations (SSA), which was adopted in 2011. It is listed as Mount Pleasant / Beresford Avenue. The allocation is described in the document as:

Mixed use development including residential, work/live, managed affordable workspace and amenity/open space. Proposals should seek to introduce active frontages along Mount Pleasant as well as improve canal side access for pedestrians, with moorings for canal users as well as conserve and enhance the canal's Site of Metropolitan Nature Conservation Importance designation. Access to remaining industrial area to the west will be improved. Improvements will be sought to public transport as part of any proposal to develop the site.

3. The indicative capacity is listed as 100 units, and it was expected that it may come forward for development in 2017-18. The justification for this is stated within the document:

This industrial area is becoming increasingly marginalised with ageing buildings, poor pedestrian and vehicular access and vacant and derelict units. The canal side location raises the possibility of introducing higher value uses to improve the local environment and the development of new workspace.

4. This is a significant material consideration.

5. The proposal would result in 247sqm of commercial floorspace in place of the existing 5,007sqm, so representing a loss of 4,760sqm. The residential would be 12,510.1sqm in area.

Loss of existing employment floorspace

6. Policy DMP14 of the Development Management Policies concerns employment sites. It advises that Local Employment Sites will be released to non-employment uses where a continued wholly employment use is unviable or there are significant benefits consistent with the wider objectives of the Development Plan. Where non-employment uses are proposed the maximum amount of existing floorspace type or Managed Affordable Workspace shall be incorporated. The site allocation is significant, and it clearly indicates that the future of this site is envisaged to be as a mixed use site with residential and commercial uses. Objections raised concern about the loss of existing businesses, some of which are longstanding. The justification for the site allocation cited above is relevant, although it does need to be acknowledged that the buildings have not become so outdated that vacancy has developed into a real issue on this part of the site allocation, but this is likely to become more acute over time. Poor pedestrian and vehicular access is an issue currently. This, coupled with the stated vision for the site allocation suggests that it is not possible to protect the uses in their current form. The more recent designation of Alperton as a Housing Zone (by the GLA) adds further weight to the push for housing on this and other nearby sites. The existing businesses on site are not compatible with residential uses, hence why the proposal is for different commercial uses than are currently on site, particularly given the size of this site. The question then is whether or not the proposed uses are acceptable, and this is discussed below.

7. The proposal would include two units which would face onto Mount Pleasant, and collectively they would measure 247sqm, with one of the units being slightly larger than the other. They are shown as being separated by a residential entrance and lobby so could not be combined, but they could be subdivided if required. These units are proposed to be used for purposes within Use Classes A1 to A3, B1, D1 and/or D2.

Office/light industrial uses

8. Referring back to the site allocation it is clear that office space (B1) is envisaged to form part of the redevelopment. There is no objection to provision of B1 floorspace, as there is generic support for additional employment generating floorspace within policy 4.3 of the London Plan and CP3 of the Core Strategy, and the site allocation specifically refers to managed affordable workspace, which the applicant has referred to this being provided at affordable rent. This has been factored into the wider viability assessment, and the proposal is for this to be secured via the Section 106 agreement. As such, while a suite of potential uses is proposed and the general principle of those other uses discussed in this report, it is considered that the provision of these two units as Affordable Workspace at rates significantly discounted from market rents, is essential to mitigate the loss of employment floorspace within the site. As such, the provision of these two units as Affordable Workspace is recommended to be secured through the Section 106 agreement.

Retail and other 'A' class uses

9. Notwithstanding the comments made in paragraph 8, the general principle of Use Class A1 to A3 floorspace has been considered. Policy 2.15 of the London Plan considers town centres to be the main focus for commercial development beyond the Central Activity Zone. Policy CP16 seeks to focus major new retail

and other town centre uses within centres before out of centre sites are considered. 'A' class uses are considered to be town centre uses, and so there is no desire for them to be provided outside of town centres to a significant extent. This site is not within a town centre and Ealing Road is the nearest. The text accompanying the site allocation refers to mixed uses, and although it does not specifically refer to 'A' class uses, there is logic to such uses being provided as part of a residential led development. It therefore needs to be considered how much floorspace would be acceptable, before the impact on the town centre becomes unacceptable.

10. Policy DMP2 requires that a Retail Impact Assessment (RIA) is submitted for proposals involving 500sqm or more of gross retail floorspace, so implying that less than this would usually have an acceptable impact (although it cannot be concluded that this would always be the case). Reference to the immediate vicinity indicates that there is relatively little provision nearby currently: there is an A3 use just to the north west, and an A1 use to the east. However, there is not so much to consider that an additional 247sqm would impact unacceptably on Ealing Road town centre, which is a few minutes walk away. Within the broad heading of 'A' class uses, the applicant has proposed a flexible use of A1, A2, and A3. All of these could sit alongside the proposed residential units, and the surrounding context of existing residential and commercial.

'D' class uses

11. Notwithstanding the comments made in paragraph 8, the general principle of Use Class D1 and D2 floorspace has been considered. The other uses proposed are described under the broad heading of non-residential institutions and assembly and leisure. The former includes clinics, health centres, day nurseries, schools, places of worships, and museums. The latter includes cinemas, gymnasiums, and indoor sports. Many of these uses are unrealistic given the size of the units and the floor to ceiling height, but many could occur and would be positive. For example, CP8 describes some of the infrastructure sought in the growth area, and this includes nursery facilities, health facilities, and a multi-use community centre, and these units would be small but could accommodate these uses. Some of the others, however, could create nuisance to nearby residential uses. For example, places of worship (even small ones) can create traffic and noise, and conditions are suggested to restrict the units being used for some of these disruptive uses. With this condition the remaining uses which fall within D1 and D2 are considered acceptable.

Residential

12. Finally, policy CP2 of the Core Strategy seeks to increase the supply of housing, and Alperton is expected to make a significant contribution to this. The site allocation anticipates 100 units as the capacity. This is only one part of the allocation, and is exceeding this in its own right. Although the specifics of the design, the quality of the accommodation, and the impact on neighbours is discussed below, the principle of increasing this number is considered acceptable. The designation of the Alperton Housing Zone suggests a greater emphasis on housing than was the case when the site allocation was originally designated. Therefore, this is considered acceptable and would contribute to meeting the housing needs of the borough.

Land Use conclusion

13. It is considered that the mix of uses proposed for the site are acceptable. Whilst there is a loss of commercial floorspace, the rationale for having a residential led mixed use development is supported through the Site Specific Allocations for Alperton and the Housing Zone designation by the GLA as the industrial area has become increasingly marginalised with ageing buildings, poor pedestrian and vehicular access and vacant and derelict units. The canal side location also assists in the introduction of higher value uses to improve the local environment and the development of new workspace. The proposed 247sqm of commercial space (A1, A2, A3, B1, D1 and D2) is considered acceptable. In regards to retail, it is of a scale which will not affect Ealing Road town centre but will help to activate the frontage of the development. If there is provision of B1 floorspace then this would be provided at affordable rent. D1 and D2 uses could occur and be positive, with a restrictive condition.

Design, conservation and heritage

14. Design is an important consideration, and buildings need to be high quality. This is promoted by policy 7.6 of the London Plan, CP6, CP8 of the Core Strategy and DMP1 of the Brent Development Management Policies. The applicant has provided a Design and Access Statement in support of the proposal. The site is not within a conservation area and does not contain listed buildings, and there are none nearby which would be impacted on by the proposal. The existing buildings on site are not considered of any great merit and their demolition is supported.

15. The layout is essentially two long blocks with a shorter block connecting them at the front of the site. This particular arrangement is considered to optimise the amount of development on the site. It has been considered if an alternative arrangement could be used instead, but the proposal does respond to the size and shape of the site (and this needs to be read alongside comments below on the Quality of the resulting residential accommodation). It allows for space on the east and west side of the site which allows for vehicular and pedestrian access. There would be a car parking ramp leading down to the lower ground floor car parking to the west. To the east would be a road, with a wide landscaped pavement leading to the canal and the pocket park which is proposed in front of the site. Some concern has been raised by the Canals and River Trust about this access for pedestrian and the lack of surveillance. The northern part of the access would have residential units at upper ground level opening out on to it, but the sloping gradient means that the grilles of the car parking would face the southern part. However, there would be flats on the upper floors which would look on to this space, so the relationship is considered acceptable. It is not considered feasible to have commercial uses in this location, as they are away from the focus of activity (which is the north and south of the site).

16. It needs to be acknowledged that the intention is for the sites either side to be developed, and it is hoped that this occurs in due course even if there are no specific plans in place currently. One of the comments received is from the Liberty Centre which confirms this intention. In the absence of firm plans the relationship either side appears somewhat odd as it would sit against the existing commercial units. The applicant has set back the development by 10m from either side (as required by SPG17) to ensure that it does not prejudice the development potential of these sites, and if they are developed the highways and public realm should mesh together.

17. A key aspect of the layout is the creation of the pocket park and canalside path. Improving access to the canal for pedestrians is referred to in the site allocation as is the need for amenity/open space. Therefore, this is strongly supported. It would provide an attractive space for people to pass through (when the other sites are developed), or to sit. The relationship of the space to the grilles which serve the car parking is a little unfortunate, but there would be overlooking of the space from the flats above so as to reduce the chances of anti-social behaviour. Details of landscaping could be provided via a condition to minimise the visible impact of the grilles and noise from cars as far as is possible.

18. The building would be most visible from Mount Pleasant in the north, and the canal towpath to the south. From Mount Pleasant it would be 6 storeys in height at its north western corner, before dropping to 4 storeys and increasing to 5 storeys moving east. The eastern elevation would be slightly less visible, but would maintain the 5 storeys, but with the slope down this becomes 6 storeys, before dropping to 4 and then rising again to 6 storeys towards the canal. The southern elevation which faces on to the canal would be 6 storeys, and it is here that the concept of the two blocks is apparent, with the lower ground floor parking linking the two. The western elevation is then 6 storeys adjacent to the canal, dropping to 4 further north and then rising to 6 storeys. The Alperton Masterplan indicates that building heights in this area should mainly be three storeys. The proposal does exceed this, and this has also been raised by an objector. It should be noted that the Alperton Masterplan is planning guidance rather than policy, with planning policy seeking to ensure that development is appropriate for its context. There is a degree of separation between the southern side of Mount Pleasant and the north, resulting in an acceptable relationship between the suburban housing to the north and the new urban developments that is proposed to the south. The proposed scale of development is accordingly considered to be acceptable and appropriate for its context.

19. The applicant has provided details of the materials and the specific design features. There would be a regular pattern of windows and balconies in a grid. The buildings would be split into sections by vertical detailing, which allows for the width of the building to be broken down. The ground floor entrances to the commercial units and residential flats would be legible, and the shopfronts predominantly glazed. Brick is proposed, but with two colours: one slightly lighter than the other. There would also be bronze coloured window panels. The balconies would be bronze metal to match. Brick is the predominant material in the surrounding area and the overall appearance is considered to be high quality.

20. Overall, the building's design and appearance is considered acceptable. It would be taller than the guidance specifically states, but the overall impact would be positive. The materials proposed are considered high quality but specific details would be required by condition.

Quality of the resulting residential accommodation (including housing density and mix)

21. Policy 3.5 of the London Plan seeks high quality residential units. Based on a PTAL of 2, the density matrix within the London Plan suggests that 200-450 habitable rooms per hectare is appropriate on the basis that the site is considered urban. This drops to 15-250 if it is considered suburban. However, the

development would have a density of 518 habitable rooms per hectare, so beyond this. The guide is important but is inevitably very broad and applies across London. It is within walking distance of public transport, and there is potential for this to be improved (see later section on Highways and transportation). The designation of Alperton as a Housing Zone, also implies a high density.

22. The units themselves are considered to be high quality. There would be secure entrances in locations which are overlooked so as to maintain security, and in turn would overlook public areas in a more positive way than the existing buildings do. The number of units per core is no more than 6 across the development, and the units themselves exceed the minimum sizes within the London Plan. They would be logically laid out. The majority of the units are single aspect, but daylight would be received through the generous windows. This arrangement is largely a result of the layout and the depth of the buildings, which results in a central corridor with flats either side. As noted above, it is considered the most appropriate layout for the site to optimise the level of development, and importantly the number of north facing single aspect units has been minimised.

23. An assessment has been provided which assessed the levels of daylight and sunlight that each flat would receive. This is based on Vertical Sky Component (VSC), Average Daylight Factor (ADF), and Daylight Distribution (DD), all of which are acknowledged measures of daylight. In total, 52.9% of the windows would receive an acceptable level of daylight when assessed against VSC. Part of this is due to the presence of balconies which does reduce the light available, and the light at the lower levels is inevitably lower. When ADF and DD are used to test the daylight, the percentage increases to 79.1% and 85.8% respectively. Whilst it is always hoped that this would be 100%, it is recognised that this is not always achievable within urban areas where there are inevitably obstructions. Therefore, overall there is no objection made to the internal daylight.

24. Private balconies are a feature of the development. There are some areas where overlooking between units may be possible, and they are around the internal corners of the site. This is where some units on each floor facing south could potentially see into units facing east and west, and vice versa. At one point the distance between some windows and balconies drops as low as approximately 7.25m. There is a further point where the distance between a balcony and a bedroom window is approximately 9.2m. To address this it is recommended that a condition is imposed to require details of privacy screens to be submitted for approval. On a general note the form of the development, and the width of the site, means that some units which face into the site towards its north are less than 20m from each other (as recommended by SPG17), so implying a level of overlooking. This is approximately 17m at the closest points, and as the two blocks are slightly splayed this steadily increases to exceed the 20m guide. This is considered to be acceptable given the splayed nature of this space, its orientation and the scale of development that is proposed.

25. In addition to the private amenity space, and the new open space adjacent to the canal there would be a substantial communal amenity space between the two blocks, which is welcomed. The London Plan includes guidance on this, which is based on the GLA's requirement for 10sqm for each child. There are no specific details of playspace equipment on the drawings, but this is where it could be provided. The space is large enough to serve a dual purpose of playspace for children and amenity space for everyone. A condition is suggesting seeking further information.

26. The applicant has indicated that the units would accord with Building Regulations requirement M4(2) ' Accessible and adaptable dwellings', and that 10% would meet M4(3), which is designed to be wheelchair accessible, or easily adaptable. This accords with adopted policy. A condition would be imposed to require that this is done. Comments below on transportation are also relevant to the wheelchair units.

27. The mix of units is:

	NUMBERS				PERCENTAGE			
	1 bed	2 bed	3 bed	Total	1 bed	2 bed	3 bed	Total
Affordable rent	9	7	8	24	38%	29%	33%	100%
Intermediate	3	8	0	11	27%	73%	0%	100%
Private	24	58	18	100	24%	58%	18%	100%

TOTAL	36	73	26	135	27%	54%	19%	100%

28. 19% of the units would be family sized, with the others being 1 and 2 bedrooms. Policy CP2 seeks 25% to be family units (with 3 bedrooms or more). The Alperton Masterplan contains a different mix.

	PERCENTAGE			
	1	2	3	Total
Affordable rent	15%	45%	40%	100%
Intermediate	45%	45%	10%	100%
Private	45%	45%	10%	100%

29. This only seeks 10% of intermediate units and family sized units as family sized, with 40% for affordable rent. The mix is closer to this than the borough wide target. It is clearly not identical, but there is recognition that this is a dense development and so lends itself more to smaller units. Therefore, this is considered acceptable.

30. The applicant has provided a noise impact assessment, which has been reviewed by the Council's Environmental Health Officer. This included measurements of the existing background noise levels as a baseline on which to assess the suitability of the site for residential usage. Noise from road traffic and commercial operations are a factor, and the proposal would introduce new commercial uses which would generate noise. In particular, break-out noise from the commercial units needs to be considered, and there is inevitably plant and machinery required for commercial units. Mitigation measures focus on the separating floor between the car parking, commercial units and residential units. The Environmental Health Officer has endorsed the methodology used, but has suggested conditions to ensure that the internal noise environment is appropriate. These conditions would ensure that the mitigation is included within the final design of the building (including sound insulation), and that noise restrictions are placed on the plant and machinery.

31. In addition to noise, ventilation and extraction equipment can also result in odour. With potential for an A3 use or certain A1 uses this needs to be considered. To address this, a condition could be imposed to require further details in the event that there are commercial kitchens. This is a usual approach, and has been agreed with the Environmental Health Officer.

32. A separate assessment into air quality has been submitted, reflecting that the site is within an Air Quality Management Area. There is potential exposure from traffic and from commercial uses nearby. The existing residential units to the north do not generate poor air quality. The Environmental Health Officer has endorsed the approach, and there are no specific mitigation measures required. However, a condition is proposed to require that an Air Quality Neutral Assessment is undertaken and submitted for approval.

33. Overall, the quality of the accommodation is considered to be high. The units would be well laid out with good outlook, although there would be some areas where overlooking could occur they are mitigated by conditions and are not considered to be sufficiently bad as to result in an objection. Additional conditions are also suggested seeking further details.

Affordable housing, tenure and viability assessment

34. London Plan Policy 3.12 requires boroughs seek the maximum reasonable amount of affordable housing when negotiating on private and mixed use developments, having regard to a number of factors, including development viability. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of new homes delivered in the borough should be affordable. Brent's DMP15 reinforces the 50% target set by policy CP2 and the need to seek the maximum reasonable amount of affordable housing. It also notes that 70% of new affordable housing provision should be social/affordable rented housing and 30% should be intermediate housing in order to meet local housing needs in Brent. London Plan Policy 3.11 sets a ratio of 60% social/affordable rented housing and 40% intermediate housing for new affordable housing across London.

35. The applicant submitted a Financial Viability Assessment (FVA) to support this application. The Council appointed consultants to independently assess this FVA. The Council has evaluated the appraisal in order to ensure that the proposed affordable housing represents the maximum reasonable amount. The applicant initially concluded that the scheme could not provide any Affordable Housing. However, following the assessment process, it was concluded that the scheme could viably provided 26 % Affordable Housing,

assuming that Affordable Housing grant is available. Given the location of the site within a Housing Zone, grant is likely to be available. The applicant subsequently submitted revised Affordable Housing proposals, proposing 26 % Affordable Housing (by unit) with a 68.6 : 31.4 ratio of Affordable rent to intermediate shared ownership. The Affordable Housing proposals therefore represent the provision of the maximum reasonable proportion of Affordable Housing, with a tenure split that reflects the Council's adopted policies. Nevertheless, relatively small changes in the key parameters can have a significant impact on scheme viability and the level of Affordable Housing that the scheme can deliver, particularly in an area where significant change is envisaged through the consent and build-out period. A post-implementation review of the financial viability of the scheme is accordingly considered to be necessary. The Affordable Housing proposals are considered to be acceptable

Neighbouring amenity

36. The impact on neighbours is also a significant consideration, and policy DMP1 seeks to ensure that this is acceptable. The buildings to the east and west are currently commercial and so are not as sensitive to noise as residential uses, the nearest of which are opposite on the northern side of Mount Pleasant and on the southern side of the canal.

37. As noted above the applicant has submitted information relating to daylight and sunlight. This identifies a number of residential properties which were included in the assessment. They are on Mount Pleasant, Belmont Avenue, Stanley Park Drive, Beresford Avenue and Carlyon Road. All windows were assessed in terms of daylight. For sunlight, only those which face the site and are within 90 degrees of due south are considered.

38. The impact on daylight to existing properties is different to levels proposed within the development itself, as they are already inhabited. Vertical Sky Component (VSC) is a measure of daylight. The criteria to consider are whether the resulting levels of daylight are less than 27%, and if not then does the level remain above 80% of the existing level. The results show that there would not be an unduly detrimental impact on the daylight received by the 81 windows which are within a reasonable distance of the site, and which has been tested.

39. Sunlight is expressed as a percentage of Annual Probable Sunlight Hours (APSH). Similarly to daylight, the assessment shows that all windows would pass the relevant tests, and so there would not be a material reduction in the amount of sunlight received by neighbouring units.

40. Overshadowing concerns existing amenity spaces, and involves calculating the effects of these spaces being in permanent shadow on 21 March (the spring equinox), when at least half of the space should receive at least 2 hours of sunlight. There are no existing areas of open space or amenity space which are close enough to be overshadowed, and the new pocket park would be to the south of the buildings proposed. The internal courtyard is more susceptible to shade, as it is flanked by the blocks on either side. The single storey element between the two would allow sunlight to reach the site. Overall, 96% of the courtyard would pass the test, which is considered acceptable.

41. As discussed above, issues relating to privacy and overlooking can occur where windows or amenity areas are introduced within 20m of existing windows to habitable rooms. The nearest residential units are on Mount Pleasant. Opposite, the distance to the nearest is in excess of 20m and separated by a public highway. To the west the residential units are at an angle approaching 90 degrees to the site itself, and so the windows themselves would not face each other.

42. Vibration is unlikely to occur from the completed development, even for a use such as gymnasium. It is possible that vehicles making deliveries could cause some vibration, but this would be limited and localised to the site itself. It is also unlikely to be frequent enough as to cause prolonged nuisance. There is potential for vibration during the construction period. Some of this is inevitable, and by definition would be temporary. However, the requirement for a Construction Management Plan would ensure that this is managed as much as is possible.

43. The impact on air quality has been considered above in terms of future occupants. Existing nearby occupants are not expected to be impacted on in a significant way by the proposal, which would not have inherently detrimental impacts on air quality in the way an industrial use may have. There is potential for an improvement over and above the current situation. Nevertheless it is suggested that a condition is imposed to ensure that the development is air quality neutral.

44. Obtrusive light can be a problem. The commercial units would be well lit, but the level of light spill is likely

to be negligible. Lighting along the canal would need to be appropriate, and a condition would be imposed seeking further details. This is based on the impact on neighbours and the canal. The Canal and River Trust are keen to ensure that there is no light spill from the development will affect the water.

45. There is an overlap between the comments above on noise and odour as it could affect both future occupiers of the development and neighbouring properties. The condition requiring details of ventilation and extraction equipment proposed within the development would assist surrounding properties as well as future residents. The same is true of the condition suggested to require that plant and equipment proposed does not exceed certain noise levels. Residential uses are generally more susceptible to noise than generating it.

46. The building is not so tall that any issues of microclimate are expected. Tall buildings can create canyon effects with increased wind. However, this proposal is only 6 storeys at its highest point and it relatively open to both the front and rear.

47. Security is an issue which can affect neighbours and visitors to the area. Comments above on natural surveillance are relevant. There would be a significant number of windows facing out from the site as to discourage anti-social behaviour. There is no guarantee that there will be no instances, but the proposal is likely to improve the situation when compared to now, with flats occupied throughout the day and night as opposed to the commercial units.

Highways and Transportation

48. Car parking allowances for the existing and proposed uses on the site are set out in Appendix 1 of the adopted DMP 2016, with servicing requirements set out in Appendix 2. As the site does not have good access to public transport services and is not located within a Controlled Parking Zone, the higher residential allowances apply.

49. The existing warehouses and industrial units would therefore be permitted about 25 car parking spaces. No formal marked spaces are provided within the sites at present, but the existing roads and concrete aprons around the buildings would be capable of accommodating up to about 40-50 cars, which exceeds allowances. The warehouses also require servicing by full-size lorries, but the tightness of the roads and service yards around the site means servicing requirements would be difficult to fully accommodate.

50. The parking allowance for the 136 proposed flats totals 146 spaces, whilst up to about five spaces would be allowed for the two commercial units, depending on their precise use. The proposed provision of 82 spaces within the proposed basement car park would therefore accord with maximum standards.

51. The provision of eight wide bays designated for use by Blue Badge holders (10% of the total) meets the requirements of the DMP. The headroom provides suitable clearance for high-top conversion vehicles for wheelchairs.

52. The layout of the basement car park meets standards in terms of dimensions and the inclusion of 34 electric vehicle charging points (17 active & 17 passive) meets London Plan requirements for 40% of spaces to have charging facilities.

53. The proposed 6.3m width of the driveway to the car park (narrowing to 4.8m as it enters the building) will allow two-way flow and is fine, whilst the gradient (8.2%) is also within acceptable limits. Key-fob controlled gates to the driveway are also shown set 5m from the highway boundary, allowing cars to sit clear of Mount Pleasant whilst they are opened and closed.

54. Policy DMP12 also requires that any overspill parking generated on the highway can be safely accommodated though, so that it does not harm existing on-street parking conditions in the area. As a proxy, it is generally assumed that residential demand will average 75% of the maximum parking allowance, which would translate to demand for 111 spaces and result in a potential overspill of 28 cars from the site.

55. However, the basement access driveway and the road on the western side of the site together offer potential for 24 cars to park parallel to the building clear of the public highway and there is also potential scope for five further cars to park along the Mount Pleasant frontage of the site once the crossovers to the site are reinstated to footway (which will need to be done at the developer's expense as part of any S278 works). As such, it is considered that potential overspill parking can be safely accommodated around the site without compromising highway safety, particularly as car ownership data from the 2011 Census suggests that car ownership for flats in this area averages little more than 0.5 cars per flat.

56. Nevertheless, to help to mitigate any future parking problems that may arise, funding towards the introduction of a Controlled Parking Zone should be sought, to include subsidising the cost of parking permits in the area for existing local residents. This will need to be secured through a S106 Agreement rather than the CIL and to be consistent with other developments in the area, a sum of £500 per flat (total £68,000) is sought. A condition removing the right of future residents of this development to parking permits should the CPZ be introduced is also sought to limit the potential for overspill parking.

57. The London Plan requires the provision of a secure long-term bicycle parking space for every 1-bed flat and two spaces for all larger flats. The five proposed storage rooms around the edge of the car park have capacity for 238 bicycles, which provides sufficient parking in a secure and sheltered location close to the various entrance cores for the flats.

58. For short term bicycle parking, four spaces are required for the flats and up to 12 spaces for the commercial units, depending on their exact use. The proposed provision of eight 'Sheffield' stands (16 spaces) on the newly landscaped footway will satisfy requirements.

59. Bin storage areas are proposed alongside each entrance core to the building, allowing residents easy access to refuse and recycling bins. A large temporary communal bin storage area for 34 Eurobins and 15 wheeled bins is also proposed on the eastern side of the site, adjoining the driveway to the basement car park, with the site management company moving bins to and from the temporary store on collection days.

60. The initially proposed intention for refuse vehicles to reverse about 30m along the car park access from Mount Pleasant to reach the refuse store was considered unacceptable. Reversing into the site from Mount Pleasant is not considered to be safe and is contrary to Brent's Waste & Recycling Storage Guidelines, which state that reversing of refuse vehicles should be avoided for safety reasons, particularly as vehicles will back into the site from a busy distributor road.

61. Amended refuse collection arrangements were received, with refuse vehicles proposed to stop within a new servicing, adjacent to the highway. At a distance of 13 m, it is marginally over the 10 m distance to the refuse store referred to with waste planning guidance. However, this is considered to be acceptable. As the servicing bay will be on land that is currently used as footway, additional land will need to be provided to the rear of the servicing bay as adopted highway to re-provide the footway along Mount Pleasant.

62. Servicing for the commercial and residential units can also be undertaken from this new bay.

63. Otherwise, a Delivery & Servicing Management Plan is proposed for the development, which will include measures such as pre-booking of deliveries to the retail units to avoid peak hours, use of local suppliers where possible and operation of a goods holding facility for the residential flats. Surveys will then be undertaken annually for the first three years from occupation to review the success of the Plan and update it where necessary.

64. The use of such a plan to pro-actively manage deliveries to the site is welcomed, but can only be of limited use for a residential scheme where the majority of deliveries cannot be pre-booked. It is not therefore sufficient to mitigate the servicing problems identified above.

65. Fire access is generally required around 50% of the building perimeter and whilst this is available, reversing is required to access the eastern and western sides of the building. Two dry risers are proposed on the western side of the building though to assist with tackling a fire though and this is fine.

66. The proposed location of the new access onto Mount Pleasant is acceptable, with its position on the outside of a bend providing suitable sightlines for both vehicles and pedestrians. Indeed, the reduction in the number of access points from Mount Pleasant is welcomed in highway safety terms.

67. It is recommended that an entry table with tactile paving be incorporated into the design of the access though, whilst the cost of removing the three existing crossovers that will become redundant and reinstating them to footway with full height kerbs will need to be met by the developer.

68. It is also proposed to widen and re-landscape the Mount Pleasant footway along the site frontage and it is recommended that the widened area of footway be offered for adoption as publicly maintainable highway under an agreement under S38 of the Highways Act 1980, with the works in the existing highway undertaken through S278 of this Act.

69. Pedestrian access to the main building is provided directly from Beresford Avenue, with steps up to an

internal courtyard area from which access to other residential cores is provided. Further pedestrian access to the rear flats is proposed from via a new footpath alongside the private access road on the western side of the building and from the proposed canalside path.

70. The provision of these paths, allowing connection through to a future footpath along the northern bank of the Grand Union Canal is welcomed and should be secured for future public use as a condition of any approval.

71. The size of the proposal is such that it should be supported by a Transport Assessment.

72. The assessment has considered likely future trips to and from the site, based on comparisons with surveys of journeys to and from six other blocks of flats in inner and outer London with low to moderate access to public transport services and varying levels of off-street parking.

73. The sites chosen were from the discontinued TRAVL database though, so are all quite old (1999-2012). Nevertheless, a comparison by Brent's officers with more recent survey sites from the TRICS database showed lower trip rates and on this basis, the data used is considered to be robust.

74. The TA therefore estimates future peak hour trips to and from the site of 13 arrivals/73 departures in the morning peak (8-9am) and 46 arrivals/28 departures in the evening peak (5-6pm).

75. There may also be further trips associated with the two proposed retail units, but being of a small scale, these have been assumed to serve the local population only with most journeys by foot or by people passing the site anyway on their way elsewhere and this is accepted.

76. Modal share figures from the 2011 Census for Brent were then applied to these trips, based on 27.5% of those residents in employment travelling as car drivers. On this basis, peak hour vehicular trips to and from the site are estimated at 4 arrivals/22 departures in the morning peak hour and 14 arrivals/8 departures in the evening peak hour (5-6pm).

77. These vehicular flows have then been added to existing traffic flows along Mount Pleasant, using the assumption that two-thirds of trips will be to and from the east (i.e. North Circular Road). This exercise results in predicted increases in peak hour traffic flow along Mount Pleasant of less than 3%, which is not considered to be significant enough to warrant any further examination of highway or junction capacity in the area.

78. In terms of public transport impact, the development is estimated to add 29 additional passengers to morning Underground services and 28 to evening Underground services, the majority of whom are likely to use the Piccadilly line from Alperton station (although some may use alternative lines at Stonebridge Park and Hangar Lane).

79. Data for existing passenger flows through Alperton station has been obtained from TfL and comparing figures suggests that even if all passengers from this development use Alperton station, flows through the station would increase by only 2.7% in each peak hour, with less than two additional passengers per train on average. This increase is not considered to be significant, particularly since planned upgrades by TfL to the Piccadilly line will increase capacity by 60% by 2026.

80. Bus journeys to and from the site are estimated at 15 trips in the morning peak hour and 13 trips in the evening peak hour. Only one bus route (no. 224) currently serves the site at a frequency of four buses per hour in each direction, so no more than two additional passengers per bus would be expected on average. This is again not considered significant enough to warrant further analysis. Bus route extensions (e.g. routes 83 and 440) to serve future further redevelopment in this area have been proposed as the Alperton Masterplan is developed and built-out, but the scale of this development is not sufficient by itself to warrant any such route extensions at this time. However, the nearby bus stops would benefit from upgrades such as shelters for the stops to the west and real-time countdown information for the stops to the east.

81. A total of 55 walking trips are estimated to be generated in the morning peak hour and 49 in the evening peak hour, whilst peak hour cycling trips are estimated at five trips in the morning and three in the evening. There are again proposals to improve walking and cycling links through the area as the Masterplan is developed and individual sites come forward. This particular development will play its part in that respect by providing a canalside path and link from Mount Pleasant, with future developments aiming to improve pedestrian and cyclist links to Alperton station.

82. The road accident history for the area was examined for the wider area between Ealing Road and North

Circular Road (service road) for the three year period January 2013 - December 2015. Although a large number of accidents were recorded on Ealing Road and North Circular Road service road, only seven personal injury accidents were recorded within about 250 metres of the site, of which one resulted in serious injury and one involved a pedestrian. These accidents were spread around the area and there were therefore no common factors between them, although parked cars were involved in three of these accidents, indicating the relatively high levels of on-street parking in the area. However, there are no particular problems identified that would be likely to be worsened by this proposed development, with no accidents recorded along the site frontage.

83. In conclusion, the transport impact of the proposal on all modes of transport is considered acceptable, with a number of improvements to sustainable transport proposed in the area to support regeneration.

84. To help to deliver a sustainable development, a draft Residential Travel Plan has been incorporated into the Transport Assessment, setting out an outline structure of content from which a full Travel Plan can be developed that will satisfy an assessment using TfL's ATTrBuTE programme.

85. The objective will be to promote alternative modes of transport to the car and ensure more efficient use of vehicles, with the aim of reducing car trips to and from the site by 10% below the predicted baseline set out in the Transport Assessment within five years of occupation. This target will be reviewed once an initial survey of trips has been undertaken, within six months of 75% of the flats being occupied.

86. The Travel Plan will be managed by a Travel Plan Co-ordinator employed by the Site Management Company. This person will provide travel information and promotional material to residents through Welcome Packs and a Residents' Forum and ensure that all residents are notified of the car-free agreement.

87. The outline Travel Plan measures are a little flimsy at present and will need to be developed much further. In particular, promotion of local Car Clubs in the area, including subsidised membership for residents, will be required and dialogue should be held with Car Club operators on the possibility of providing a Car Club vehicle on or near the site, either on completion of the development or at a later date as more development is built out.

88. The success of the plan will be monitored using i-TRACE compliant surveys undertaken three and five years after occupation of the development, in accordance with standard practice.

89. A S106 Agreement is recommended to secure the submission and approval of a full Travel Plan prior to a material start of sufficient quality to score a PASS rating using ATTrBuTE, which will thus need to include confirmed details of adequate funding.

90. Finally, a draft Construction Logistics Plan has been included in the Transport Assessment for the estimated two year construction period for the development, setting out issues that will need to be addressed.

91. The estimated maximum volume of daily deliveries is predicted at 40 and these will be unloaded on-site where possible. No mention is made of pre-booking and this is essential to ensure this volume of daily deliveries can be accommodated at all times on site or in the designated loading bays.

92. Access arrangements onto the site will be considered in more detail through the final CLP and a temporary construction crossover may be required, which will require a licence from Brent's Public Realm Protection team. Banksman will also be required to assist safe access onto the site, particularly if vehicles need to reverse in from Mount Pleasant.

93. Unloading on site may not always be possible, particularly for abnormal loads, so a temporary on-street loading bay may be required and if so, a suitable temporary Traffic Regulation Order will need to be secured through Brent's Highways & Infrastructure service.

94. The site is located close to the North Circular Road, so all deliveries are expected to use that route, reaching the site via either Ealing Road/Mount Pleasant or via Beresford Avenue, which is acceptable.

95. It is not expected that the footway of Mount Pleasant will need to be closed and a gantry will be provided if necessary. This would require a licence from the Public Realm Protection team.

96. No off-street car parking is proposed for staff, although cycle parking will be provided. As the surrounding roads are not within a Controlled Parking Zone, Travel Plan measures should be employed to discourage car use amongst construction workers.

97. In general, the draft CLP is fine and will need to be developed further prior to a material start as a condition of any approval. Overall, with mitigation measures which would be secured through a mixture of conditions and legal agreement the proposal is considered acceptable in transportation terms.

Trees, Landscaping and Public Realm

98. There are no trees on site which are subject to a Tree Protection Order. An assessment of the trees on the site has been provided. There are 3 trees growing on the landscape verges in front of the site. One of them is a willow, which has been damaged. It is proposed to remove this, and there is no objection raised to this. As noted above there is a tangible improvement to the public realm proposed. The frontage would be more attractive than is currently the case, and there would be access from Mount Pleasant to the canal where the walkway and pocket park would be. Until the sites either side are redeveloped then it would be a place to sit, but it would over time become a walkway which would be a real addition to the local area. This site is playing its part in making this a reality, which is all it can do. Details to be provided by conditions would ensure that the space is high quality with attractive hard and soft landscaping, and the section 106 agreement would ensure that it is made available. There would be an overall increase in the number of trees, and green space, which is strongly supported.

Ecology and Biodiversity

99. An Ecological Appraisal has been submitted as part of the application. In March 2016, an extended Phase 1 Habitat Survey was carried out. The Appraisal states that the buildings adjacent to the canal have a low potential to support bat roosts. Therefore a phase II bat survey was carried out. No bats emerged and therefore no further survey work is required.

100. The offsite canal is a Site of Importance for Nature Conservation (SINC; Metropolitan tier) and is of County value. Strategic design and landscaping are required to avoid light spill onto the canal. Additional precautionary measures to protect the canal during construction have been recommended and this will be secured by condition. Mitigation measures have also been suggested, and the Appraisal confirms that implementing these recommendations will ensure that there are no significant impacts upon protected species. The mitigation measures include the following:

- tree planting along length of the canal (species to include Goat willow and common alder)
- good practice measures to be taken during the construction phase of the development to avoid unnecessary impacts to the canal
- oil and chemicals will be stored away from the canal and protected by bunding
- machinery and wheels to not be washed within 8 metres of the canal as the washwater could pollute the water course
- the green wall should utilise climbing plants (common ivy; honeysuckle; and golden hop) along its length along with bird boxes (Schwegler 1MR or Vivara Woodstone) and invertebrate boxes (Bee and Bug Biome, Schwegler Clay and Reed box and Schwegler Solitary Insect House)
- it is recommended that the building is demolished within the bat hibernation period (1st October - 1st March). To mitigate for the loss of roosting opportunities on site, it is recommended that two Schwegler 1FR bat tubes are installed within the site
- the removal of any vegetation should ideally be undertaken outside the nesting bird season (which is generally taken to be March to August, inclusive)
- Install five additional bird nest boxes (Schwegler 1MR or any Vivara pro Woodstone nest boxes) into the external walls of new buildings.
- install a group of 9 swift nest boxes (Schwegler swift boxes 1A, 16, 17 or 18) onto the external walls of a new building, thereby increasing nesting opportunities for birds at the site. Install one bat tube (Schwegler 1FR, 1WI or Ibstock Enclosed Bat Box 'C') into the external wall of a new building

101. With conditions in place to ensure these mitigation measures are implemented, the proposal is considered acceptable.

Contaminated Land

102. The applicant has submitted a land contamination assessment, which is appropriate given that the historic uses of the site could have deposited contaminants into the soil, and the site investigations did identify chemicals. The report identifies potential for a number of potential sources of contaminants, including oil drums and industrial machinery. The report includes a risk assessment and soil and groundwater testing. The Environmental Health officer has reviewed the information and requested conditions requiring a further

site investigation following demolition, and a verification report to show that remediation has been carried out. This is particularly important given the relationship with the canal. The Canal and River Trust has identified a risk of contaminated water entering the canal. To discharge the conditions the applicant will need to address this specific point. With these conditions the proposal is considered acceptable.

Sustainability and energy

103. Chapter 5 of the London Plan includes policies requiring that developments are constructed to minimise their carbon emissions. This is based on the energy hierarchy: 'Be lean', 'Be clean', 'Be green'. This can be summarised as firstly reducing the carbon within the building's structure so that less energy is used. Secondly, considering whether there are methods to increase energy efficiency, and this is done through Combined Heat and Power (CHP) and connection to District Wide Heating Networks (DWHN). Finally, renewable energy should be incorporated into the design of the building.

104. The Applicant has submitted a Sustainability Statement. The proposal has targeted sustainability throughout the lifetime of the building with a particular focus on energy and water efficiency measures. Passive design measures also feature within the building to prevent overheating and avoid excessive requirements for heating and cooling. The BREEAM New Construction pre-assessment for the proposed non-residential space demonstrates that the development can achieve a BREEAM rating of Excellent with a score of 72.9%. This is supported. The total overall carbon reduction is predicted to be 35% through high fabric efficiency, through the use of PV panels. Appendix B of the submitted Sustainability Statement shows where compliance is achieved and when it has been considered to not be feasible. The priorities which are not considered to be feasible include providing space for food growing, retaining the existing green infrastructure, connecting or establishing a district heating or cooling network and incorporating rainwater harvesting.

105. A positive impact on surface water run-off from the site is anticipated as soft landscaped areas will be installed on site.

106. The London Plan also has a target for water use. Policy 5.15 requires developments to minimise the use of mains water by incorporating water saving measures and achieve a consumption target of 105 litres (or less) per head per day. A condition would be imposed to ensure that this is achieved.

Community Infrastructure Levy / Planning Obligations and Social Infrastructure

107. The GLA and the Brent Council have Community Infrastructure Levies (CIL) in place, which the development would be liable for. The GLA is a flat rate of £35 per sqm of floorspace. The Brent CIL has different amounts for different uses, including £200 per sqm for residential floorspace, and £40 for retail, restaurant/café, and office. However, social rented housing is not liable.

108. An objection notes the impact on local infrastructure, in particular schools and doctors. The purpose of CIL is to ensure that infrastructure is provided, and is calculated on a proportionate basis to the size of the development. In addition, the proposal includes the possibility of a medical facility being within provided the development itself, although it is acknowledged that this cannot be guaranteed.

109. A number of planning obligations have been referred to above. In addition, the applicant would pay the Council's legal and other professional fees in preparing and completing the section 106 agreement, and monitoring and enforcing its performance. The applicant would also join and adhere to the Considerate Contractors scheme. Finally, the publicly accessible areas within the site, principally the canal walkway, would need to be made available and maintained by the applicant.

Other Issues

110. Over and above the accessibility to and within the residential units which is discussed above, it is also necessary for the commercial units to be accessible. Those proposed would have level access and meet the requirements of part M of the Building Regulations.

111. The site is classified as Flood Risk Zone 1, which is for land and property which is considered to have a low probability of flooding. Comments above on SUDs and landscaping are relevant, and even though there is not a particular susceptibility to flooding on the site, it would nevertheless represent an improvement on the current situation which is overwhelmingly hardstanding.

112. Details of waste and recycling are referred to above, specifically in relation to vehicular access to the

storage areas. Residential storage is shown at lower ground floor level accessed from the car park. There would be 6 areas associated with the residential cores, and a large temporary waste holding area. This is considered broadly adequate, and a condition would request specific details to be provided in due course.

113. Consultation with Historic England's Greater London Archaeological Advisory Service (GLAAS) has confirmed that this is not within a site of archaeological importance. An assessment has been submitted as part of the planning application regardless. Overall, the conclusion is that the proposal would not impact on any heritage or archaeological features (whether statutory or non-statutory).

114. There is a draft Supplementary Planning Document on Basements (November 2016). This is in its early stages of development, and whilst it is a material consideration limited weight is attached to it until the results of the consultation period have been assessed. Notwithstanding this, much of the content is aimed at basements beneath residential properties, rather than the lower ground floor proposed. It is considered that the issues discussed in the document (such as amenity and design) are covered elsewhere in this assessment.

115. This is the second site along this section of the canal for which planning permission has been sought. The other is 100 Beresford Avenue (16/0389), where a planning application was submitted in January 2016 but is not yet determined. The planning policy for the growth area seeks further developments. At the moment they have not come forward, but if they do and were to receive planning permission then there is a possibility that more than one development could be constructed at the same time. This has the potential to increase the level of disruption during the construction period. The CMP is proposed to minimise the impact of this development. Whether or not more than one development is built in an area at one time cannot be controlled through planning.

Conclusion

116. The site is allocated for a mixed use development, and is an important part of the Mount Pleasant Area given its location on the canal. This allocation includes a significant number of residential units and the residential led proposal accords with this allocation. The proposal would result in the loss of existing occupied industrial/office space, but it has been acknowledged that it is not possible for the existing provision to be protected in its current form, particularly with the site allocation envisages a residential led scheme. Two commercial units are proposed, with retail being included in the suite of uses that are proposed are proposed for these units. While this is outside of a town centre, the size of the units is such that they are sized to meet a local need and planning policy does not require an assessment of retail impact. The resulting mixed use development, incorporating a substantial amount of residential floorspace alongside retail uses is considered acceptable.

117. The design and appearance of the building is considered to be of high quality, with an appropriate relationship to the surrounding existing uses and also the likely future context. The proposed development is higher than as was set out in the Alperton Masterplan. However, the relation between the existing buildings in the vicinity and the surrounding development is considered to be acceptable in terms of the principles of urban design and the potential impact on light and outlook.

118. Affordable Housing is proposed at a rate of 25 % (by unit) which is considered to represent the maximum reasonable proportion that the scheme could deliver. The split between tenures also accords with the Council's policies. Nevertheless, small changes in scheme viability could affect the viable levels of provision and a post-implementation is accordingly considered to be necessary. This is in line with the relevant policies and guidance.

119. The residential accommodation proposed would be high quality, with the units being well sized with good outlook and amenity space (private and communal). There would be some areas where overlooking could occur between units within the scheme but this can be mitigated through the use of privacy screens for balconies, secured through condition.

120. Following on from this, there would be an impact on the highway and transportation. The creation of a CPZ and the removal of residents' ability to obtain parking permits is crucial to ensuring the impact of a development of this size being acceptable. Section 106 contributions are required to implement the CPZ. The transport impact of the proposal on all modes of transport is considered acceptable, with the level of parking considered to be sufficient. A number of improvements to sustainable transport to be brought forward in the area to support regeneration.

121. The applicant has demonstrated that, with the imposition of conditions and section 106 obligations, the

proposal accords with policies on environmental sustainability, and would have an acceptable impact on existing trees, ecology, and flood risk. Contaminated land has been considered and found to be acceptable, also subject to conditions. The proposed landscaping represents a real positive of the scheme that can also enhance biodiversity.

122. Overall, it is concluded that the development is acceptable, and it is recommended to the committee to grant planning permission subject to a S106 agreement and conditions.

CIL DETAILS

This application is liable to pay **£2,296,206.06*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 5007 sq. m.
 Total amount of floorspace on completion (G): 12757.1 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	12510.1	0	7600.04436 823416	£200.00	£35.15	£1,940,725.62	£341,082.53
Shops	247	0	150.055631 76584	£40.00	£35.15	£7,663.56	£6,734.35

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	286	
Total chargeable amount	£1,948,389.18	£347,816.88

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

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

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



DECISION NOTICE – APPROVAL

Application No: 16/4478

To: Miss K Mourant
Nathaniel Lichfield & Partners
14 Regents Wharf
All Saints Street
London
N1 9RL

I refer to your application dated 13/10/2016 proposing the following:

Demolition of existing buildings at Abbey Wharf, Delta Centre and all of 152 Mount Pleasant and redevelopment to provide a residential-led, mixed-use development of up to 6 storeys comprising 135 residential units (34 x 1bed, 79 x 2bed and 22 x 3bed) and 247sqm of commercial space (A1, A2, A3, B1, D1 and D2), landscaped amenity space, car and cycle parking and associated works.

and accompanied by plans or documents listed here:

Site Location Plan - IH-BM31497001-ZZ-DR-A-3_02-001 Rev D0-1
Existing Roof Plan - IH-BM31497-01-RF-DR-A-3_03-002 Rev D0-1
Existing Street & Canal Elevation - IH-BM31497-010ZZ-DR-A-3_05-000 Rev D0-1
Proposed lower ground floor - IH-BM31497-01-B1-DR-A-3_03-001 Rev D0-3
Proposed upper ground floor - IH-BM31497-01-00-DR-A-3_03-001 Rev D0-4
Proposed first floor plan - IH-BM31497-01-01-DR-A-3_03-001 Rev D0-2
Proposed second floor plan - IH-BM31497-01-02-DR-A-3_03-001 Rev D0-2
Proposed third floor plan - IH-BM31497-01-03-DR-A-3_03-001 Rev D0-2
Proposed fourth floor plan - IH-BM31497-01-04-DR-A-3_03-001 Rev D0-2
Proposed fifth floor plan - IH-BM31497-01-05-DR-A-3_03-001 Rev D0-1
Proposed Block Plan - IH-BM31497-01-RF-DR-A-3_02-002 Rev D0-1
Proposed Roof Plan - IH-BM31497-01-RF-DR-A-3_03-001 Rev D0-1
Proposed North & East Elevations - IH-BM31497-01-ZZ-DR-A-3_05-001 Rev D0-3
Proposed South & West Elevations - IH-BM31497-01-ZZ-DR-A-3_05-002 Rev D0-1
Proposed Internal East & West Elevations - IH-BM31497-01-ZZ-DR-A-3_05-003 Rev D0-2
Proposed Internal South, Setback North & South Elevations - IH-BM31497-01-ZZ-DR-A-3_05-004 Rev D0-1
Proposed Street & Canal Elevation - IH-BM31497-01-ZZ-DR-A-3_05-005 Rev D0-1
Plot Schedule - IH-BM31497-00-ZZ-SH-A-4_401-010-PlotScheduleOptB Rev C
Landscape Masterplan - INL20351-10E Rev G
Air Quality Assessment prepared by Entran dated: July 2016
Tree Report prepared by ACD Environmental dated 23/02/2016
Arboricultural Impact Assessment & Method Statement prepared by ACD Environmental dated 17/06/16
Archaeological Desk-Based Assessment prepared by CgMs dated September 2016
Daylight, Sunlight and Shadow Assessment prepared by Nathaniel Lichfield & Partners dated September 2016
Ecological Appraisal prepared by ACD Environmental dated June 2016
Energy Strategy prepared by Metropolis dated 06/09/2016
Flood Risk Assessment prepared by Rogers Cory Partnership dated August 2016
Geo-Environmental Report prepared by WDE Consulting dated September 2016
Noise Assessment prepared by Entran dated 25/07/16
Sustainability Statement prepared by Metropolis dated 07/09/2016
Transport Assessment prepared by Phil Jones Associates dated September 2016
at All Units at Abbey Wharf & Delta Centre and All of 152, Mount Pleasant, Wembley, HAO

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

Date: 15/05/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester". The signature is written in a cursive, slightly slanted style.

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

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

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

Site Location Plan - IH-BM31497001-ZZ-DR-A-3_02-001 Rev D0-1
Existing Roof Plan - IH-BM31497-01-RF-DR-A-3_03-002 Rev D0-1
Existing Street & Canal Elevation - IH-BM31497-010ZZ-DR-A-3_05-000 Rev D0-1
Proposed lower ground floor - IH-BM31497-01-B1-DR-A-3_03-001 Rev D0-3
Proposed upper ground floor - IH-BM31497-01-00-DR-A-3_03-001 Rev D0-4
Proposed first floor plan - IH-BM31497-01-01-DR-A-3_03-001 Rev D0-2
Proposed second floor plan - IH-BM31497-01-02-DR-A-3_03-001 Rev D0-2
Proposed third floor plan - IH-BM31497-01-03-DR-A-3_03-001 Rev D0-2
Proposed fourth floor plan - IH-BM31497-01-04-DR-A-3_03-001 Rev D0-2
Proposed fifth floor plan - IH-BM31497-01-05-DR-A-3_03-001 Rev D0-1
Proposed Block Plan - IH-BM31497-01-RF-DR-A-3_02-002 Rev D0-1
Proposed Roof Plan - IH-BM31497-01-RF-DR-A-3_03-001 Rev D0-1
Proposed North & East Elevations - IH-BM31497-01-ZZ-DR-A-3_05-001 Rev D0-3
Proposed South & West Elevations - IH-BM31497-01-ZZ-DR-A-3_05-002 Rev D0-1
Proposed Internal East & West Elevations - IH-BM31497-01-ZZ-DR-A-3_05-003 Rev D0-2
Proposed Internal South, Setback North & South Elevations -
IH-BM31497-01-ZZ-DR-A-3_05-004 Rev D0-1
Proposed Street & Canal Elevation - IH-BM31497-01-ZZ-DR-A-3_05-005 Rev D0-1
Plot Schedule - IH-BM31497-00-ZZ-SH-A-4_401-010-PlotScheduleOptB Rev C
Landscape Masterplan - INL20351-10E Rev G
Air Quality Assessment prepared by Entran dated: July 2016
Tree Report prepared by ACD Environmental dated 23/02/2016
Arboricultural Impact Assessment & Method Statement prepared by ACD Environmental dated 17/06/16
Archaeological Desk-Based Assessment prepared by CgMs dated September 2016
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Geo-Environmental Report prepared by WDE Consulting dated September 2016
Noise Assessment prepared by Entran dated 25/07/16
Sustainability Statement prepared by Metropolis dated 07/09/2016
Transport Assessment prepared by Phil Jones Associates dated September 2016

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

- 3 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises.

Reason: To ensure that the residential units are high quality and offer acceptable amenity standards for existing and future residents.

- 4 The insulation for the commercial premises shall be designed so that noise from the commercial premises shall be at least 10 dB(A) below the measured background noise level at the nearest noise sensitive premises.

Reason: To ensure that the residential units are high quality and offer acceptable amenity standards for future residents.

- 5 Prior to the occupation of the residential units hereby approved the private and communal external amenity space shown on the drawings hereby approved shall be provided in accordance with the approved details and made available. It shall be retained as such for the lifetime of the Development.

Reason: To ensure that the residential units are high quality and offer acceptable amenity standards for future residents.

- 6 Prior to the occupation of any part of the development, the delivery bay and temporary refuse area shall be laid out and provided in accordance with the approved drawing, and maintained as such thereafter.

Reason: To ensure that the impact of the development on the highways network is appropriate.

- 7 The Car Parking Management Plan hereby approved shall be implemented in full for the lifetime of the development.

Reason: To ensure that the car park is managed appropriately to avoid disruption to the operation of the retail store and residents on the site.

- 8 The non-residential units hereby approved shall not be used as a place of worship within Use Class D1, notwithstanding the provisions set out within the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: In the interests of promoting the vitality and viability of the Ealing Road district centre.

- 9 Not less than 10% of residential units shall be constructed to wheelchair accessible requirements (Building Regulations M4(3), with the Affordable Rented units provided as fully adapted units and the intermediate and private units provided as Easily Adaptable) and the remainder shall meet easily accessible/adaptable standards (Building Regulations M4(2)).

Reason: To ensure suitable facilities for disabled users and to future proof homes.

- 10 The scheme shall be constructed in accordance with the mitigation measures described in the approved Air Quality Impact Assessment

Reason: To ensure the safe development and secure occupancy of the site proposed for residential use.

- 11 The car parking spaces and accesses shall be laid out and made available prior to the occupation of any part of the development hereby approved and shall thereafter be retained as such for the lifetime of the Development.

Reason: To ensure that the impact of the development on the highways network is appropriate.

- 12 A communal television aerial and satellite dish system shall be provided, linking to all residential units unless otherwise agreed in writing by the local planning authority.

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

- 13 The Deliveries and Servicing Management Plan setting out delivery arrangements hereby approved (including supervision by a trained banksman), shall be fully implemented upon first occupation of the non-residential units within the development, and maintained thereafter.

Reason: In the interests of providing sufficient servicing facilities on site, and ensuring that the relationship with the highways network and neighbouring properties is acceptable.

- 14 The building shall be designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption.

- 15 No development shall be carried out until the person or organisation carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- 16 Mitigation measures described in the approved Ecological Appraisal prepared by ACD Environmental dated June 2016 shall be implemented in full.

Reason: To ensure that the proposal does not adversely impact on ecological habitats..

- 17 A Construction and Demolition Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any construction works on site (including demolition). This shall outline measures that will be taken to control dust, noise and other environmental impacts of the development. The approved Plan shall be fully implemented thereafter throughout the demolition and construction of the development in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To limit the detrimental effects of noise and disturbance from demolition / construction works on adjoining sites and nearby residential occupiers.

- 18 Prior to the commencement of development a scheme an Air Quality Neutral Assessment (including the CHP plant hereby approved) shall be submitted to and approved in writing by the Local Planning Authority. The report must be undertaken in accordance with guidance published by the Greater London Authority (GLA) and submitted to the Local Planning Authority for approval. The assessment shall include mitigation proposals should it be found that the development is not air quality neutral. The approved measures shall thereafter be implemented in full.

Reason: To ensure that the development would not result in a detrimental impact on local air quality.

- 19 Prior to the commencement of building works (excluding demolition), a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted and approved in writing by the Local Planning

Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full.

Reason: To ensure the safe development and secure occupancy of the site, and to prevent harm to the adjacent canal

- 20 Details of the height, type, position, angle and spread of any external lighting shall be submitted to and approved in writing by the Local planning authority prior to first occupation of the development hereby approved. The external lighting shall be erected and maintained in accordance with the approved details to minimise light spillage and glare outside the designated area.

Reason: To protect the amenity of existing and future residents and in the interest of safety and ecology.

- 21 Within 3 months of commencement of development, a site wide children's play space plan shall be submitted and approved in writing by the Local Planning Authority. Such details shall include:

- (i) the location of the play area and/or equipment
- (ii) details of the equipment / measures to meet the minimum standards for play

The approved equipment / measures shall be installed prior to the occupation of the residential units and retained for the lifetime of the Development.

Reason: To ensure there is sufficient provision of areas and equipment for children's play.

- 22 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the hard and soft landscape works and treatment of the surroundings of the proposed development (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of development. Such a scheme shall include:-

- (a) all planting and trees including location, species, size, density and number incorporating native species;
- (b) details of the layouts of the publicly accessible spaces;
- (d) details of the provision of artificial bird and bat boxes;
- (e) areas of all hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users;
- (f) the location of, details of materials and finishes of, all street furniture, drainage and external cycle stands;
- (g) proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height;
- (i) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping;
- (j) details of materials, lighting, tactile paving, handrails and wayfinding signs;
- (k) details of all tree planting pits (including surfacing);
- (l) details of how the landscaping in front of the 'café' unit at ground floor level would relate to the canal towpath.

The approved details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any

variation.

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

- 23 Within 3 months of commencement of development, full details of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The spaces shall be provided in accordance with these details prior to the occupation of any part of the development and retained for the lifetime of the Development.

Reason: To encourage sustainable forms of transportation.

- 24 Within 3 months of commencement of development, full details of the cycle spaces shall be submitted to and approved in writing by the Local Planning Authority. The spaces shall be provided in accordance with these details prior to the occupation of any part of the development and retained for the lifetime of the Development.

Reason: To encourage sustainable forms of transportation.

- 25 Prior to the commencement of the development hereby permitted a structural survey of the waterway wall should be undertaken, and full details of this and any proposed repairs shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and River Trust. The waterway wall works shall be carried out in accordance with the approved details.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the canal, prior to any proposed works taking place on site which might impact on the waterway wall.

- 26 Prior to the commencement of the development hereby permitted, full details of the proposed surface water drainage, including any SUDs measures and discharge rates, shall be submitted to and agreed in writing by the Local Planning Authority, and implemented in accordance with the approved details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.

- 27 Prior to the commencement of development hereby approved, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal and River Trust. The risk assessment shall also include details of a monitoring strategy for the canal wall during the demolition and construction process. The works shall be carried out in accordance with the approved Statement.

Reason: To ensure the proposed works adjacent to the water do not have any adverse impact on the safety of waterway users and the integrity of the canal, prior to any works taking place.

- 28 Prior to commencement of the development (excluding demolition) details of all exterior materials including samples (which shall be made available for viewing on site or in another location as agreed) and/or manufacturer's literature shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to:

- (i) building envelope materials e.g. bricks, render, cladding;
- (ii) windows, doors and glazing systems including colour samples; and
- (iii) balconies and screens

The works shall be carried out in accordance with the approved details.

Reason: To ensure the appearance of the development is high quality, and in the interest of the privacy of future occupants.

- 29 Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved in writing by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- 30 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 31 The refuse areas shown on the drawings hereby approved shall be provided and made available prior to the occupation of the residential units. They shall be maintained as such thereafter.

Reason: To ensure that the residential units are high quality and that the development does not prejudice the enjoyment by neighbouring occupiers of their properties.

- 32 Details of extract system(s) for any Use Class A3 premises within the proposed development, including details of odour and noise control measures, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of use of the relevant premises for purposes within Use Class A3 and the approved details shall be implemented in full prior to the commencement of the Use Class A3 use and thereafter maintained.

Reason: In the interest of the amenities of occupiers of sensitive premises both within the development and surrounding the development.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 Applicants are reminded of hazards caused by asbestos materials especially during demolition and removal works and attention is drawn to the Asbestos Licensing Regulations 1983. Licensed Contractors only are permitted to remove asbestos which must be transferred to a licensed site. For further advice the Council's Chief Environmental Health Officer should be contacted.
- 3 The applicant is advised to contact London Underground Infrastructure Protection in

advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; use of tall plant and scaffolding.

- 4 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

- 5 The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>)."

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement.

- 6 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.

Any person wishing to inspect the above papers should contact Claire Steele, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1075

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

24 May, 2017
06
17/0718

SITE INFORMATION

RECEIVED	17 February, 2017
WARD	Tokynghon
PLANNING AREA	Brent Connects Wembley
LOCATION	Land Surrounding Wembley Stadium Station, South Way, Wembley
PROPOSAL	<p>Reserved matters application relating to condition 1 (layout, scale, appearance, access and landscaping) of outline permission 14/4931 dated 23/12/2016. This application relates to Building 3B within Plot SW03, and Plots SW04 and SW05 and sets out the proposed details for the construction of three buildings ranging from 6 to 20 storeys in height, providing 553 residential units (in private rented, affordable rented and intermediate discount market sale), with private communal residential landscaped gardens and other open space, plant, cycle storage, refuse provision and associated infrastructure and ancillary space.</p> <p>The application seeks to discharge the following conditions relating to Building SW03B of Plot SW03 and Plots SW04 and SW05:</p> <p>13(h) (wind), 13(k) (internal layout of buildings), 13(i) (access), 13(m) (daylight), 13(n) (private external space), 22 (play space) and 23 (adaptable units).</p>
APPLICANT	Quintain Limited
CONTACT	WYG
PLAN NO'S	Please see condition 1.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_132714</p> <p><u>When viewing this as a Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "17/0718" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction

2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives and a Section 106 deed of variation to secure the following matters:

Conditions

 1. Approved drawings/documents
 2. Any [other] condition(s) considered necessary by the Head of Planning

Informatives


 1. S278 works.
 2. Any [other] informative(s) considered necessary by the Head of Planning

3. Section 106 Deed of Variation Heads of Terms
 1. Payment of the Councils legal and professional costs associated with the Deed of Variation to the Section 106 legal agreement for planning consent 14/4931
 2. The provision of additional Affordable 3-bedroom dwellings within Plots SW01, SW02 or SW07 (or other locations in the immediate vicinity as approved by the Council) to off-set the under provision of 3-bedroom private dwellings against the mix set out within the main hybrid application (reference 14/4931)

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

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

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: Land Surrounding Wembley Stadium Station, South Way, Wembley</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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PROPOSAL IN DETAIL

This reserved matters application seeks approval for the details of access, appearance, landscaping, layout and scale for Building SW03B within Plot SW03, and Plots SW04 and SW05. The scheme comprises three buildings ranging from 6 to 20 storeys in height, providing 553 residential units (in private rented, affordable rented tenures as well as intermediate for sale tenures), with private communal residential landscaped gardens and other open space, plant, cycle storage, refuse provision and associated infrastructure and ancillary space.

EXISTING

The subject site for the hybrid planning consent comprises approximately 2.65 Hectares of land and is situated within the Wembley Opportunity Area as designated within the London Plan and the Wembley Growth Area as identified within the Brent Core Strategy and Wembley Area Action Plan (AAP). This reserved matters application relates to a 0.9 Ha element of the site, referred to as plots SW03A, SW04 and SW05 within the Hybrid Planning Consent.

With regard to the AAP Site Proposals, the site falls within the Comprehensive Development Area. Site Proposal W6 is applicable to the proposed development. There are no conservation areas or Listed Buildings within or adjoining the application site. The eastern elements of the site, north of the railway, are within and adjoin a Site of Grade I Importance to Nature Conservation and a Wildlife Corridor.

The site is situated on both sides of the railway and Wembley Stadium Station (Chiltern Railway). However, the vast majority of the land within the site is situated to the north of the railway. There are significant changes in level across the site. The Railway is at a lower level to the main parts of the site, and the northern element of the site also rises to the east, as it approaches the Stadium.

SUMMARY OF KEY ISSUES

Outline Planning Permission: Application reference 14/4931 granted outline consent for mixed use redevelopment to provide up to 85,000sqm of floorspace. This reserved matters application is considered to be in material compliance with the parameters and principles established under the outline consent.

Representations Received: No representations were received from local owners/occupiers in response to the consultation.

Proposed Uses: The residential led nature of the proposal is in compliance with the parameters and principles established and approved under the outline consent.

Housing mix and Affordable housing: 21% of the residential dwellings provided are affordable housing, equating to 114 units. Of this, 41.2% are to be delivered as intermediate discount market sale. The remaining 58.8% are to be delivered as affordable rented accommodation, managed and maintained by a Registered Provider. The remaining 79%, 439 units, are to be delivered as private market rent. The overall mix comprises 59 x studios, 216 x 1bed units, 246 x 2bed units and 32 x 3bed units. The housing mix set out in the hybrid planning consent relates to the consent area as a whole and Plots SW01, SW02 and SW07 are to be brought forward by a Registered Provider (RP) of Affordable Housing. The sale of these sites to a RP has almost been completed and the Reserved Matters application for these plots is due to be submitted imminently. The Affordable Housing proposals, including those for Plots SW01, SW02 and SW07, will accord with the Hybrid Consent (30 % Affordable Housing). The number of 3-bedroom private units within this Reserved Matters application (i.e. plots SW03B to SW05) falls slightly below the proportion set out in the Hybrid Planning application. However, the applicant proposes to make up this shortfall through the provision of additional Affordable 3-bedroom homes within plots SW01, SW02 and SW07. As the reserved matters application has not come forward for these plots yet, this is to be secured through a deed of variation to the Section 106 legal agreement.

Scale, Layout and Appearance: The scale and massing of the proposed scheme is within the heights and extents identified on the parameter plans approved under the outline planning permission. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms.

Quality of accommodation: The units will meet the relevant standards for residential accommodation and the living conditions of future occupiers of the development would be acceptable.

Sustainability and energy: The submission demonstrates that the scheme will exceed London Plan targets for CO2 reduction.

Highways: The car parking, access and servicing arrangements are considered to be acceptable and there are no objections on transportation grounds to these reserved matters details.

MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses	0	0	0	43420.5	43420.5
Financial and professional services	0	0	0	87.6	87.6

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Bedsits/Studios & Market)										
EXISTING (Flats û Market)	0	0	0	0	0	0	0			0
EXISTING (Affordable Rent Flat)										
EXISTING (Flats û Intermediate)										
PROPOSED (Bedsits/Studios & Market)	59									59
PROPOSED (Flats û Market)	180	178	22							380
PROPOSED (Affordable Rent Flat)	23	34	10							67
PROPOSED (Flats û Intermediate)	13	34								47

RELEVANT SITE HISTORY

14/4931 Granted 23/12/2016

A hybrid planning application, for the redevelopment of the site to provide seven mixed use buildings up to 19 storeys in height accommodating:

- outline planning permission for up to a total of 75,000sqm to 85,000sqm mixed floor space including
- up to 67,000sqm of C3 residential accommodation (approximately 725 units);
- 8,000sqm to 14,000sqm for additional C3 residential accommodation,
- C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units;
- or 200-250 bed hotel; or approximate 500 student units; or approximate 35 residential units and 200 bed hotel);
- 1,500sqm to 3,000sqm for Classes B1/A1/A2/A3/A4/D1/D2;
- together with associated open space and landscaping; car parking, cycle storage, pedestrian, cycle and vehicle access; associated highway works; improvements to rear access to Neeld Parade; and associated infrastructure
- full planning permission for a basement beneath Plots SW03 - SW05 to accommodate 158 car parking spaces and 9 motor cycle spaces; Building 3A within Plot SW03 to accommodate 188 residential units and 150 cycle spaces; and associated infrastructure, landscaping, open space, vehicular access and servicing

and subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended

CONSULTATIONS

Press Notice: 23/03/2017

Site Notice: 20/03/2017

Document Imaged

DocRepF
Ref: 17/0718 Page 5 of 19

The owner/occupier of 225 nearby and neighbouring properties were notified of the development 12/01/2017.

No representations were received at the time of writing this report.

Internal Consultees:

Ward Councillors

No responses

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

London Plan consolidated with alterations since 2011 (March 2016)

Wembley Area Action Plan 2015

Brent Local Plan Development Management Policies 2016

Brent Local Development Framework Core Strategy 2010

DETAILED CONSIDERATIONS

1. Context

2. On 23 December 2016, planning permission was granted, (ref: 14/4931), for the redevelopment of the South West Lands, Wembley. The planning permission, gave consent for mixed use redevelopment to provide up to 85,000sqm of floorspace, comprising:

- Residential dwellings (Use Class C3): 67,000sqm (circa. 725 units);
- Additional residential (Use Class C3), hotel (Use Class C1) and/or student accommodation (Sui Generis): 8,000sqm to 14,000sqm (an additional circa. 125 residential units; or 200-250 bed hotel; or 500 student units; or 35 residential units and circa. 200 bed hotel)
- Retail/financial and professional services/food and drink (Use Class A1 to A4), business (Use Class B1), community (Use Class D1) and/or leisure and entertainment (Use Class D2): 1,500sqm to 3,000sqm;

and associated open space and landscaping; car parking spaces and cycle storage; pedestrian, cycle and vehicle access; associated highway works; improvements to the rear access to Neeld Parade; and associated infrastructure including the diversion of any utilities and services to accommodate the development.

3. The planning permission (ref: 14/4931) included details of the reserved matters for Building SW03A within Plot SW03 and the basement beneath Plots SW03 – SW05, along with associated infrastructure, landscaping and open space.

4. This reserved matters application for Building SW03B and Plots SW04 and SW05 provides information pursuant to the following conditions: 1 (Reserved Matters of Layout, Scale, Appearance, Access, and Landscaping); 13(h) (Wind); 13(k) (Internal layout of buildings); 13(l) (Access); 13(m) (Daylight); and 13(n) (Private external space). 22 (Play Space); and 23 (Adaptable Units).

5. Proposed use

6. As set out above, the SW Lands planning permission (ref: 14/4931) granted approval for a number of residential and non-residential uses across the SW Lands site.

7. The proposed building SW03B and Plots SW04 and SW05 accommodate 45,708sqm GEA of residential floorspace, providing 553 residential units. The residential accommodation is provided as affordable rent, intermediate discount market sale and as units for private rent.

8. A large concierge and reception space has already been approved within the 'link building' as part of the reserved matters for building SW03A. This provides central management facilities for buildings SW03A, SW03B and Plot SW04. Several areas of the building are reserved for plant, cycle storage and refuse which will serve Building SW03B, and Plots SW04 and SW05 only. A management suite/lettings office is also provided in Building SW03B.
9. This reserved matters application includes the public realm and planting between South Way and the frontages of Building SW03B, and buildings SW04 and SW05 which provide the main streetscape to the three buildings.
10. The uses proposed are in line with the outline planning permission and are therefore acceptable.

11. Layout, scale and appearance

12. Layout

13. The layout of the proposed buildings is dictated by the Outline Planning Permission parameter plans, which indicate a number of buildings overlooking a sequence of three garden spaces.
14. Building SW03B will connect into the Phase 1 link building. Moving east, building SW04 will overlook the Central Garden and SW05 the Eastern Garden. This arrangement will allow the majority of dwellings to overlook landscaped amenity space and avoid single aspect north facing dwellings. The buildings have been designed to allow for interconnectivity between themselves and the Link Building, which will act as a hub for the residents; they have also been designed to allow individual entrances directly from South Way, which will ensure an active frontage along this street.
15. The blocks will sit on a podium that varies in height, meaning the "ground floor" of the buildings will vary from east to west. The proposed buildings will be arranged in three elements; the "fingers" to the south, "main body" to the north, and "shoulders" either side of the main body.
16. Buildings SW03B and SW04 are served by two cores whilst SW05 is served by a single core. Two lifts are provided in each core including a fire fighting lift. Waste storage areas are provided at the lower and upper parking levels, approved as all matters reserved (ref: 14/4931).

17. Scale

18. The scale and massing of the proposal is within the heights and extents identified on the parameter plans approved under planning permission (ref: 14/4931).
19. The design of each building is composed of shoulders which flank the main body of each building and lower level fingers which enclose the landscaped gardens between each of the plots. This allows the scheme to respond to the site's topography as it falls from South Way to the southern boundary adjacent to the railway line and enables both south facing views and a southerly aspect to the landscaped garden areas.
20. Building SW03B is 20 storeys in height (+104.5AOD) and is the tallest of the three buildings. Moving eastwards the three buildings gradually decrease in height with Plot SW04 at 17 storeys in height (+101.5AOD) and SW05 at 14 storeys in height (+95.4AOD). To provide context the stadium presents four critical datum heights, namely; its concourse at +52m AOD; its shoulder at +80m AOD; the top of its roof at +103m AOD; and the peak of its arch at +183m AOD.
21. The proposal is in accordance with Policy DMP1 the Local Plan Development Management Policies 2016 and Policies WEM5 and WEM6 of the Wembley Area Action Plan 2015.

22. Appearance

23. A design aesthetic has been used for the articulation of each block whilst achieving a cohesive design for the group of buildings and a strong relationship with Building SW03A, which is already approved in detail. Each building is designed with the same conceptual approach using brick modelling to the lower and upper levels to express the different levels; vertical alignment of fenestration and grouping of fenestration at the top levels to break up massing; as well as use of steel framed windows and an industrial style balcony design to achieve a 'warehouse' style aesthetic. A restrained palette of brick and metal cladding is used to reference building SW03A. The design rationale has been carried through with a massing strategy that complements the previous phase, responds to the site topography and employs a similar

palette of materials.

24. The main body “tower” and “shoulder” elements create an elegant façade design taking cues from the warehouse aesthetic. The elevations have been expressed at the lower levels with rusticated brick treatments and stone banding and brick course detailing on the upper two storeys. This helps to break up the mass of the elevation whilst maintaining a consistent design throughout the three blocks, irrespective of the varying building heights.
25. The massing of the proposed buildings are simple, brick extruded forms, with stacked punched openings. These openings are grouped at the upper levels to define the top of the buildings. A variation in the brickwork at the base of the buildings also helps break up the forms helping to present a clear base, middle and top in accordance with good design principles.
26. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms, and thus accords with policy DMP1 of the Brent Local Plan Development Management Policies 2016 and policy WEM5 anWEM8 of the Wembley Area Action Plan 2015.

27. Residential Accommodation

28. The residential accommodation is provided as affordable rent, intermediate discount market sale and as units for private rent. The housing mix, by both tenure and unit size, was approved through the Hybrid Planning Consent. This mix applies across the whole mastepan site, so higher or lower proportions may be provided in each plot providing the overall provision accords with the approved mix. The outline consent envisaged that the majority of Affordable homes would be provided by a Registered Provider of Affordable Housing within plots SW01, SW02 and SW07. The sale of these plots to a Registered Provider has almost been completed. As such, the proportion and mix of Affordable Housing that is proposed within these plots has been configured to ensure that the mix set out within the Hybrid Planning Consent will be achieved across the site. The approved mix across the wider application site was as follows:

Approved Affordable housing mix across site for Hybrid Planning Consent (reference 14/4931)

	Studio	1 bedroom	2 bedroom	3 bedroom	% within development
	% by Dwelling	% by Dwelling	% by Dwelling	% by Dwelling	% by Dwelling
Affordable Rented	0%	34.7%	41.3%	24%	15%
Discount Market Sale (70% market value)	0%	19.4%	61.3%	19.4%	3.85%
Shared Ownership	0%	40%	60%	0%	11.15%

29. 10% of all residential units are proposed to be wheelchair accessible or adaptable for wheelchair users. All apartments are designed to Lifetime Homes standards. This meets the requirements of Condition 23 on permission 14/4931.

30. The proposed dwelling mix is set out in the table below.

Mix of units by tenure and size within plots SW03B, SW04 and SW05

	Studio	1-bed	2-bed	3-bed
Discount Market Sale (70 % Open Market Value)	0	13	34	0
Affordable Rent	0	23	34	10

Private (Build to rent)	59	180	178	22
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Affordable housing

31. 20.6% of the residential dwellings within this scheme are proposed to be provided are affordable housing, equating to 114 units. These will be located within Plot SW05. As noted above, the balance of the Affordable homes (to 30 % by unit as secured through the hybrid planning consent) will be provided by a Registered Provider of Affordable Housing in plots SW01, SW02 and SW07.

Discount Market Sale (DMS) Affordable Housing

32. 41.2% of the affordable housing within this scheme is proposed to be delivered as intermediate discount market sale, sold at 70 % of full market price. 47 dwellings are provided within Plot SW05, with a mix as follows:

Discount Market Sale housing mix

	Studio	1-bed	2-bed	3-bed
No. units	0	13	34	0
% DMS units	0.0	27.7	72.3	0.0

33. 5 of these units are designed as adaptable for wheelchair occupation (to Part M standards).

Affordable Rented Housing

34. The remaining 58.8% of the Affordable Homes in these plots, equating to 67 affordable rented dwellings (also provided within Plot SW05), are to be managed and maintained by a Registered Provider (RP).

35. These units are provided with the following mix:

Affordable Rented housing mix

	Studio	1-bed	2-bed	3-bed
No. units	0	23	34	10
% of Affordable Rent units	0.0	34.3	50.7	14.9

36. 7 of these units (in Plot SW05) will be provided as adapted for wheelchair occupation (to Part M standards).

Housing for private rent

37. 439 units in building SW03B and SW04 are proposed to be provided as private rented housing. The mix of units must be considered in conjunction with the mix of homes within plot SW03A which were approved in full detail through the Hybrid Planning Consent. The cumulative mix is as follows.

Private housing mix

	Studio	1-bed	2-bed	3-bed	Total
SW03B-04	59	180	178	22	439
SW03A (approved previously)	0	80	102	6	188
Total SW03-04	59	260	280	28	627
% of Private units	9.4	41.5	44.7	4.5	
Outline consent %	4.6	40.7	48	6.7	

38. The scheme is proposed to provide fewer private three bedroom homes than the proportion approved within the hybrid planning consent. However, it is proposed that this will be off-set through the provision of a greater number of Affordable three bedroom homes, to off-set the 13 private family homes that should have otherwise been provided. Whilst there is a need for private family housing, the need for Affordable Rented 3-bedroom housing is even more acute and this approach is supported in this particular instance. The applicant has provided the mix of homes that is captured within the development agreement with the Affordable Housing provider for the South West Lands. However, this is not enforceable through the planning consent and a deed of variation to the Section 106 agreement is

required to secure this.

39. 26 of the units in Building SW03B and 18 of the units in Plot SW04 are designed to be adaptable for wheelchair occupation (to Part M standards), equating to 10 % of the private homes within plots SW03B and SW04

Quality of accommodation

40. A variety of unit types have been provided ranging from 1 bed Studio apartments up to 3 bed 5 person apartments. Private accommodation consisting of 439 units is provided in Blocks 3B and 4 with 114 affordable units in Block 5.
41. Whilst the majority of cores within the development serve floors with more than 8 units (12 floors in SW03B, 8 floors in SW04, 5 floors in SW05), many are only marginally above the guide figure of 8 units. The majority have 9 or 10 units with a single floor (level 09 of SW03B) serving 12 units. This goes beyond the target of 8 units per core per floor set out within the Mayor's Housing SPG. In order to address this, corridor widths have been maximised to a width of 1500 mm and the applicant highlights the provision of communal facilities which looks to establish a sense of community, this being one of the key drivers for the 8 unit target set out in the guidance. This part of the guidance looks to establish the parameters within which the quality of accommodation is established for residential developments. Emerging guidance suggests that the design parameters may be interpreted flexibly in relation to Private Rented Sector accommodation in certain instances and the exceedance for the majority of cores is relatively minor. The availability of communal facilities have the potential to significantly increase the over-all quality of accommodation for future residents and to establish a considerably stronger sense of community that may otherwise have been established within a more traditional flatted block. The Outline Planning consent approved a range of uses throughout the development and the applicant has specified that they will provide a range of communal facilities.
42. All of the units have been designed in line with the Mayor of London's Housing Supplementary Planning Guidance (March 2016) and the Nationally Described Space Standards. All units have either an external balcony or terrace providing private amenity space either in the form of balconies of a minimum 1.5m depth, or terraces of a minimum depth of 2.5m.
43. The proposal will deliver a good standard of residential accommodation which is acceptably in accordance with London Plan Policy 3.5, the Mayor's Housing SPG, Brent Local Plan Development Management Policies DMP1, DMP18 and DMP19 and the National Technical Housing Standards.

44. Landscape and amenity

45. Communal residential landscaped open space is provided between Building SW03B, and Plots SW04 and SW05. This includes two gardens at podium level. These amenity spaces total 3,384sqm. The ecological "wilderness" zone to the south of the plots provides a further 1,851sqm of open space. The total external amenity provision (including both private and communal spaces) totals 8,747 sqm, or 15.8 sqm per unit. Whilst this is below the target of 20 %, this is in line with the proposals set out with the hybrid consent which gave some weight to the presence of the square (Wembley Stadium Station Square).
46. Each of the communal garden areas are to be used flexibly; for sitting, for play and for walking. The spaces can be enjoyed by residents of all ages and are fully wheelchair accessible with path routes set at a width of 2m.
47. Both formal play space and playable landscape space is provided within the communal gardens for children aged under 11 years. A total of 681sqm of formal play space and playable space is provided. When added to the area of 179sqm of play space approved as part of the reserved matters for Building SW03A, there is a total provision of 860sqm within close proximity to each of the plots, in accordance with the GLA Sharing Neighbourhoods SPG. These areas are overlooked by residents and provide opportunities for play under close or casual observation by parents.
48. Situated between the buildings and the railway line is a wilderness zone. This is an ecological area that extends the existing woodland located to the east. Due to the ecological nature of this area and the steep change in levels the wilderness zone will not be accessible to residents but will provide both visual amenity and a buffer to the railway line.

49. The specific details of the landscape proposals for these areas of public realm will come forward in due course pursuant to condition 14 of the outline planning permission (ref: 14/4931).

50. The proposed amenity, landscaping and play space materially accords with the Brent Local Plan Development Management Policies Policy DMP19, London Plan policy 3.6 and the Mayor's SPG Shaping Neighbourhoods: Plan and Informal Recreation.

51. Sustainability Considerations

52. In accordance with the South West Lands S106 Agreement obligations, site-wide CO2 emissions will be reduced as a minimum by 35% compared to 2013 Part L Building Regulations. The achievement of this target will be ensured by the implementation of energy efficiency measures and the connection to a CHP-based district heating network. The use of renewable energy technologies was not required to meet this target.

53. As per the consolidated energy centre design, a single CHP-led energy centre will be located in the north of plot E03. Details of the site wide heat network provision and expected energy centre operation were approved in the E03 reserved matters planning application 17/0016.

54. The energy centre was designed so as to meet the demands of the Masterplan as well as the South West Lands development.

55. The plot specific predicted carbon emissions have been estimated to be 53.7% below 2013 Building Regulations, which exceeds the 35% reduction target.

56. Environmental issues

57. Water consumption

58. Residential units will meet a target of 105 litres per person per day or less. This is equivalent to the Code for Sustainable Homes Level 4 minimum requirements.

59. Potential strategies to meet the target requirements include the use of low water use sanitary fittings within each residential unit, such as low water use WCs, showers, taps, baths and (where installed) white goods.

60. Sunlight daylight microclimate

61. The proposed mitigation targets within the South West Lands Environmental Statement (ES) December 2014 and Addendum of February 2016 that a minimum of 95% of all rooms in the proposed residential units achieve an Average Daylight Factor (ADF) of 1.5% in respect of living spaces and 1.0% for bedrooms. In terms of sunlight the commitment was that at least 50% of the new amenity space would receive at least 2 hours of sunshine on 21 March.

62. In terms of internal daylight, 95.15% of proposed habitable rooms within Building SW04 meet the desired ADFs, 94.26% in respect of Building SW03B and 97.2% in respect of Building SW05.

63. The amenity spaces being proposed within the Phase 2 Reserved Matters proposals have been analysed and the results confirm that all comfortably comply with the commitments above, with 99.31%, 60.49% and 67% of each area respectively receiving over two hours of sun on 21 March.

64. In terms of the rooms that fall below this ADF target these mainly occur as follows:

65. Block 3b - the rooms that do not achieve the target level are mainly located at internal corners of the building. However, their daylight distribution is good and so the units will still receive high levels of daylight. Where there are Living/Kitchen/Dining rooms that do not meet the guidance these are restricted to those with direct balcony coverage and many are only marginally below the target level.

66. Block 4 – the rooms that do not achieve the target are very few and are mainly located on the lowest four floors and are at internal corners of the building. Once again these have high levels of daylight distribution. The Living/Kitchen/Dining rooms not achieving the target values are on the lowest three floors and these almost achieve the target values in any event despite being beneath balcony amenity spaces.

67. Block 5 – there is only one living/dining room that does not meet the target which is located on the lowest floor, the bedrooms that do not meet the target levels are only marginally under the target and are located on the lowest three floors.
68. Giving a balanced view and considering the results flexibly as mentioned within the BRE guide, the results are considered acceptable in view of the high pass rate throughout the development.
69. The proposed layout is considered to be appropriate as overall it will comply with the relevant sunlight and daylight standards as set out within the Environmental Statement.

70. Wind environment

71. Wind tunnel studies were carried out to assess the wind microclimate for the proposed Wembley South West Lands development as a part of the consideration of the Hybrid Planning application. The conclusions of this study were that with the introduction of soft landscaping proposals, wind conditions within the site and surrounding area were rated suitable, in terms of pedestrian comfort and safety, for existing and planned uses.
72. Since the completion of the study the design of the development has changed (whilst remaining within the approved parameters), in particular the heights and upper level geometry of Blocks 3B, 4 and 5. In terms of massing, the amendments to the proposed development from the previous scheme are not considered significant. The decreases in overall heights of each block are minimal such that the impact on the suitability of pedestrian level wind conditions for planned activities is unlikely to be adversely affected. Therefore, wind conditions are still expected to be suitable for comfortable ingress / egress at relocated entrances. Wind conditions within the courtyards are expected to remain suitable for at least short periods of sitting / standing from spring to autumn and are thus suitable for general recreational activities.

73. Highways and Transportation

74. Details of basement car parking for up to 89 cars (incl. 25 disabled & 32 electric vehicles) for the Southwest lands development plots have already been approved under reference 17/0306 and part of this car park sits beneath Plots SW03B and SW04. Five bicycle stores are also indicated alongside the car park for Plots SW03B and SW04, whilst internal and external cycle stores are proposed within Plot SW05. A further three bike stands are proposed to the front of Plot SW04 for visitors.
75. The proposed landscaping of the site includes a new footway to the rear of a footway loading bay on South Way in front of Plot SW05.
76. Car parking allowances for residential use are set out in the Wembley Area Action Plan. As the site currently has a moderate PTAL rating, the higher residential allowance of 0.5 spaces per 1-1/2-bed flat and 0.75 spaces per 3-bed flat applies, giving a total allowance of up to 284 residential car parking spaces for these 553 flats.
77. The provision of a basement car park for 89 cars, which also serves the 188 approved flats on Plot 3A, therefore accords with maximum standards as they are not exceeded.
78. Consideration needs to be given to the likely impact of overspill parking from the site on traffic flow and road safety. In order to gauge this, data from the 2011 Census in respect of the blocks at Forum House and Quadrant Court within the Stage 1 Wembley Redevelopment Area has been examined. This showed average car ownership of 0.38 cars per household, giving a predicted total unfettered car ownership of 210 vehicles for this development, which could have a significant impact as it would exceed the number of spaces being provided in the car park.
- 79.
80. However, the hybrid planning approval for the development secured funds towards the extension of CPZ's/parking controls in the area, development of Travel Plans (including the promotion of a Car Club) and a restriction preventing future residents obtaining on-street parking permits in the area. These measures should be sufficient to minimise any overspill parking from the site, so as not to have a negative impact on traffic flow or road safety.
81. The proposed layout of the car park beneath Plot SW03B & SW04 and primary access from South Way have already been approved under reference 17/0306, although details of a secondary means of access

to the car park may still need to be approved to satisfy condition 19 of the hybrid planning consent.

82. The London Plan requires one secure bicycle parking space per 1-bed flat and two spaces per 2-/ 3-bed flat, giving a total requirement for 831 long-stay spaces. Short-stay parking for 14 bicycles is also required.
83. Six secure internal storerooms have been indicated alongside the basement car park and at ground floor level in Block SW05 to provide up to about 802 spaces on double-height racks. A further external store for 34 bicycles is shown alongside Plot SW05, plus three external bicycle stands (6 spaces) in front of Block SW04. Together with the five 'Sheffield' stands proposed alongside Plot SW03, adequate long- and short-stay cycle parking is proposed to satisfy standards for the South West lands development.
84. With regard to servicing, the estate-wide ENVAC suction system is proposed to collect refuse to a central collection point, so that refuse vehicles will not need to enter this site (other than for the collection of bulky waste).
85. For other deliveries, a new 12m long, 3m wide lay-by has been indicated within the footway of South Way in front of Plot W05 for use by delivery vehicles. The construction of this lay-by will require the adoption of a new 3m wide footway to the rear as publicly maintainable highway and this has been incorporated into the design with an indicative block paved surface and a clear demarcation from the private landscaped areas to the rear. This proposed alteration to the highway boundary will need to be indicated as an area for adoption under the S38 Agreement, with works to construct the lay-by needing to be carried out under the S278 Agreement. Further approval of the construction details will be required through the Highway Agreement process.
86. Fire appliance access is proposed into the landscaped areas between the blocks via two sets of sliding gates within the proposed 1.8m railings along the South Way boundary. These two access points will also require the provision of associated footway crossovers along South Way, which can be incorporated into the S278 footway works. Tracking diagrams have been provided to show how fire appliances can access the site and turn, which are fine.
- 87.
88. Pedestrian access to the buildings is proposed either directly from South Way or via suitable block paved pathways through the landscaped gardens between the blocks, which is fine. There are no concerns with regard to the proposed landscaping layout or associated furniture, which includes seating, bins and play equipment.
89. There are no objections on transportation grounds to these proposals. The scheme is in compliance with the WAAP and Development Management Policies DMP1, DMP11, DMP12 and DMP13.
90. **Material compliance**
91. The parameter plans listed under condition 4 of planning permission ref: 14/4931 set out massing envelopes for each plot of the South West Lands scheme, define the spatial distribution of land across the plots, describe the access and circulation around the development, establish the function of the land between the development plots and apply critical dimensions between the massing elements as appropriate. The proposals for Building SW03B, and Plots SW04 and Sw05 are materially in accordance with the parameter plans approved under this planning permission.
92. **Conclusion**
93. The proposed development for Plots SW03B, SW04 and Sw05 will create a high quality development that responds to its context and setting and follows the aspirations and key principles of the South West Lands outline consent. Overall the proposals are in material compliance with the principles established under outline planning permission (reference 14/4931) by way of layout, scale, appearance, landscape and access. The scheme accords with the relevant planning policies and guidance and it is recommended that the proposal is approved.

CIL DETAILS

This application is liable to pay **£12,360,641.14*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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Total amount of eligible** floorspace which on completion is to be demolished (E): 0 sq. m.

Total amount of floorspace on completion (G): 43508.1 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	43420.5	0	43420.5	£200.00	£35.15	£10,506,210.27	£1,846,466.45
Financial and professional services	87.6	0	87.6	£40.00	£35.15	£4,239.21	£3,725.21

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	271	
Total chargeable amount	£10,510,449.48	£1,850,191.66

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

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

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



DECISION NOTICE – APPROVAL

Application No: 17/0718

To: Miss Carney
WYG
9 Mansfield Street
London
W1G 9NY

I refer to your application dated 17/02/2017 proposing the following:
Reserved matters application relating to condition 1 (layout, scale, appearance, access and landscaping) of outline permission 14/4931 dated 23/12/2016. This application relates to Building 3B within Plot SW03, and Plots SW04 and SW05 and sets out the proposed details for the construction of three buildings ranging from 6 to 20 storeys in height, providing 553 residential units (in private rented, affordable rented and intermediate discount market sale), with private communal residential landscaped gardens and other open space, plant, cycle storage, refuse provision and associated infrastructure and ancillary space.

The application seeks to discharge the following conditions relating to Building SW03B of Plot SW03 and Plots SW04 and SW05:

13(h) (wind), 13(k) (internal layout of buildings), 13(i) (access), 13(m) (daylight), 13(n) (private external space), 22 (play space) and 23 (adaptable units).

and accompanied by plans or documents listed here:
Please see condition 1.

at Land Surrounding Wembley Stadium Station, South Way, Wembley

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

Date: 15/05/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

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SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:-
National Planning Policy Framework 2012
London Plan consolidated with alterations since 2011 (March 2016)
Brent Local Plan 2016
Brent Local Development Framework Core Strategy 2010

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

LOCATION PLANS

SWP2-XX-DR-A-00-001 Site Plan 1:500 A2
SWP2-XX-DR-A-00-002 Block Plan 1:200 A0

SITE BUILDING PLANS

SWP2-RF-DR-A-00-003 Roof Plan 1:200 A1
SWP2-LP-DR-A-00-101 Lower Parking Level 1:200 A1
SWP2-UP-DR-A-00-102 Upper Parking Level 1:200 A1
Plot SW03B
SW3B-LP-DR-A-00-101 Lower Parking Level Plan 1:200 A2
SW3B-LG-DR-A-00-102 Lower Garden Level Plan 1:200 A2
SW3B-UG-DR-A-00-103 Upper Garden Level Plan 1:200 A2
SW3B-01-DR-A-00-104 Level 01 Plan 1:200 A2
SW3B-02-DR-A-00-105 Level 02 Plan 1:200 A2
SW3B-03-DR-A-00-106 Level 03 Plan 1:200 A2
SW3B-04-DR-A-00-107 Level 04 Plan 1:200 A2
SW3B-05-DR-A-00-108 Level 05 Plan 1:200 A2
SW3B-06-DR-A-00-109 Level 06 Plan 1:200 A2
SW3B-07-DR-A-00-110 Level 07 Plan 1:200 A2
SW3B-08-DR-A-00-111 Level 08 Plan 1:200 A2
SW3B-09-DR-A-00-112 Level 09 Plan 1:200 A2
SW3B-10-DR-A-00-113 Level 10 Plan 1:200 A2
SW3B-ZZ-DR-A-00-114 Level 11 and 12 Plan 1:200 A2
SW3B-ZZ-DR-A-00-115 Level 13 and 14 Plan 1:200 A2
SW3B-ZZ-DR-A-00-116 Level 15 and 16 Plan 1:200 A2
SW3B-ZZ-DR-A-00-117 Level 17 and Roof Plans 1:200 A2
Plot SW04
SW04-UP-DR-A-00-101 Upper Parking Level Plan 1:200 A2
SW04-UG-DR-A-00-102 Upper Garden Level Plan 1:200 A2
SW04-01-DR-A-00-103 Level 01 1:200 A2
SW04-02-DR-A-00-104 Level 02 1:200 A2
SW04-03-DR-A-00-105 Level 03 1:200 A2
SW04-04-DR-A-00-106 Level 04 1:200 A2
SW04-05-DR-A-00-107 Level 05 1:200 A2
SW04-06-DR-A-00-108 Level 06 1:200 A2
SW04-07-DR-A-00-109 Level 07 1:200 A2
SW04-08-DR-A-00-110 Level 08 1:200 A2
SW04-09-DR-A-00-111 Level 09 1:200 A2
SW04-ZZ-DR-A-00-112 Level 10 and 11 1:200 A2
SW04-ZZ-DR-A-00-113 Level 12 and 13 1:200 A2
SW04-ZZ-DR-A-00-114 Level 14 and 15 1:200 A2
SW04-ZZ-DR-A-00-115 Level 16, Roof 1:200 A2
Plot SW05
SW05-UG-DR-A-00-101 Upper Garden Level Plan 1:200 A2
SW05-01-DR-A-00-102 Level 01 1:200 A2

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SW05-02-DR-A-00-103 Level 02 1:200 A2
SW05-03-DR-A-00-104 Level 03 1:200 A2
SW05-04-DR-A-00-105 Level 04 1:200 A2
SW05-05-DR-A-00-106 Level 05 1:200 A2
SW05-ZZ-DR-A-00-107 Level 06, Level 07 1:200 A2
SW05-ZZ-DR-A-00-108 Level 08, Level 09 1:200 A2
SW05-ZZ-DR-A-00-109 Level 10, Level 11 1:200 A2
SW05-ZZ-DR-A-00-110 Level 12, Level 13 1:200 A2
SW05-ZZ-DR-A-00-111 Level 14, Roof 1:200 A2

SITE ELEVATIONS

SWP2-EL-DR-A-00-201 Site Elevation North 1:200 A0
SWP2-EL-DR-A-00-202 Site Elevation South 1:200 A0
SWP2-EL-DR-A-00-203 Site Elevation East 1:200 A0
SWP2-EL-DR-A-00-204 Site Elevation West 1:200 A0
Plot SW03B

SW3B-EL-DR-A-00-201 Elevation North 1:200 A2
SW3B-EL-DR-A-00-202 Elevation South 1:200 A2
SW3B-EL-DR-A-00-203 Elevation East 1:200 A2
SW3B-EL-DR-A-00-204 Elevation West 1:200 A2
Plot SW04 1:200 A1

SW04-EL-DR-A-00-201 Elevation North 1:200 A2
SW04-EL-DR-A-00-202 Elevation South 1:200 A2
SW04-EL-DR-A-00-203 Elevation East 1:200 A2
SW04-EL-DR-A-00-204 Elevation West 1:200 A2
Plot SW05

SW05-EL-DR-A-00-201 Elevation North 1:200 A2
SW05-EL-DR-A-00-202 Elevation south 1:200 A2
SW05-EL-DR-A-00-203 Elevation East 1:200 A2
SW05-EL-DR-A-00-204 Elevation West 1:200 A2

LANDSCAPING PLANS

OX5193-3-001 REV P01 Landscape Layout Plan for Plot SW3B, 4, 5 1:100 A1

SECTIONS

SWP2-SE-DR-A-00-301 Section AA 1:200 A0
SWP2-SE-DR-A-00-302 Section BB 1:200 A0
SWP2-SE-DR-A-00-303 Section CC 1:200 A0
SWP2-SE-DR-A-00-304 Section DD 1:200 A0

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

INFORMATIVES

- 1 The applicant is advised of the need to agree all highway works construction and adoption details with Brent Council's Highway & Infrastructure service through the S38/S278 Agreement for the development.

Any person wishing to inspect the above papers should contact Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1902

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

24 May, 2017
07
16/5444

SITE INFORMATION

RECEIVED	19 December, 2016
WARD	Barnhill
PLANNING AREA	Brent Connects Kingsbury & Kenton
LOCATION	2A, Preston Waye and 283, 285 and 287 Preston Road, Harrow, HA3 0QQ
PROPOSAL	Demolition of the existing buildings and construction of a four storey building with a basement level providing 25 self-contained flats (11 x 1bed, 10 x 2bed and 4 x 3bed) with associated vehicular crossover off Preston Waye, car and cycle parking spaces, bin stores, amenity space and ancillary gym for private use by the residents
APPLICANT	Mr Desai
CONTACT	Autor Architecture Ltd
PLAN NO'S	Refer to condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_131746</p> <p><u>When viewing this as a Hard Copy</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "16/5444" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:
 - A. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Payment of legal and professional costs
 - b) Post-implementation review mechanism for affordable housing.
 - c) A right of vehicular access over the proposed car park access road into any redevelopment of no. 281 Preston Road
 - d) Notification of commencement
 - e) Training and employment of Brent residents
 - f) Any other planning obligation(s) considered necessary by the Head of Planning
2. That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.
3. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions


1. Time Limit for commencement
2. Approved drawings/documents
3. Materials
4. Specific windows to be obscure glazed for privacy
5. Specific balcony elevations to be screened for privacy
6. Highway works and parking spaces, cycle and bin storage to be laid out prior to occupation
7. Develop in accordance with SUDS solution
8. Gym to be for ancillary use only
9. 8% Wheelchair Accessible Units
10. Considerate Constructors' Scheme membership
11. Details of screening between all communal and private gardens
12. Revised tree planting plan
13. Details of hard and soft landscaping and child play provision
14. Piling method statement
15. Sound insulation and noise reduction
16. Noise reduction from the gym, plant room and car park
17. Plant noise levels
18. Construction method statement
19. Air quality neutral assessment
20. External lighting
21. Any other planning condition(s) considered necessary by the Head of Planning

Informatives

1. CIL liability
2. Party wall information
3. Building near boundary information
4. Contact information for carrying out highway works

5. Notify highways service of intent to commence works
 6. Asbestos guidance note
 7. Guidance notes from Thames Water
 8. Any [other] informative(s) considered necessary by the Head of Planning
1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 2. That, if by 3 months of the committee date (24th August 2017) the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.
 3. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP

	<h3>Planning Committee Map</h3>
<p>Site address: 2A, Preston Way and 283, 285 and 287 Preston Road, Harrow, HA3 0QQ</p>	
<p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>	



This map is indicative only.

EXISTING

The site for the proposed development is located on the western side of Preston Road and currently contains 2 detached dwellinghouses (2a Preston Way & 283 Preston Road) and 2 semi-detached dwellinghouses (285 & 287 Preston Road) dwellinghouses and associated gardens. The site is bounded by No. 281 Preston Road and Preston Way to the south, the rear garden of 2 Preston Way to the west, a Council owned landscaping strip and access road to Tenterden sports ground to the North and Preston Road to the east.

The site has an area of 0.185ha and a level drop of approximately 2.9m from east to west towards 2 Preston Way. The site has a Public Transport Accessibility Level (PTAL) rating of 3 which is classified as good and it is within 150m of Preston Road tube station.

AMENDMENTS SINCE SUBMISSION

The following amendments were made to the plans during the course of the application:

- Addition of disabled parking bay outside of the basement parking area, so as to provide one disabled space without restricted headroom.
- The removal of separating walls between the kitchens and lounges in flats 00-03, 01-03 and 02-03 to ensure that the kitchens have a light source and function as habitable rooms.

SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

1. The sites opportunity to deliver new homes. Officers give great weight to the viable delivery of housing, in line with the adopted Development Plan.
2. The impact of a building of this height and design in this location. The proposal replaces suburban family houses with a modern block of flats of higher density. However, the development utilises good architecture with quality detailing and materials in order to maximise the site's potential whilst respecting surrounding development.
3. The transport impacts of the proposed development. Highway officers consider that the proposal adequately addresses highway concerns.
4. The quality of the proposed residential accommodation. Officers consider that the proposal provides a good standard of accommodation, within a building showing good design credentials, which is in line with the adopted Development Plan
5. Impact on the living conditions of neighbours, which officers believe are minimal and justified given the regenerative benefits of this development.

MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
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Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
-------------	------	------	------	------	------	------	------	------	-----	-------

EXISTING (Houses)								4	4	4
EXISTING (Flats û Market)										
PROPOSED (Houses)										
PROPOSED (Flats û Market)	11	10	4							25

RELEVANT SITE HISTORY

Relevant history

09/2136. Full Planning. Refused – Appeal dismissed. 16/06/2010.

Demolition of 4 existing dwellings and erection of a two-, three- and four-storey building to provide 33 flats (17 one-bedroom, 10 two-bedroom and 6 three-bedroom) and a basement car-park, with formation of new vehicular access from Preston Way, associated services and landscaping.

11/1042. Full Planning. Granted. 21/07/2011.

Demolition of 4 dwellinghouses and erection of a two/three storey building to provide 17 x self-contained flats (6 x 1-bedroom, 7 x 2-bedroom and 4 x 3-bedroom) with basement car park with vehicular access from Preston Way and associated landscaping subject to a Deed of Agreement dated 21 July 2011 under Section 106 of the Town and Country Planning Act 1990, as amended.

CONSULTATIONS

Press Notice published on 26/01/2017

Site Notice displayed on 16/03/2017

The owner/occupier of 80 properties along Preston Road and Preston Way were notified of the application 18/01/2017.

13 letters of objection have been received to date. The points raised within these letters are summarised below:

Grounds for objection	Response
The development will remove 4 perfectly good houses which are in keeping within the character of the street and surrounding areas.	The four houses are not designated as heritage assets and would not necessarily warrant retention if replaced by an acceptable new development. The four family homes lost are to be re-provided within the new development.
The block proposed is out of character with the area. The building's height will obstruct views of green spaces.	The block is within an area of urban and suburban transition. Given this urban/town centre fringe location, it is considered that the design proposed represents a suitable solution. More discussion of this is within section 2.
The development would magnify existing traffic congestion problems. The junction of Preston Road and Preston Way is often used as an area by motorists to turn around.	The transport situation has been assessed by our highways team and found to be acceptable. These aspects are discussed below within section 7.
The development would encroach on open space.	The development would retain a large garden space to the rear and also see an increase in soft landscaping to the front of the development, visible from Preston Road. Whilst the footprint of the building is larger than that of the existing houses, it is considered that the contribution towards the borough's housing stock alongside the substantial green space to be retained and enhanced as part of the development would justify the losses of green space.
The development would destroy the view	The building would be approx. 1m taller than

across the back gardens of 281-287 Prston Road as seen from Preston Waye.	the existing roof ridge of no's 285-287 and approx. 2m taller than the existing roof ridge of no. 283. Whilst this will result in a small loss of view, it is not considered that the loss will be materially detrimental, particularly when weighed against the wider benefits of the scheme.
A significant increase in residential density is proposed.	The development is on the edge of a town centre and within a 1 minute walk of a train station providing a fast service to Central London. Given the surrounding townscape and amenities, it is considered that this is an ideal location in which to increase residential density.
The development would stretch the capacity of surrounding infrastructure e.g. doctor's surgeries and dentists.	The occupation of the development would result in a minor increase in demand for local health services and other services. However, there is no evidence to suggest that the local capacity of such services cannot be suitably increased to account for this.
The development would negatively impact the value of surrounding houses	This is not a material planning consideration.
The proposed development is bigger than that for which planning permission was granted in 2011, so the precedent should not be used to inform this decision.	A development of this scale in this location has not been approved, and therefore no precedent has been established for a building of this size. Whilst weight will be given to previous approvals made by the Council, the increased height of the building from previous applications is unprecedented and will warrant an assessment independent from the previous decisions.
The traffic impact has not been properly assessed and is based on old data. The proposal would increase danger to traffic and pedestrians.	The transport situation, including the traffic impact assessment has been assessed by our highways team and found to be acceptable. These aspects are discussed below within section 7.
Approving the application would conflict with the findings of the appeal inspector during the appeal of application 09/2136	The policy context has changed significantly since the appeal decision in 2010. A different view is now taken. Please see paragraphs 2.6-2.11 below for further information.
The narrow vehicular entrance/exit is not suited to cope with the traffic volumes of the car park proposed The provision of 20 car parking spaces (not including disabled parking spaces) will not be enough to satisfy the demand, leading to overspill parking.	The transport situation, including the traffic impact assessment has been assessed by our highways team and found to be acceptable. These aspects are discussed below within section 7. The predicted traffic generation of this development (as confirmed with the highways officer) is for 15 arrivals and 16 departures over the course of the 12-hour day, with peak hour flows of 1 arrival/3 departures in the am peak (8-9am) and 1 arrival/1 departure in the pm peak (5-6pm). This is considered to be a very small addition in the context of the existing highways capacity.
The development contains no social/affordable housing	Whilst no affordable housing has been proposed, the proposal still complies with the Council's affordable housing policy DMP15, in that it has been sufficiently demonstrated

	(and independently confirmed) that the proposed development cannot deliver affordable housing whilst remaining financially viable. However, the Council will secure a legal agreement allowing the Council to review the actual construction costs against those projected, to consider if affordable housing provision will become viable.
The opening of a temple to the rear of 269 Preston Road, accessed from the service road off of Preston Way since the 2011 consent has materially changed the traffic situation	The temple use does not benefit from planning permission. Furthermore, the proposal does not rely on any on street parking and will therefore not materially affect the level of parking congestion, regardless of whether an unlawful Temple use operates within the vicinity. The transport review indicates that a small number of car movements per day are predicted which is unlikely to incur a material impact on the highway capacity of surrounding streets.
More consideration needs to be given to surface water runoff and flooding risk. The Wealdstone Brook nearby is a known flood risk area. The loss of gardens and green space will add to the surface water run off and exacerbate flood risk in the area.	Whilst no history of flooding is apparent within the vicinity, the Council appreciates that nearby areas (Woodcock Hill, John Billam Sports Ground and Silverholme Close) are subject to flooding problems. The Council has required the submission of a flood risk assessment and sustainable drainage strategy. This has been reviewed by Brent's lead local flood authority and the details are confirmed to be accepted.
The development is so close to the town centre that it would alter the appearance and character of it.	The Council would consider the development's proximity to the town centre to be a key justification in the establishment of a development of this density and design, which would be less appropriate if further from a retail centre and transport links.
The development would create disruption and noise.	It is not considered that the design of the development would increase the potential for noise disruption. Any individual instances of noise disturbance from residents would be subject to the Council's Environmental Health and Nuisance Control teams and would not be a matter reasonable to consider at planning stage.
There are concerns about damage, noise, disturbance and environmental impacts of basement development as proposed.	A construction method statement is to be secured which will require details of basement construction.
The balconies will overlook the rear garden of no. 281 Preston Road.	The balconies within units xx-01 will have south facing aspects facing the garden of no. 281. However, they are more than 12m from the boundary with no. 281 and as such are suitably far away to avoid unreasonable overlooking, as specified within SPG17. Balconies within units xx-07 will have south facing aspects facing the garden of no. 281. These balconies are slightly more than 2m from the boundary with no. 281 and as such could incur unreasonable overlooking. A condition will require that a 1.7m high balustrade is provided on the southern side of

	these balconies (and that the specific details of this are submitted to the Council) to prevent overlooking of the rear garden of no. 281 Preston Road.
Large vehicles with fixed axles will not be able to access this service road.	The transport situation, including means of access has been assessed by our highways team and found to be acceptable. These aspects are discussed below within section 7. It has been demonstrated to the satisfaction of the highways officer that the rear access is suitable for access by Brent's refuse collection vehicles and vehicles of equal size.
Concerns are raised over the refuse arrangement and compliance with Brent's SPG19.	SPG19 was revoked in February 2017. The practicality of the refuse arrangement has been reviewed by our highways team and found to be acceptable.
The surface of the road access should be finished with permeable materials and quiet surfacing to reduce noise pollution, especially at no. 281 Preston Road.	The potential for noise disturbance as a result of this has been considered, please see paragraph 8.1 below for further information.
Security is a concern as the west and north boundary of no. 281 Preston Road will form part of a vehicle and pedestrian access.	These areas are not going to form part of the public realm and will be for the exclusive access of residents of the proposed building.
A dotted line is shown representing a proposed development at no. 281 Preston Road, which is misleading.	The Council has not approved a redevelopment of no. 281 Preston Road and the Council is giving no weight to the proposed development indicated within the dotted line. The proposal is instead being assessed in accordance with the existing situation of no. 281.
Families would not choose to live on a busy main road with no private gardens.	Family units are to be provided with a mixture of private balcony space and communal garden space, in an overall quantum that complies with SPG17 standards for amenity space provision. It is considered that this will provide a suitable environment for families.

Statutory Consultees

Barnhill Ward Councillors

Cllr Shafique Choudhary, Cllr Michael Pavey and Cllr Sarah Marquis.
No comments received.

Highways

Highways support the application subject to a legal agreement to secure a right of vehicular access over the proposed car park access road into any redevelopment of No. 281 Preston Road. Conditions relating to (i) the reinstatement of all redundant crossovers onto Preston Road to footway and associated amendments to on-street parking bays at the developer's expense prior to occupation of the development; (ii) amendments to the basement car park to provide a minimum headroom of 2.6m (excluding lighting, pipes etc.); and (iii) the submission and approval of further details of the junction of the proposed vehicular access road with Preston Way, including the provision of 4m kerb radii were also required.

Environmental Health

Environmental health supports the application subject to a number of conditions relating to internal noise levels, construction noise and dust and air quality impact.

Landscaping and Trees

The Council's tree officer has raised two concerns regarding the tree planting plan:

- A poor diversity of trees is provided within the rear garden for residential amenity. At least one more species of tree, appropriate to this setting should be incorporated to the mix to improve tree diversity and biodiversity for the enjoyment of residents.

- The sloping topography along the vehicular access at the rear of the site is likely to significantly limit the life expectancy of the Quercus Ilex trees which are proposed to be planted along this location. A different species, which would be more resilient to the topography within this part of the site should be used.

The tree officer has also requested that additional information is provided that would confirm the pot sizes and proposed stem girth of each tree at planting. Given the basement level below the garden, the soil depth for each tree and the proposed lawn should be confirmed. A planting plan which sets out a plan of irrigation for the trees is also requested.

Planning Policy

There are no objections to the proposal on planning policy grounds. The proposal does not seek to change the use of the plot of land but to intensify its current use as residential accommodation. The supportive policy position for a development of this nature has already been established in previous applications 09/2136 and 11/1042.

Affordable Housing

Following an independent financial review being made on behalf of the Council, it is agreed that it will not be viable for this scheme to deliver affordable housing and as such we will not require any to be proposed.

However, based on a dearth of new build residential comparable evidence within the surrounding area, it is considered that there is significant uncertainty over achievable values of the development. The scheme will also be sensitive to value growth over the development period. Therefore, the Council would be requiring a viability review mechanism to be secured through a S106 agreement as part of an approval. This will allow a periodic review of actual construction costs and an ability to secure affordable housing within the development if the actual costs prove more profitable than those that are projected.

Local Lead Flood Authority

The Council's Local Lead Flood Authority was consulted following a number of flood concerns being raised by neighbours. Whilst there is no flooding history in the vicinity of proposed site; the ground is falling away towards the field and there is a flooding problem in Woodcock Hill, John Billam sports ground and Silverholme Close. It has been requested that a flood risk assessment and sustainable drainage strategy is submitted. This has been submitted and reviewed by the Local Lead Flood Authority. The details have been reviewed by the Lead Local Flood Authority and comply with the Council's requirements. The proposal is supported on grounds of flooding and drainage.

Thames Water

Thames Water has reviewed the application and supports the development. A condition is recommended to secure details of piling methodology. Informatives are recommended to address aspects of: Petrol / oil interceptors within car park, protection to avoid the risk of backflow, groundwater risk management permits, surface water drainage and proximity of public sewers

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of relevance to the determination of the current application

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- Technical Housing Standards 2015
- London Plan Consolidated with amendments since 2011
- Mayors Housing SPG 2016
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Development Management Policies 2016
- Brent Supplementary Planning Guidance 5:- Altering and Extending your Home 2002

- Brent Supplementary Planning Guidance 17:- Design Guide For New Development 2001

Brent's106 Supplementary Planning Document

DETAILED CONSIDERATIONS

1.0 Principle of redevelopment

1.1 The principle of the re-development for housing is considered to be acceptable. The loss of four family dwellings is compensated for by the provision of four 3-bedroom family units within the proposed development. It will involve the redevelopment of land currently in use as garden space and it is important to consider whether this is appropriate.

1.2 Brent's adopted Core Strategy sets out the chosen local strategy as one of directing new housing to the identified growth areas (policy CP1, CP2) and to protect and enhance the suburban character of Brent (policy CP17).

1.3 Whilst the site is not within a designated growth area, Council policy does not preclude development subject to compliance with relevant policy considerations. As such, the principle of development of the site for residential purposes can be supported subject to compliance with policy.

2.0 Design

Layout

2.1 There is no objection to the demolition of the existing buildings. They are not listed, locally listed or within a conservation area.

2.2 The site layout is arranged so that the L-shaped building fronts onto Preston Road to the east and the access road to the Tenterden Sports Ground car park to the north. The main pedestrian access is from Preston Road where existing crossovers will need to be removed and replaced with a landscaped area and front boundary treatment. There is a basement car park proposed with access from Preston Waye, alongside which there will also be a secondary pedestrian access. A large communal amenity space is provided to the rear. The amenity space does not contain a purpose built children's play space although the eastern part of the amenity space has been planted more densely to encourage an imaginative play space, which relies on its variety of natural textures and micro-spaces, rather than purpose built apparatus, to encourage exploration and intrigue among children. The lower ground floor also contains a small gym, which is considered to be a suitable amenity provision for residents if conditioned to ensure its use is solely on an ancillary basis for those resident in the block, and not as a commercial operation.

2.3 The building is provided with one central core, which supports access to 7 flats on each floor. This ratio of core to number of flats falls within the London Plan recommendation of 8 flats maximum per floor per core. The core contains one lift and one staircase for access. The L-shape projection of the block does not extend to the top floor (third storey) and the core provides access to 4 flats only on this floor, which are arranged within a more rectangular footprint.

Scale, massing and bulk

2.4 The proposed replacement building will front onto Preston Road. It will have a width of 27.7m and will be 4 storeys in height with a recessed third floor. The proposal will have a flat roof with the height of this being 2m above the ridgeline of the neighbouring detached house (no. 281) and 1.7m above the ridgeline of the neighbouring semi-detached house (no. 289). The height of the proposed ridge will be 1.85m higher than the existing ridge height of no. 283 and 0.85m higher than the existing ridge line of no's 285 and 287, the three dwellings which this building would replace. The building sits below the eaves line of the 3-storey building on the opposite side of Preston Road. The massing of the building is partly broken down by the two 2-storey front bays which project 1.5m forward of the main front wall.

2.5 The main part of the building fronting Preston Road will have a depth of 17m. There will be a further two-storey rear projection with an additional depth of 12m where it is set in 12-13m from the side boundary with No. 281 Preston Road and set in 2m from the boundary with the side access road to the Tenterden Sports Ground car park. A variation in materials along the projection helps to break down the scale and massing of the building. The projecting bay and the upper storey will be finished in white render while the recessed sections will finished with a dark coloured brick. These elements, along with the window detailing

linking the floors provide a vertical emphasis in contrast to the more dominant horizontal massing of the block as a whole.

2.6 Whilst the building is slightly taller than its immediate neighbours on the western side of Preston Road, the development is clearly on the edge of a designated town centre where buildings of comparable heights and massing have long existed (the proposal is only separated from these buildings by no. 281 Preston Road). The adjacent development across the road is already of a notably greater massing and is a building which establishes the town centre character further north for some distance beyond the proposed building. Given the proposed building's placement within an area at the confluence of suburban Brent and a denser town centre environment, it is considered that the proposed development is of a scale and massing that can be comfortably accommodated within this location. The proposal is therefore considered to be in keeping with the character and appearance of the surrounding area.

Consideration of design in the context of previous appeal decision

2.7 A scheme of broadly equivalent massing (4 storeys with the same design features) was considered by the Council in 2009 and recommended for refusal (ref: 09/2136). The application was appealed (appeal ref: APP/T5150/A/10/2120820/NWF) where the Council's decision to refuse was upheld. It was considered by the inspector that *"the proposal would make efficient use of land providing additional accommodation in a sustainable location where higher densities may be appropriate. It would not detract from the future occupiers' living conditions. However, neither this nor any other matters would outweigh the substantial harm to the character and appearance of the area and the living conditions of the nearby occupiers arising from the proposal. The appeal is therefore dismissed."*

2.8 The inspector expands on this by identifying that *"town centre buildings continue along the eastern side of Preston Road beyond the appeal site; however, along the western side the character changes at the junction with Preston Way"*. The inspector further notes that *"the proposed design has been carefully considered, and articulation and materials would be used to break up the bulk. However, over such a large building, this treatment appears harsh compared to the smaller more spacious and traditional housing, and it fails to reflect design characteristics of the local environment. The design, together with its large scale, depth and massing, would make it a very dominant building, not easily assimilated into the street scene"*.

2.9 Later, the inspector considers that *"while the proposal may be a similar height to the town centre buildings, the appeal site clearly falls within the residential part of Preston Road separated from the town centre by the adjacent house, No 281. I acknowledge that No 281 may also come forward for redevelopment in the future, but, at present, I consider that the two sites do not combine to form a transitional area between the town centre and the residential area."*

2.10 Since this decision, Brent's Core Strategy was adopted in July 2010 and Brent's Unitary Development Plan was superseded by Brent's Development Management Policies in November 2016. The London Plan and its subsequent alterations have also seen adoption and application to development within Brent. With a changed policy context (including the different focus provided by the National Planning Policy Framework), it is considered that the appeal inspector's comments need to be seen in a different context. As identified within the applicant's planning statement, the development is within an area of urban/suburban transition, being bounded by taller, town centre buildings immediately to the east, north-east (across Preston Road) and to the south (albeit with a small gap of one suburban dwellinghouse).

2.11 It is observed that the proposal is not for full site coverage, retaining a substantial rear garden space, an important feature of suburban residential locations, and limiting the development height to 1m-2m greater than the surrounding roof ridges. It is conceded that the overall bulk of the building will be greater than the immediately adjacent suburban dwellings; however the bulk is in keeping with the massing of the established town centre buildings very close by in the vicinity.

2.12 Overall, it is considered that the proposed design strikes a balance between respecting its immediate suburban neighbours and its denser town centre context to the east and south. The building proposed has clearly demonstrated an appropriate limitation of development scope in achieving this character.

Density

2.13 The proposal contains 25 units and 72 habitable rooms across a site that measures 1,865sqm (18.65% of a hectare). Given this, the density of the development equates to 2.9 habitable rooms per unit, 386 habitable rooms per hectare and 134 units per hectare. The area has a PTAL rating of 3 and is considered to be within an urban area, given its location at the edge of a town centre and within 150m of a tube station.

Given the above, the development is consistent with the density range specified within the London Plan (200-450hr/ha for sites with PTAL 2-3 in urban locations).

3.0 Neighbouring amenity

3.1 All sole habitable room windows, including those facing directly south across the garden of no. 281 Preston Road have a clearance of at least 10m between the window and the boundary with a surrounding property. Rear facing windows have a clearance of more than 20m to the western boundary, south facing windows have a clearance of 12m to the southern boundary, north facing windows are only a metre or so from the boundary, however they provide outlook across the public access to Tenterden Sports Ground and thus would not compromise the privacy of any private amenity spaces. Whilst 12m of separation is established to the southern boundary, the applicant has additionally included timber slats externally to these windows which will ensure an additional level of privacy protection to no. 281.

3.2 Some of the windows, as well as the balconies within flats 01-07, 02-07 and 03-04 will allow overlooking of the garden at no. 281 from approx. 2.5m separation, by virtue of their placement in the side elevation facing south. However, none of these windows are sole habitable room windows and can therefore be suitably condition to be obscure glazed and non-opening (except at high level) to retain the privacy to no. 281. A similar condition will also require details of balustrade screening on the southern sides of the balconies of these flats to be submitted.

3.3 The proposed building will project beyond the rear elevation of no. 281 Preston Road to a small extent. Specifically, the building will project 2.1m to the rear of the centre of the nearest ground floor habitable room window at no. 281 and 3.5m to the rear of the centre of the nearest first floor habitable room window at no. 281. Given that the built form of the development is set in from these centre points of the windows by 7.5m, the proposal complies with the 1:2 rule as set out within Brent's SPG5 guidance.

3.4 The proposal does not comply with the 30 degree or 45 degree rules as set out in Brent's SPG17 guidance when measured from the northern boundary of no. 281 (45 degree line drawn towards the development from a height of 2m) or the nearest ground floor habitable room window (30 degree line drawn towards the development from the centre of the window from a height of 2m). The proposal marginally breaches the 30 degree rule as measured from the nearest first floor window at no. 281 Preston Road. Given these breaches of reasonable amenity limits, the applicant has provided a daylight and sunlight study to more closely assess the impact of the development on the amenities of no. 281. The study has been carried out in accordance with established BRE guidance and the British Standard document BS8206 Pt2. The results of these tests have shown that, whilst there will be some reductions in daylight to individual windows, the amount of direct skylight received within each of the neighbouring habitable rooms will remain high and in excess of the BRE criteria. The assessment of sunlight to neighbouring windows has also shown full compliance with the BRE criteria. Given compliance with the established standard for daylight and sunlight, the proposal is considered to have an acceptable impact on no. 281 Preston Road.

3.5 The development is significantly distanced from other properties (21.5m to the side boundary of no. 2 Preston Waye and approx. 12m to the side boundary of no. 289 Preston Road) so as not to raise amenity impact concerns in accordance with SPG17 guidance.

4.0 Quality of Accommodation

4.1 25 residential units are proposed. Four of these are 3-bed units, ten are 2-bed and eleven are 1-bed. The units' compliance with London Plan standards are displayed within the table below:

Floor	Legend	1	2	3	4
Unit 01	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	1b2p 49.8sqm (0.2sqm under) 14sqm bedroom	"	"	3b5p 98.06sqm (12sqm above) 14.3, 12.2 and 10.8sqm
Unit 02	- Flat composition - Flat size (+/-	3b5p 84.6sqm (1.5sqm	"	"	2b3p 66.57sqm (5.5sqm

	<i>London Plan req)</i> - Bedroom sizes	under) 12.8, 11.9 and 11.9			above 13.5sqm & 10.6sqm
Unit 03	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	1b2p 63.68sqm (14sqm above) 17.18sqm bedroom	"	"	1b2p 59.41 (9.41sqm above) 13.7sqm bedroom
Unit 04	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	1b2p 52.2sqm (2sqm above) 12.3sqm bedroom	"	"	2b3p 66.75sqm (5.75sqm above) 13.5sqm & 11.7sqm
Unit 05	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	1b2p 55.04sqm (5sqm above) 11.73sqm	2b4p 76sqm (6sqm above) 14.4sqm & 11.9sqm	"	N/A
Unit 06	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	2b4p 82sqm (12sqm above) 17.37sqm & 13.26sqm	2b4p 85sqm (15sqm above) 18.16sqm & 16.8sqm	"	N/A
Unit 07	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	2b3p 76.9sqm (16sqm above) 14.3sqm & 10.3sqm	2b4p 76.9sqm (16sqm above) 14.7sqm & 13.6sqm	"	N/A

4.2 With the exception of two flats, all units comply with the relevant London Plan standards for floor space. Many of the flats significantly exceed the requirements (in some cases by up to 16sqm). The two flats that do not meet the standard are less than 2sqm short. On balance, the size of the flats is considered to provide an acceptable standard of accommodation for future residents. Flats 00-06 and 00-07 on the ground floor are shown to be DDA flats, which equate to an 8% provision of disabled access flats. This is two points below the 10% sought within the London Plan, however given that an additional DDA flat would result in provision being two points above the 10% standard sought, a balanced view has been taken that considers the 8% provision to be acceptable.

4.3 Nearly all primary and sole habitable room windows offer a good level of outlook, with all achieving at least 10sqm of unobstructed outlook from their source. The exceptions to this are within the lounge, bedroom and kitchen of flat 00-03 and the bedroom of flat 00-04. These ground floor flats face the northern boundary of the site at a distance of approx. 1m, likely to result in poor light and outlook. Whilst some weight is given to the previous appeal scheme, where the same arrangement of rooms was found acceptable by the inspector, more justification is achieved in consideration of flat 00-03 being oversized (by 13sqm) and flat 00-04 having dual aspect outlook from its main habitable living space/kitchen.

4.4 Flats 00-03, 01-03 and 02-03 are single aspect flats whose windows face north. Whilst specifically discouraged within the London Plan, some weight is given to the previous appeal scheme, where the same arrangement of rooms was found acceptable by the inspector. All of these units are notably oversized (by 13sqm) and serve one bedroom units. As such, it is considered that these units can be supported. The applicant's daylight and sunlight study has also noted that these flats are to experience restricted levels of sunlight. However, through revised plans, the kitchen spaces have been opened up to form part of open plan living/dining/kitchen spaces which will maximise the available light across the flats. Given the significant size

of these units, and the lack of outlook issues with other flats in the development, it is considered that this amenity shortcoming is acceptable on balance.

4.5 The ground floor flats are to be equipped with small private gardens. The private gardens are separated from the communal spaces by vegetated boundary treatments. In all cases, these boundary treatments are positioned so as to provide less than 5m of outlook from the ground floor windows. However, the boundary treatments have a height of 1.5m and will therefore retain a suitable balance between retaining outlook and retaining privacy.

4.6 The flats are stacked atop one another and as such no concerns over unacceptable noise transference are raised.

4.7 The proposal provides a large area of amenity space to accommodate the needs of prospective residents. A communal landscape area is provided on the platform above the basement car park. This has an area of approximately 360sqm. Additional private amenity spaces are provided in the form of private gardens on the ground floor, totalling 212sqm. These amenity spaces are communal between some of the flats, and a condition will be added to ensure that details of appropriate screening/boundary treatment is provided between each of these amenity spaces. Of the 18 flats on the upper floors, 10 of the flats are to be provided with private balconies, varying in size with the largest being 17sqm in size, for the top floor 3 bedroom flat. The balconies mostly achieve a 1.5m depth for usability. All flats have access to communal amenity space, and 17 out of 25 have access to their own private amenity space too. All four of the 3 bedroom units have access to private amenity space with only smaller flats being left with communal space access only.

4.8 The overall quantum of amenity space equates to 667sqm with about half of this being the communal garden. In accordance with SPG17 standards, the four family flats and twenty-one smaller flats should achieve have access to a total amenity space provision of 620sqm, which is therefore exceeded within this development. A large communal amenity space is provided to the rear. The amenity space does not contain a purpose built children's play space although the eastern part of the amenity space has been planted more densely to encourage an imaginative play space. However, it is not considered that this space would be sufficient to comply with the London Plan standards for child play and recreation. In accordance with the Mayor's child play space calculator, a development of this composition is likely to have 1 child under 5 and one child between the ages of 5 and 11 resident within the block. This will therefore necessitate 24sqm of child play space within the rear communal garden space in accordance with the calculator. A condition will be attached to secure details of such a play space. The proximity to Tenterden Sports Ground is noted.

4.9 The access arrangements for the residents are clear, secure and attractive. The proposed residential accommodation is considered to be in accordance with the relevant design standards and is considered to be acceptable.

5.0 Affordable Housing

5.1 No affordable housing is proposed as part of this scheme. The Council's policy on this is for 50% affordable housing or the most viable level as demonstrated in the toolkit. The applicants have submitted a toolkit which sets out that no affordable housing is viable for this proposal. Following an independent financial review being made on behalf of the Council, it is agreed that it will not be viable for this scheme to deliver affordable housing and as such we will not require any to be proposed. However, based on a dearth of new build residential comparable evidence within the surrounding area, it is considered that there is significant uncertainty over achievable values of the development. The scheme will also be sensitive to value growth over the development period. Therefore, the Council would be requiring a viability review mechanism to be secured through a S106 agreement as part of an approval. This will allow a periodic review of actual construction costs and an ability to secure affordable housing within the development if the actual costs prove to be lower than those that are projected.

6.0 Landscape Design and Trees

6.1 The proposal would result in the loss of some vegetation and two small trees along the frontage and the loss of 15 trees within the rear of the site. A comprehensive landscaping plan is provided which would see a significant amount of planting along the front of the site and particularly within the rear of the site. The only tree of notable prominence to be lost is a Eucalyptus tree towards the rear. A large Quercus Ilex is proposed at the rear of the site, which will appear as a large feature tree helping to mitigate the loss of the Eucalyptus Tree. Four smaller Quercus Ilex trees are to be planted along the rear garden boundary, helping to provide a boundary screening for the site to the west.

6.2 Four *Pyrus Communis* "Beech Hill" trees are to be planted along the frontage to mitigate the loss of vegetation along the frontages of the houses. Nine additional *Pyrus* trees are to be planted and line the vehicular access on both sides at the rear. One final *Pyrus* is to be planted at the north western corner of the site, close to the feature *Quercus*, helping to provide a more diverse screening and foliage as seen from the car park site to the north.

6.3 The rear garden is to be planted with eleven *Malus* 'White Star' trees to mitigate the tree losses.

6.4 Overall, 26 new trees are to be planted as part of the development, representing a suitable mitigation of those which are to be lost.

6.5 The Council's tree officer has raised two concerns regarding the tree planting plan:

- A poor diversity of trees is provided within the rear garden for residential amenity. At least one more species of tree, appropriate to this setting should be incorporated to the mix to improve tree and biodiversity for the enjoyment of residents.
- The sloping topography along the vehicular access at the rear of the site is likely to significantly limit the life expectancy of the *Quercus Ilex* trees which are proposed to be planted along this location. A different species, which would be more resilient to the topography within this part of the site, should be used.

6.6 The tree officer has also requested that additional information is provided that would confirm the pot sizes and proposed stem girth of each tree at planting. Given the basement level below the garden, the soil depth for each tree and the proposed lawn should be confirmed. A planting plan which sets out a plan of irrigation for the trees is also requested.

6.7 All of these elements will be required to be addressed through a condition, which will be worded to require submission and approval of details, as well as planting in accordance with the details, prior to first occupation of the development.

7.0 Highways and transportation

7.1 Preston Road is a local distributor road, with three pay & display parking bays in place along the site frontage. Preston Way is a local residential cul-de-sac, with parking restriction in place along the frontage of No. 2a. Public transport access to the site is moderate (PTAL 3), with Preston Road station (Metropolitan line) and three bus services within 640 metres.

7.2 Car parking allowances have been amended since the previous applications and are now set out in Appendix 1 of the adopted DMP 2016. This now gives a maximum allowance of 27 spaces for these 25 flats. With a total of 23 marked spaces now proposed, standards would still be complied with, whilst remaining close enough to the maximum allowance to make overspill parking from the site unlikely, given that average car ownership for flats in the area would suggest about 20 cars would be owned by future residents.

7.3 The proposed provision of three wide, marked disabled spaces is also sufficient to satisfy Blue Badge parking requirements, ensuring that each designated disabled unit has access to a dedicated space and that a spare space is available for visitors.

7.4 The layout of the proposed basement provides adequate dimensions for the parking spaces and for manoeuvring, but the headroom of 2.5m does not provide sufficient clearance for high top conversion vehicles for wheelchair users. However, the final plans submitted include an external disabled parking space at the end of the access road, thus addressing previous concerns regarding headroom. Thirty-nine bicycle parking spaces have now been indicated within an enlarged basement storage room, which is sufficient to meet London Plan standards in a secure and covered location.

7.5 Refuse storage for collection days remains in the same location in the basement car park as proposed on previous schemes, some 25m from Preston Way. As before, this exceeds the maximum refuse carrying distance of 10m for flats (as set out in Brent's Waste Planning Policy), so will require the refuse vehicle to reverse into the site from Preston Way. This is generally acceptable, with tracking having been provided to demonstrate this would work, subject to suitable kerb radii of about 4m being provided onto Preston Way.

7.6 A further day-to-day store located in the basement closer to the lift core for the convenience of residents to satisfy the recommended maximum refuse carrying distance of 30m set out in Part H of the Building Regulations (2000) for residents. A property manager will take responsibility for relocating the bins on

collection days and this arrangement is considered acceptable. All units are within 45m of Preston Road, so fire access requirements are again catered for.

7.7 As before, the provision of vehicular access from Preston Waye is generally supported, as it will allow two redundant crossovers onto Preston Road to be removed and additional on-street pay and display bays to be provided. The cost of amending the Traffic Regulation Orders will be added to the cost of the crossover works. As above, suitable kerb radii will be needed to accommodate refuse vehicles and precise access layout arrangements will need to be agreed with the Highway & Infrastructure service as a condition of any approval. The proposed gates along the access road are fine.

7.8 Visibility issues were carefully considered under the previous applications, due to the narrow footway width and the bend in the road. As before, sightlines would fall marginally short of the appropriate standard for the traffic speeds in the road (i.e. 2m x 21m (eastwards) and 2m x 23m (westwards)), but not by so significant a degree as to be likely to cause a highway safety problem. In the longer term, any future redevelopment of the adjoining site at 281 Preston Road to flats (which has previously been mooted) would allow sightlines to be improved eastwards, through a widening of the footway into the site to achieve a 2m width.

7.9 As before, planter bays are indicated along the boundary to No. 281 which could be removed to accommodate vehicular access to any future car park provided at the rear of that site. This is again welcomed in highway terms as it would limit the proliferation of new accesses onto the highway. It is again recommended that the right of any future developer of No. 281 to use this access road to access car parking be secured through a S106 Agreement.

7.10 The pedestrian access to all units is again shown directly from Preston Road, which is welcomed and again overcomes any need to provide a segregated pedestrian route and access gate along the rear car park access road, allowing the width of the access to be reduced to provide more soft landscaping.

7.11 The previously submitted Transport Statement has been updated to reflect the change in the number of units and to update the survey sites used to derive trip rates. The amended assessment gives a predicted total of 160 movements between 7am and 7pm on a weekday, with 20% as car drivers, 7% as car passengers, 28% on public transport, 43% by foot and 1% by bicycle. Total vehicle trips are therefore estimated at 15 arrivals and 16 departures over the course of the 12-hour day, with peak hour flows of 1 arrival/3 departures in the am peak (8-9am) and 1 arrival/1 departure in the pm peak (5-6pm). These totals are again not considered large enough to have a significant impact on the local transport network.

7.12 Finally, the CIL charging mechanism has now come into effect to replace the previous S106 standard charge and funding towards sustainable transport improvements through this would be welcomed.

7.13 In summary, subject to:

- (a) a Section 106 Agreement to secure a right of vehicular access over the proposed car park access road into any redevelopment of No. 281 Preston Road; together with
- (b) conditions requiring: (i) the reinstatement of all redundant crossovers onto Preston Road to footway and associated amendments to on-street parking bays at the developer's expense prior to occupation of the development; (ii) amendments to the basement car park to provide a minimum headroom of 2.6m (excluding lighting, pipes etc.); and (iii) the submission and approval of further details of the junction of the proposed vehicular access road with Preston Waye, including the provision of 4m kerb radii; and
- (c) an informative advising the applicant to contact the Head of Highways & Infrastructure to arrange for the site access works and removal of the redundant crossovers to be carried out,

there would be no objections on transportation grounds to this proposal.

8.0 Environmental Health

Noise

8.1 The application is for the demolition of existing properties to provide new accommodation in the form of flats. There are a number of areas linked to this development that may cause issues with noise to the future occupants if the appropriate measures are not taken. One of these areas is in relation to the existing noise

from traffic and commercial uses on Preston Road and how this may impact on the future occupants. Another of these areas relates to the proposed lower ground floor car park, plant room and gym and how noise from these areas may impact on the ground floor occupants. In addition, the layout of the flats should ensure that the type of rooms above and below should be similar in order to ensure that noise transmission is minimised. Therefore in order to ensure that noise does not impact on future occupants it is recommended that appropriate noise insulation and reduction conditions are applied to the consent.

Construction Noise and Dust

8.2 The development is located very close to residential premises. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. A condition is therefore recommended to secure a Construction Method Statement to minimise the impact on local air quality and protect the amenity of neighbours during construction.

Air Quality

8.3 The applicant has not provided details of the proposed heating system to be used within the development and no information on the proposed transport emissions. Therefore it is recommended that a condition to secure an Air Quality Neutral Assessment is applied to ensure compliance with GLA guidance.

9.0 Flooding and Drainage

9.1 In response to concerns raised by residents about surface water draining and flooding, the applicants have commissioned a report detailing Flood Risk Assessment and a Sustainable Urban Drainage Solution (SUDS) for the site. The report details arrangements that will greatly reduce the surface water run off leaving the site, and therefore reduce flood risk at the site and elsewhere, as well as providing biodiversity and amenity value. Following the implementation of the proposed SUDS solution, the peak flow rate of surface water will be reduced from 30.8 litres/second for a 1 in 1 year storm event to 5 litres/second, and from 97.6 litres/second for a 1 in 100 year storm event, also to 5 litres/second.

9.2 These details have been reviewed by Brent's Local Lead Flood Authority and are confirmed to appropriately meet Brent's requirements.

10.0 Conclusion

10.1 Officers consider that the scheme meets planning policy objectives and is in general conformity with local, regional and national policy. The proposal would make a positive contribution to the area, whilst having an acceptable impact on and relationship with the existing surrounding development. Officers recommend the application for approval subject to the conditions and obligations set out in this report.

SUSTAINABILITY ASSESSMENT

The applicant has included an Energy and Sustainability Statement.

The applicant proposes passive energy efficiency measures in the development through the building's orientation and passive design, a condensing gas combination boiler as a heating system, rendered blockwork cavity walls and brick & block walls utilising full-fill PIR board, triple glazed windows and doors, heat loss via non-repeating thermal bridging, a low energy ventilation strategy and low energy light fittings using LED extensively with presence detection.

The applicant indicates that with these measures in place the CO₂ emissions of the building can be reduced from 71,681Kg/year (under minimum building regulation requirements) to 65,854Kg/year (8% reduction).

The applicant has also considered the feasibility of alternative energy generation technologies, with a preference for a 41 panel PV array, producing 11,011Kwh/annum in total.

The SAP models (reproduced at Appendix C) for the development which have also been detailed above in Table 4, show a final gross emission level of 57,978Kg/year representing a total 19.12% reduction in emissions over the baseline model. Overall, regulated emissions achieve a 34.8% reduction in DER/TER.

These energy efficiency proposals are currently being reviewed externally on behalf of the Local Planning Authority.

CIL DETAILS

The proposal is liable to pay CIL as set out below because the proposal comprises at least one new residential unit, in accordance with Reg 42(2) of the CIL Regulations 2010 (as amended), the provisions of which supersede the provisions of Reg 42(1) 'exemption for minor development'.

This application is liable to pay **£613,982.95*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 2352 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	2352	307	2045	£200.00	£35.15	£522,205.36	£91,777.59

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	286	
Total chargeable amount	£522,205.36	£91,777.59

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

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

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



DECISION NOTICE – APPROVAL

Application No: 16/5444

To: Mr Steven Fitzwilliam
Autor Architecture Ltd
Reliance Wharf
5th Floor - Unit M
2-10 Hertford Road
London
N1 5EW

I refer to your application dated 19/12/2016 proposing the following:
Demolition of the existing buildings and construction of a four storey building with a basement level providing 25 self-contained flats (11 x 1bed, 10 x 2bed and 4 x 3bed) with associated vehicular crossover off Preston Way, car and cycle parking spaces, bin stores, amenity space and ancillary gym for private use by the residents
and accompanied by plans or documents listed here:
Refer to condition 2.
at 2A, Preston Way and 283, 285 and 287 Preston Road, Harrow, HA3 0QQ

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

Date: 15/05/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012
London Plan 2015
Brent Core Strategy 2010
Brent Development Management Policies 2016
Council's Supplementary Planning Guidance 5 2002
Council's Supplementary Planning Guidance 17 2001

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

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

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

502-03 AL(01)100 – Site Location Plan
502-03 AL(01)099 Rev A – Lower Ground Floor Plan
502-03 AL(01)100 Rev B – Ground Floor Plan
502-03 AL(01)101 Rev A – First Floor Plan
502-03 AL(01)102 Rev A – Second Floor Plan
502-03 AL(01)103 – Third Floor Plan
502-03 AL(01)104 – Roof Plan
502-03 AL(02)200 – Sections AA & BB
502-03 AL(03)301 – East & South Elevations
502-03 AL(03)302 – North & West Elevations
502-03 AL(00)100 – Existing Site Plan
502-03 AL(00)200 – Existing Elevations & Section

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

- 3 The south facing windows within flats 01-07, 02-07 and 03-04 are to be constructed with obscure glazing and shall not include openings below a height of 1.7m as measured from the floor level of the room which the respective windows serve.

Reason: To protect the privacy of residents at no. 281 Preston Road

- 4 The development hereby approved shall not be occupied until:

i) All crossovers onto Preston Road that are rendered redundant by this development are reinstated to footway and associated amendments are made to on-street parking bays

ii) The highway arrangement at the junction of the proposed vehicular access road with Preston Way has been altered to provide 4m kerb radii

These works will need to be carried out by the Council at the applicant's expense. The development shall not be occupied unless the above works have been implemented in full and the works to the adopted highway have been completed, and the car parking spaces and accesses within the site and to and from the adopted highway (both vehicular and pedestrian) as detailed within the approved drawings and documents have been implemented in full

accordance with the approved drawings and details and are available for use for the residents of the development. Thereafter, the car parking spaces, cycle storage, bin storage and vehicular and pedestrian accesses shall be retained and maintained for the life of the development and they shall be used solely for purposes ancillary to the flats hereby approved unless an alternative arrangement is first agreed in writing by the Local Planning Authority.

Reason: In the interest of pedestrian and highway safety, to ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development does not harm the visual amenity of the locality in the interests of protecting the amenities of the occupants of the development.

- 5 The development hereby approved shall be carried out and maintained so as to fully accord with the proposed SUDS solution as detailed within the Flood risk assessment & SUDS report prepared by Nimbus Engineering Consultants Ltd dated March 2017.

Reason: To ensure that the development will not give rise to undue surface water runoff and associated flood risks.

- 6 The proposed gym shall only be used by the residents of the development hereby approved.

Reason: To ensure that the development is fit for purpose, secure and self contained.

- 7 The development hereby approved should be built so that 92% of the residential units achieve Building Regulations requirement M4(2) – ‘accessible and adaptable dwellings’ and that the remaining 8% of the residential units achieve Building Regulations requirement M4(3) – ‘wheelchair user dwellings’.

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

- 8 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- 9 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced (excluding demolition, site clearance and the laying of foundations). The work shall be carried out in accordance with the approved details.

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

- 10 Prior to occupation of the development, details of screening for the southern sides of the balconies serving flats 01-07, 02-07 and 03-04 shall be submitted to and approved in writing by the Local Planning Authority. The approved screening details shall be implemented in full prior to first occupation of the development and thereafter retained for the lifetime of the development.

Reason: To protect the privacy of residents at no. 281 Preston Road

- 11 Prior to occupation of the development, further details of screening between the communal and private gardens, as well as between individual private gardens within the outdoor spaces of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved screening details shall be implemented in full prior to first occupation of the development and thereafter retained for the lifetime of the development.

Reason: To protect the privacy between communal and private gardens within the proposed development.

- 12 Prior to occupation of the development hereby approved, the following revised and additional details shall be submitted to and approved in writing by the Local Planning Authority in respect of the tree planting plan. The planting as indicated within the approved details shall be carried out prior to first occupation and thereafter retained.

i) The addition of at least one additional species of tree, appropriate to the rear garden setting, to be incorporated to the arrangement of trees within the rear garden.

ii) Removal of the Quercus Ilex trees proposed alongside the sloping vehicular access at the rear of the site and replacement with trees of a species which would be more resilient to the sloping topography within this part of the site.

iii) Details of pot sizes and proposed stem girths of each tree at planting. The trees will require a minimum stem girth of 12-14cm and the feature tree at the rear will require a minimum stem girth of 18-20cm.

iv) Details of the soil depth for each proposed tree and the proposed lawn. The trees will require a minimum soil depth of 600-800mm, the feature tree will require a minimum soil depth of 1500mm and the lawn will require a minimum soil depth of 400-600mm.

v) A planting plan which sets out a plan of irrigation for the proposed trees.

Any planting that is part of the approved scheme that within the lifetime of the development after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure the visual amenities provided by the trees are to be maximised for prospective residents.

- 13 Prior to occupation of the development hereby approved, details of the hard and soft landscaping of the areas identified within the drawings hereby approved, including the roof terraces, shall be submitted to and approved in writing by the Local Planning Authority. The details shall specify species, densities and heights of plants proposed together with hard landscaping materials and other landscaping features.

Details of specific infrastructure and/or apparatus forming a child play space, measuring at least 24sqm in size, within the communal rear garden shall also be submitted to and approved in writing by the local planning authority.

The details shall be implemented in full prior to first occupation and thereafter retained.

Any planting that is part of the approved scheme that within the lifetime of the development after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

Reason: To preserve and enhance the amenities of nearby residents, in compliance with the

London Plan and to prevent privacy being compromised

- 14 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

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

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

The approved details shall be fully implemented prior to occupation of the development.

Reason: To obtain required sound insulation and prevent noise nuisance
15

- 16 The insulation for the gym, plant room and car park shall be designed so that noise from the commercial premises shall be at least 10 dB(A) below the measured background noise level at the nearest noise sensitive premises.

Reason: To ensure that the residential units are high quality and offer acceptable amenity standards for future residents, and that the impact on neighbouring properties is acceptable.

- 17 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. Plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect acceptable local noise levels

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

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

- 19 Prior to the commencement of the development, an Air Quality Neutral Assessment must be undertaken in accordance with guidance published by the Greater London Authority (GLA) and submitted to the Local Planning Authority for approval in writing. The assessment shall include mitigation proposals should it be found that the development is not air quality neutral. The development of the building and its use thereafter must be carried out in accordance with the approved details.

Reason: To protect local air quality

- 20 Details of any external lighting, including details of the fixtures and luminance levels, shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any such lighting and the lighting shall thereafter be installed in accordance with the approved details.

Reason: In the interest of the amenity of adjoining occupiers and the safety of pedestrians and vehicles using the parking and communal areas within the development and on the local highway network.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the crossover, on street parking bay and kerb radii works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 5 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.
- 6 From the information provided within the application most of the buildings to be demolished may contain asbestos. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 7 The applicant is advised of the following guidance notes from Thames Water in respect of the development:
 - Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
 - Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

- A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
- Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
- With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
- There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

Any person wishing to inspect the above papers should contact Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

24 May, 2017
08
17/0769

SITE INFORMATION

RECEIVED	21 February, 2017
WARD	Northwick Park
PLANNING AREA	Brent Connects Wembley
LOCATION	Parking Spaces rear of 181-189, East Lane, Wembley
PROPOSAL	Erection of a two storey three bedroom dwellinghouse with associated new vehicular crossover, car parking spaces, cycle and bin stores, landscaping and amenity space (modification to application 16/1338)
APPLICANT	ASAI Construction
CONTACT	ASAI Construction Ltd
PLAN NO'S	Refer to condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_132766</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "17/0769" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

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

Conditions

1. Time Limit (3 Years)
2. Approved drawings / documents
3. External materials to be approved prior to commencement
4. Implementation of proposed frontage landscaping and crossover works prior to occupation
5. Restriction of permitted development rights
6. Obscure glazing of all side windows
7. No additional side windows without consent
8. Car parking spaces at the rear shall be laid out and made available prior to the occupation
9. Submission and approval of Construction Management Plan prior to commencement
10. Submission and approval of details confirming insulation achieves acceptable internal residential noise levels, given proximity of railway
11. Submission and approval of details confirming construction achieves acceptable vibration dose levels, given proximity of railway
12. Submission and approval of a contaminated land study
13. Submission and approval of remediation and verification works if land is found to be contaminated

Informatives

1. Party Wall
 2. Building near site boundary
 3. Asset Protection Agreement (with Network Rail) require
 4. Highways department to be contacted to arrange for the crossover works
 5. CIL Liability
- That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 - That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

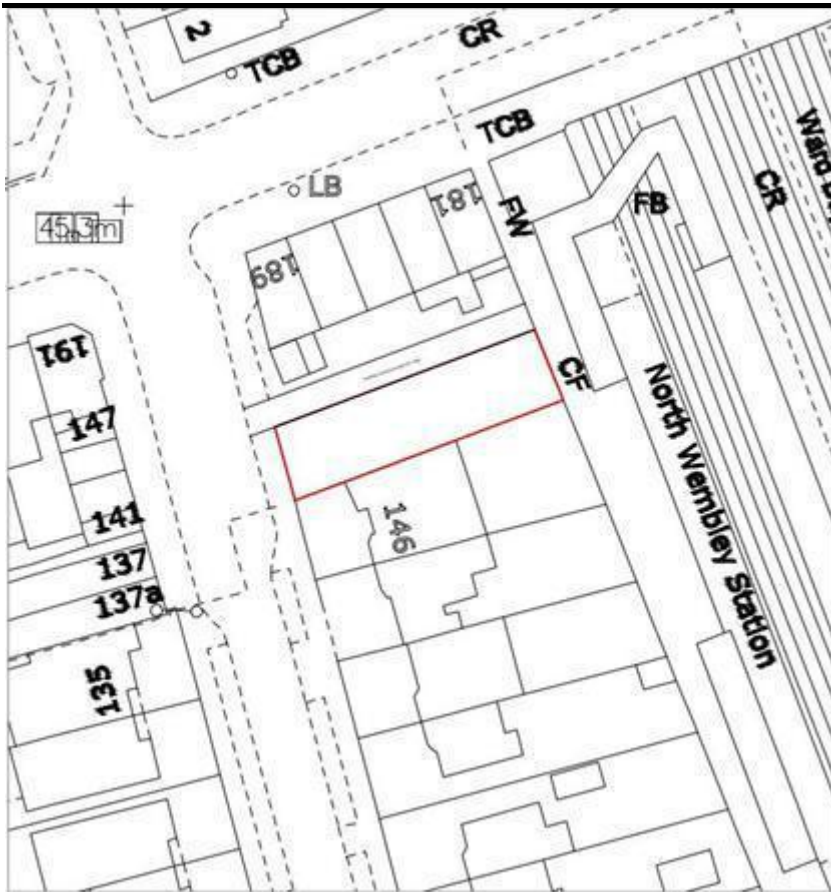
SITE MAP



Planning Committee Map

Site address: Parking Spaces rear of 181-189, East Lane, Wembley

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This map is indicative only.

EXISTING

The application site comprises a car park/service road to the rear of 181-189 East Lane and immediately to the north of 146 Harrowdene Road. The site is also bounded to the east by North Wembley Tube Station. It is located in an area comprised of both commercial and residential uses. The property is not within a conservation area nor is a listed building located within the plot.

The building is not within a conservation area nor is it a listed building.

SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

1. Whether the proposed development is acceptable in principle given the surrounding uses and character: The proposed house adjoins suburban residential housing and increases the supply of family housing within the borough.
2. Whether the proposed development provides a suitable standard of accommodation for future occupiers. The proposed development is considered to materially accord with the relevant standards. The provision of external amenity space falls 5 sqm below the Council's standards. However, this is off-set by internal space that is greater than the minimum required.
3. Whether the proposed development integrates well into the street in design terms and is of good design quality. The proposed house is of a scale and design that is in keeping with its context.
4. Whether the proposed development incurs unduly detrimental impacts on the amenities of neighbouring occupiers. The proposal accords with the Council's guidance regarding the potential impact on light and outlook of adjoining and nearby properties.
5. Whether the proposed development can be supported in terms of its impact on the parking capacity of the local area. The parking provision within the frontage is sufficient for the proposed dwelling. Three parking spaces are proposed to the rear of the house for the adjoining properties that front East Lane, which is considered to be sufficient given the proximity to the North Wembley London Underground Station.

MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses	0	0	0	136.6	136.6

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
PROPOSED (Flats û Market)			1							1

RELEVANT SITE HISTORY

No relevant planning history.

CONSULTATIONS

25 nearby properties along East Lane and Harrowdene Road were consulted regarding the proposal for a minimum of 21 days on 08/03/2017.

Letters of objection were received from three nearby properties.

The grounds of objection are as follows:

Ground of objection	Response from officer
Concerns regarding privacy due to the presence of windows in the flank walls.	<p>The upstairs landing /staircase window faces is in the flank wall of the building facing No. 146. However, this is recommended to be conditioned to be obscure glazed and fixed closed or high level opening only in the interest of privacy. The first floor ensuite also has a flank wall window, but this faces the rear of the East Lane properties. The condition will also require this to be obscured glazed and fixed closed or high level opening only.</p> <p>The ground floor windows are unlikely to result in undue overlooking due to their height above ground level.</p>
Previous planning applications submitted for this land have been rejected by Brent Council.	All applications must be considered impartially and on their own merits.
There is a right to light present under the Prescription Act 1832, as the light has been enjoyed for 20 years or more.	The legislation mentioned is separate from planning policy and would need to be pursued as a civil legal matter. The proposal accords with the Council's planning guidance with regard to light and outlook (SPG17)
The service road over which the house is proposed to be constructed is a right of way for retail outlets and for the flats above as well as the railway network to the east. The development will narrow the service road resulting in safety hazard for the flats above as well as worsening conditions for bin collection and emergency services access. There will also be the loss of 10 or more existing parking space for the neighbouring commercial premises without nearby capacity for replacement parking. The dropped kerb will result in the loss of an existing parking space.	<p>The proposal is contained entirely inside land that the applicant has declared to be within their ownership.</p> <p>It has been confirmed with highways that width of the service road is acceptable. Historical aerial photographs do not suggest high levels of parking within this area, and while the proposal will not replace all parking spaces lost, it will re-provide an acceptable proportion of the parking given the proximity of the site to the London Underground station. Title deeds do not suggest that third parties have rights to park on this land and the owner has recently fenced off the site. If third parties do not have such rights then the proposal may actually increase the level of parking above what would otherwise be available.</p> <p>Highways have confirmed that the new drop kerb will not have an unduly detrimental impact on</p>

	parking capacity on the street.
Harrowdene Road is already a busy and congested road; the additional concentration of traffic will cause traffic problems and create a safety hazard for other motorists and pedestrians which has a history of pedestrian safety problems.	The additional traffic movements resulting from one additional dwelling are unlikely to be significant or impactful on the existing traffic situation. Brent's highways team have confirmed that the proposal is far enough from the junction to remain safe.
The three bedroom house will overlook 146 Harrowdene Road and result in a loss of privacy, outlook and peaceful enjoyment of life, within the house and the garden.	The house will overlook the garden area to a reasonable extent that is to be expected with this sort of development. The overlooking of no. 146 will be less severe than is currently possible from no. 144.
An enforcement notice has been served for an unauthorised development and change of use on the land, OurRef E/15/0676.	This proposal will be assessed on its own merits in accordance with planning policy. The assessment shall not be prejudiced by existing enforcement activity or previous application outcomes.
The car lifts will overlook no. 146's rear garden.	The Council shares the objector's concerns on this aspect. The car lifts have been removed from the proposal.
The privacy of flats to the rear of 181-189 East Lane will be compromised by the new windows facing these in close proximity.	None of the proposed north facing side windows are primary habitable room windows. They can all acceptably be conditioned to be non-opening (except at high level) and obscure glazed to prevent any privacy issues.
The proposal adjoins the railway to the east. In addition illegal fencing has been erected and fly tipping is becoming a problem.	Network rail and TfL have been consulted as part of the proposal. The illegal fencing is a matter for the enforcement department to consider. Fly tipping is likely to be less of a problem with this proposal as the house and parking will result in the entire site having an established purpose.
The current fence has led to blind spots which encourages opportunistic crime and is a hot spot for anti-social behaviour in the evening.	This is a matter for the Metropolitan Police. The creation of a house will increase the natural surveillance of this area to the north and east of the house which is likely to deter loiterers. There are windows in the adjoining properties that front East that overlook the remaining elements of the site proposed for parking.
The building is too large and out of character of this area.	The proposed house is of a traditional design whose proportions are in keeping with the neighbouring houses. The detached nature of the house and small elements of the house are clearly different from the surroundings. However, the position at the end of the road and in a place of transition between East Lane commercial use and Harrowdene Road residential use means that some variation in character can sit comfortably, as proposed here.
There is no need for 7 parking spaces as [originally] proposed, as local buses and trains	The Local Planning Authority agrees with this aspect. The very close proximity of the train

are within very close proximity.	station and local bus services has contributed to the balanced view taken by the Local Planning Authority regarding the reduced provision of parking.
The construction phase could block access to the rear servicing area and the emergency railway access.	Network Rail has provided a number of construction requirements. The applicant will be required to work in communication with Network Rail during construction of the dwelling so that these are adhered to.
A public sewer runs very close to the development site.	Thames Water has been consulted and acknowledge the proximity of the sewer pipe. Thames Water confirm that a separate consent must be obtained from Thames Water for development that is in this close proximity to the sewer. The applicant will be informed of this on the decision notice.

The Council's transportation and environmental health were consulted regarding this proposal. Thames Water, Transport for London and Network Rail were also consulted.

Environmental Health: No objections, subject to a number of conditions to ensure the development is appropriate with respect to noise and vibration (particularly in view of the close proximity to the railway), construction noise and dust and contaminated land.

Thames Water: No objection to the proposal in terms of sewerage infrastructure capacity. Informatives to the applicant are recommended in respect of discharging into the sewer system and the development's proximity to public sewers.

Transport for London: Having reviewed the details of the case, TfL has no objections but requests that Network Rail are consulted on this application as the site is in close proximity to railway lines and assets which are under their ownership.

Network Rail: Comments have been made by Network Rail regarding the proximity of the proposed development to the railway, the need to consider issues regarding encroachment, the use of high kerbs for the parking area, the need to agree and undertake Asset Protection Measures with Network Rail, including the undertaking of a Risk Assessment and Method Statement (RAMS), implications of the Party wall Act, the need for secure fencing, the location of any scaffolding, potential implications of vibro-compaction machinery / piling machinery, surface water, excavation and earthworks close to the railway boundary. They highlight that the applicant will need to enter into a Basic Asset Protection Agreement with Network Rail to agree this, and that the applicant would be liable for all costs incurred.

Network rail also recommend that the applicant engages in discussions with network rail with regard to noise and vibration mitigation measures.

Members Consultation:

The proposal site is within the Northwick Park ward although borders the Sudbury ward along the site's southern and eastern boundaries. The Council's Members for Sudbury and Northwick Park wards were consulted. No representations were received from members.

POLICY CONSIDERATIONS

National Planning Policy Framework - 2012

London Plan - 2011

Policy 3.5 – Quality and design of housing developments

Brent Development Management Policies – November 2016

DMP1 - General Development Management Policy
DMP11 - Forming an access on to a road
DMP12 - Parking
DMP18 - Dwelling Size and Residential Outbuildings
DMP19 - Residential Amenity Space

Brent Core Strategy – July 2010

CP2 – Population & Housing Growth
CP17 – Protecting & Enhancing the Suburban Character of Brent
CP21 – A Balanced Housing Stock

Supplementary Planning Guidance – October 2001

SPG 17 – Residential Design Standards

DETAILED CONSIDERATIONS

Key considerations

- Principle;
- Design;
- Impact on neighbouring amenity;
- Quality of accommodation;
- Parking & servicing;
- Environmental Health

1.0 Principle

1.1 Harrowdene Road and its surrounding area are residential in nature and as such the continuation of the residential use within a detached dwelling is acceptable in terms of the character and use. It is noted that the predominant design along this part of the road is for traditionally designed, semi-detached houses. The addition of a detached house at the end of the street would not be deemed to be unduly detrimental to the area's character if the design respects the proportions of surrounding dwellings.

1.2 Policy CP21 of the Council's Core Strategy sets out the housing priority for the Borough and places particular emphasis on the meeting the identified demand for family sized (capable of accommodating 3 or more bedrooms) accommodation through both major developments and subdivision/conversion schemes.

1.3 At present there is no property on this plot and the proposal seeks to erect a two storey dwelling containing a family sized residential unit. The proposal will increase the borough's supply of family housing and is welcomed.

2.0 Design

2.1 The proposed dwelling is modest in size and scale and would occupy a substantial width of its plot.

2.2 The proposed house is of a traditional design whose proportions are in keeping with the neighbouring houses to the south. The detached nature of the house and some small elements of the house design (arched porch, window opening size and placement) are clearly different from the immediate surroundings; however, the placement at the end of the road and in a position of transition between three storey, commercial/residential buildings on East Lane and two storey residential buildings on Harrowdene Road means that a distinct character as established can appear suitable and comfortable in this position.

2.3 Additionally, there is a well established building line that runs up both sides of the street with properties having a significant set back from the public highway which this house's design also broadly respects.

2.4 The overall proportions and massing of the house respect the 1930's style housing to the opposite and those that are immediately adjacent to the south and the design is supported in principle.

3.0 Impact on neighbouring amenity

3.1 Potential impact on residential units to the north (181-189 East Lane)

With the exception of no. 181 (alongside which the proposed dwelling will not project), there are no apparent

habitable room windows at ground floor level. All of these flats' habitable room windows are located at first floor level. Only flats above 187 and 189 are situated directly opposite the new dwelling. The dwelling will be located approx. 9.4m from the plane of these windows (since the first floor is set back from the rear building line of the ground floor by approx. 1m). This distance is considered to be sufficient to ensure a satisfactory level of outlook is maintained from these windows. The proposal comfortably complies with SPG17's 30 degree guidance as measured from these windows.

3.2 One upper floor side window is present on the proposed north elevation. This window serves a WC and will be conditioned as non-opening (unless at high level) and obscure glazed so as to protect the privacy of occupants of the flats at no's 187 and 189 East Lane.

3.3 Potential impact on residential unit to the south (146 Harrowdene Road)

The proposed house is designed so as to be in line with the front building line of no. 146 Harrowdene Road (the established building line along this part of the road). The rear wall of the proposed house terminates 0.8m beyond the original rear wall of no. 146 and 2.2m short of the rear wall of the existing single storey rear extension at no. 146 containing the kitchen of that house. Plans relating to application 07/0196 at 146 Harrowdene Road were used to confirm this relationship. The proposed house is set in 1m from the boundary of no. 146 and the side wall of no. 146's single storey side/rear extension. The proposed house is set in approx. 4.5m from the original walls of the house at no. 146. Whilst the house will project 0.8m beyond the first floor windows at no. 146, the significant lateral separation between the proposed house and the nearest window at no. 146 (approx. 6m). The proposal complies with the 30 degree guidance from the habitable room windows of No. 146 and the 45 degree guidance from the garden of No. 146. It therefore complies with the Council's adopted guidance relating to the impact on light and outlook from adjoining residential dwellings and their gardens. The proposal would also comply with the 1:2 guidance set out in SPG5 which is applied to extensions to residential properties. As such, the proposed development does not result in an unduly detrimental impact on the light or outlook at enjoyed by the occupiers of No. 146, having regard to the Council's adopted guidance.

3.4 The new house will be situated adjacent to the north facing side windows (landing corridor and WC) in the side elevation of no. 146. These windows do not serve habitable rooms (bedrooms, living rooms, kitchens) and therefore are not afforded protection through planning policy and guidance (to do so would prevent most extensions to residential properties).

3.5 The proposed new house has one south facing side window proposed at upper floor level. The window serves the stairwell of the house. As it does not serve a habitable room it can acceptably be conditioned as non-opening (unless at high level) and obscure glazed so as to protect the privacy of occupants of no. 146.

3.6 The windows of the proposed new house face the front or rear of the property. Objectors are concerned regarding the loss of privacy. Whilst one will be able to see the garden of the neighbouring house if looking at an angle from rear facing windows of a residential property, this is typical of suburban and urban housing across the country. This level of overlooking is not considered to be unduly detrimental.

4.0 Quality of accommodation

4.1 The current application is for the creation of a three bedroom, five person dwellinghouse. The plans indicate that two bedrooms are proposed and that the third room upstairs is to be used as a study, however with this room meeting London Plan standards for a single bedroom (at least 7.5sqm) and providing good outlook, it is considered that this room is likely to be used as a third bedroom in practice and the house will be treated as such for its assessment.

4.2 The house is to measure 137sqm across its two floors. This comfortably meets the London Plan standard for a 3 bedroom, 5 person dwelling, where 86sqm is required as a minimum. The significant surplus of floor space beyond the standard is likely to provide an excellent standard of living. The two double bedrooms are also very large (21.5sqm and 19sqm) and the 9sqm single bedroom/study comfortably meets the 7.5sqm requirement for single bedrooms. The overall space achieved is considered to be excellent.

4.3 The development makes full use of the front (western) and rear (eastern) aspects to maximise unobstructed views to windows, meaning that all habitable rooms achieve a good level of light and outlook. The rooms in the middle of the house (WCs and utility storage) rely on no windows or small windows with northern outlook across to the shop servicing area behind East Lane. There is no defensible space achieved between the ground floor window and the communal entrance path which is likely to compromise privacy for residents. As such, a condition will require that this window is non-opening and obscure glazed. This is fine as this window does not serve a primary habitable room and does not necessarily warrant good levels of light.

The secondary north facing window in the kitchen will also face the communal path without defensible space. This window will therefore need to be obscure glazed and non-opening too. This will not diminish living standards however as light and outlook are to be provided to this primary habitable room from the eastern and southern aspects too.

4.4 The house will have a private garden to the rear which provides 5.8m of rear (east facing) outlook for the kitchen/dining room and which measures 45sqm in size. The outlook achieved complies with the SPG17 standard of 5m for sufficient ground floor outlook where other rooms have good levels of outlook. The external amenity space falls short of the 50sqm standard for a family sized dwelling. However, the 5sqm shortfall is considered to be easily justified by the substantial floor space surplus achieved within the house itself. The plans indicate that the garden is to be separated from the communal path to the north and the re-provided parking spaces to the east by a 2m high wall of brick construction. Given the proximity to parking spaces and retail and other residential uses, it is considered that this boundary treatment provides a suitable containment of the private garden space away from the surrounding uses.

5.0 Parking & transport considerations

5.1 The five A1/A2/B1 use units at 181-189 East Lane will have parking and servicing standards set out in appendix 1 and 2 of the Development Management Policies. This will allow up to one parking space per unit and a 'transit' sized loading bay per unit. In addition to this, the units have a total of 6 flats above all 5 units. The parking allowance for this is set out in the DMP and one space per flat is permitted, totalling 6 spaces.

5.2 The site has been used in the past for the purpose of parking. It could accommodate up to 12 spaces at the rear of these units and could allow delivery vehicles to stand for a short period of time to service the units. Notwithstanding this, the applicant has signed certificate A specifying that they are the only party with an interest in the land of 7 years or more and fencing has been erected around the site since the submission of the application, suggesting that other may not have a legal right to park on the land. An objector has also forwarded a copy of the title deeds for the property to the Council. These deeds do not appear to specify any legal rights of others to park on the land. Historical aerial photographs on the Council's systems show levels of parking on the site varying between 0 and 4 vehicles (2 in 2003, 1 in 2005/6, 4 in 2007, 0 in 2010, 1 in 2012, 1 in 2013, 3 in 2015/16 and 0 in 2017). Whilst these only provide a snapshot of parking demand, none of the photos suggest high levels of parking in this area.

5.3 The Council's maximum parking standards set out within the Local Plan allow up to 1.5 spaces for the proposed 3 bedroom dwelling.

5.4 The drawings propose 1 off street spaces within the front garden for the use of the house occupants and 3 off street spaces at the rear of the site. The proposed parking space within the front garden will be accessed via a new crossover, 2.4m wide, on the south-eastern edge of the frontage. The drawing proposes in excess of 50% soft landscaping across the house's forecourt which is welcomed. The proposed parking space does satisfy parking standards for the proposed 3 bedroom dwelling. A visibility splay across the front of the site is achieved with a dwarf wall comprised of brick and railings (0.8m max height) forming the front boundary treatment.

5.5 The 3 rear parking spaces will be accessed via the existing crossover. The parking spaces will be 2.4m wide and 4.8m deep. The drawing does propose to retain more than 6m between the parking spaces and the rear yards and this does give sufficient space for vehicles to manoeuvre in and out of the spaces.

5.6 Servicing for the retail units has not been shown. However, three of the units can accommodate servicing within the rear yard of the buildings. Further servicing could take place on the communal access and although this will obstruct vehicle in the parking area, the parked vehicles would belong to the retail unit and would only be obstructing temporarily for loading/unloading. A turning circle for servicing vehicles has not been provided however, this is an existing situation. In addition to this, the hard standing in the parking area does have a depth of 7m, which could allow 'transit' sized vans to use the space for unloading/loading. The use of these 3 spaces should be retained for the existing retail units and flats at 181-189 East Lane and a condition to secure this would be sought.

5.7 The parking standards would allow up to six spaces for the existing flats at 181-189 East Lane. However, as discussed previously, historical aerial photographs do not suggest high levels of parking. It is also noted that the site and its surroundings are within one minute walking distance of North Wembley Railway Station and along a key distributor road with two bus routes already providing excellent access to public transport.

5.8 Cycle racks have been provided within the rear private garden for 2 cycle spaces and this compliant with the London Plan.

5.9 In conclusion, the proposal does retain some parking for the existing shops and flats and this eases concerns of overspill parking.

5.10 The drawing proposes bin storage to be provided within the front garden which will provide straightforward collection.

5.12 Subject to a condition requiring the property to not be occupied until all associated crossover works have been completed the proposal is supported on the grounds of parking and transport.

6.0 Environmental Health

Noise

6.1 The proposed site is close to a railway line (to the rear of the property) and close to plant/machinery located to the rear of nearby commercial premises. Therefore in order that the proposed dwellings have appropriate noise mitigation designed into the construction of the house, to ensure that noise disturbance to prospective occupiers is prevented, it is recommended that an appropriate condition is applied.

Vibration

6.2 The proposed site is close to an underground station and a railway station therefore the prospective occupiers of the dwellings may be disturbed by vibration levels from these sources. It is recommended that a condition be applied to achieve a maximum vibration level within the development.

Construction Noise and Dust

6.3 The proposed construction works will be carried out within close proximity to existing residential and commercial premises. Therefore without appropriate controls noise and dust emissions could cause disturbance to local residents and also dust emissions may adversely impact on local air quality. Furthermore, the development is within an Air Quality Management Area and located very close to other residential properties. Construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. A condition to secure a Construction Method Statement is therefore recommended to minimise the impact on local air quality and protect the amenity of neighbours during demolition and construction.

Contaminated Land

6.4 The site where the dwelling is proposed is bordered by a site that has been identified as potentially contaminated due to the close proximity of the railway line. Due to the garden area being close to this potentially contaminated site it is recommended that investigation and (if necessary) remediation & verification conditions are applied.

7.0 Conclusion

7.1 The proposed scheme offers a good standard of accommodation to future residents and would not detract from the established street character to the south. The scheme has been sensitively designed so as to not unduly diminish the visual amenities of nearby residences. The level of parking provided is considered to be acceptable, with sufficient parking for the proposed dwelling provided within its frontage and three spaces for the adjoining units provided in the rear of the site.

7.2 It is for these reasons that the proposal is recommended for approval.

CIL DETAILS

The proposal is liable to pay CIL as set out below because the proposal comprises at least one new residential unit, in accordance with Reg 42(2) of the CIL Regulations 2010 (as amended), the provisions of which supersede the provisions of Reg 42(1) 'exemption for minor development'.

This application is liable to pay **£41,012.26*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 136.6 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	136.6	0	136.6	£200.00	£35.15	£34,881.79	£6,130.47

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	286	
Total chargeable amount	£34,881.79	£6,130.47

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

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

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



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 17/0769

To: Mr Goh
ASAI Construction Ltd
ASAI Construction Ltd
224 Finchely Road
Camden
NW3 6DH

I refer to your application dated 21/02/2017 proposing the following:
Erection of a two storey three bedroom dwellinghouse with associated new vehicular crossover, car parking spaces, cycle and bin stores, landscaping and amenity space (modification to application 16/1338) and accompanied by plans or documents listed here:
Refer to condition 2.
at Parking Spaces rear of 181-189, East Lane, Wembley

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

Date: 15/05/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012
London Plan 2015
Brent Core Strategy 2010
Brent Development Management Policies 2016
Council's Supplementary Planning Guidance 5 2002
Council's Supplementary Planning Guidance 17 2001

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

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

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

02-0516 (as revised and received on 03/05/2017)
03-0516 (as revised and received on 03/05/2017)
04-0516 (as revised and received on 03/05/2017)
05-0616 Revision 2 (as revised and received on 03/05/2017)

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

- 3 The development hereby approved shall not be occupied until:

- I. The landscape works and planting shown on the approved plans have been carried out in full;
- II. The crossover allowing vehicular access to the parking space for the proposed house, which shall have a width of 2.4m, has been completed. These works will need to be carried out by the Council at the applicant's expense;
- III. The car parking space within the forecourt of the house and the three car parking spaces to the rear of the house as detailed within the approved drawings and documents have been implemented in full accordance with the approved drawings and details and are available for use for the residents of the proposed development and existing flats to the north.

The car parking spaces, cycle storage, bin storage and vehicular and pedestrian accesses shall be retained and maintained for the life of the development. The parking space within the frontage of the subject dwelling shall not be used other than for the provision of parking ancillary to the dwellinghouse hereby approved. The parking spaces hereby approved to the rear of the dwellinghouse hereby approved shall not be used other than for the purpose of the parking of vehicles ancillary to No. 181-189 East Lane.

Any planting that is part of the approved scheme that within the lifetime of the development after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

Reason: In the interest of pedestrian and highway safety, to ensure a satisfactory standard of

appearance and setting for the development and to ensure that the proposed development does not harm the visual amenity of the locality in the interests of protecting the amenities of the occupants of the development.

- 4 No enlargement to the dwellinghouse or buildings within the garden of the dwellinghouse hereby approved shall be constructed or carried out, notwithstanding the provisions of Classes A, B, D, or E of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking or re-enacting that Order with or without modification), unless a formal planning application for those enlargements or buildings is first submitted to and approved by the Local Planning Authority.

Reason: In view of the restricted size of the site for the proposed development no further enlargement or increase beyond the limits set by this permission should be allowed without the matter being first considered by the Local Planning Authority. To prevent an over development of the site and loss of amenity to adjoining occupiers.

- 5 The windows within the first floor flank walls of the dwellinghouse hereby approved shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupiers.

- 6 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced (excluding demolition, site clearance and the laying of foundations). The work shall be carried out in accordance with the approved details.

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

- 7 A scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The scheme shall demonstrate that the residential dwelling will be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal and external noise levels:

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

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

Reason: To obtain required sound insulation and prevent noise nuisance

- 8 The residential development shall be designed to ensure the following vibration levels stated in BS6472:2008 Evaluation of human exposure to vibration in buildings (1Hz to 80 Hz) are not exceeded.

Place	Vibration dose values - Low probability of adverse comment (m/s ^{1.75})
Residential buildings 16 h day	0.2 to 0.4
Residential buildings 8 h night	0.1 to 0.2

Details shall be submitted to and approved in writing prior to the commencement of works demonstrating how this standard will be met within the development hereby approved. The development shall be constructed in accordance with the approved details.

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess vibration from transportation sources

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

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

- 10 Prior to the commencement of works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors and proposals for remediation where required. The recommendations of the approved report shall be implemented in full prior to first occupation of the dwelling hereby approved.

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

- 11 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to the Local Planning Authority prior to first occupation of the development hereby approved, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the crossover, on street parking bay and kerb radii works to be undertaken. Such

works are undertaken by the Council at the applicant's expense.

- 5 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.
- 6 An Asset Protection Agreement (APA) will need to be entered into with Network Rail to facilitate the design and construction of development works to be undertaken within 10m of the operational railway. A risk assessment and method statement (RAMS) will need to be agreed with Network Rail prior to the commencement of those works.
- 7 The applicant is advised of the following guidance notes from Thames Water in respect of the development:
 - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
 - There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover

Any person wishing to inspect the above papers should contact Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

24 May, 2017
09
16/5237

SITE INFORMATION

RECEIVED	5 December, 2016
WARD	Queens Park
PLANNING AREA	Brent Connects Kilburn
LOCATION	53 Lonsdale Road, London, NW6 6RA
PROPOSAL	Change of use from vehicle repair garage (B2) to tap room (A4) at ground floor and first floor level.
APPLICANT	Mr Wyles
CONTACT	Iceni Projects
PLAN NO'S	See condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_131522</p> <p><u>When viewing this as a Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "16/5237" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission and that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limit (3 years)
2. Approved Plans
3. Restriction of the use of the outdoor seating area to specified hours
4. Restrictions on the hours of use of the premises
5. Restriction of the playing of loud music and amplified sound
6. Outdoor seating and associated structures shall be demountable and removed during deliveries
7. Submission of details of noise mitigation measures
8. Submission of details of a site investigation and remediation and verification for contaminated land
9. Any other planning conditions considered necessary by the Head of Planning

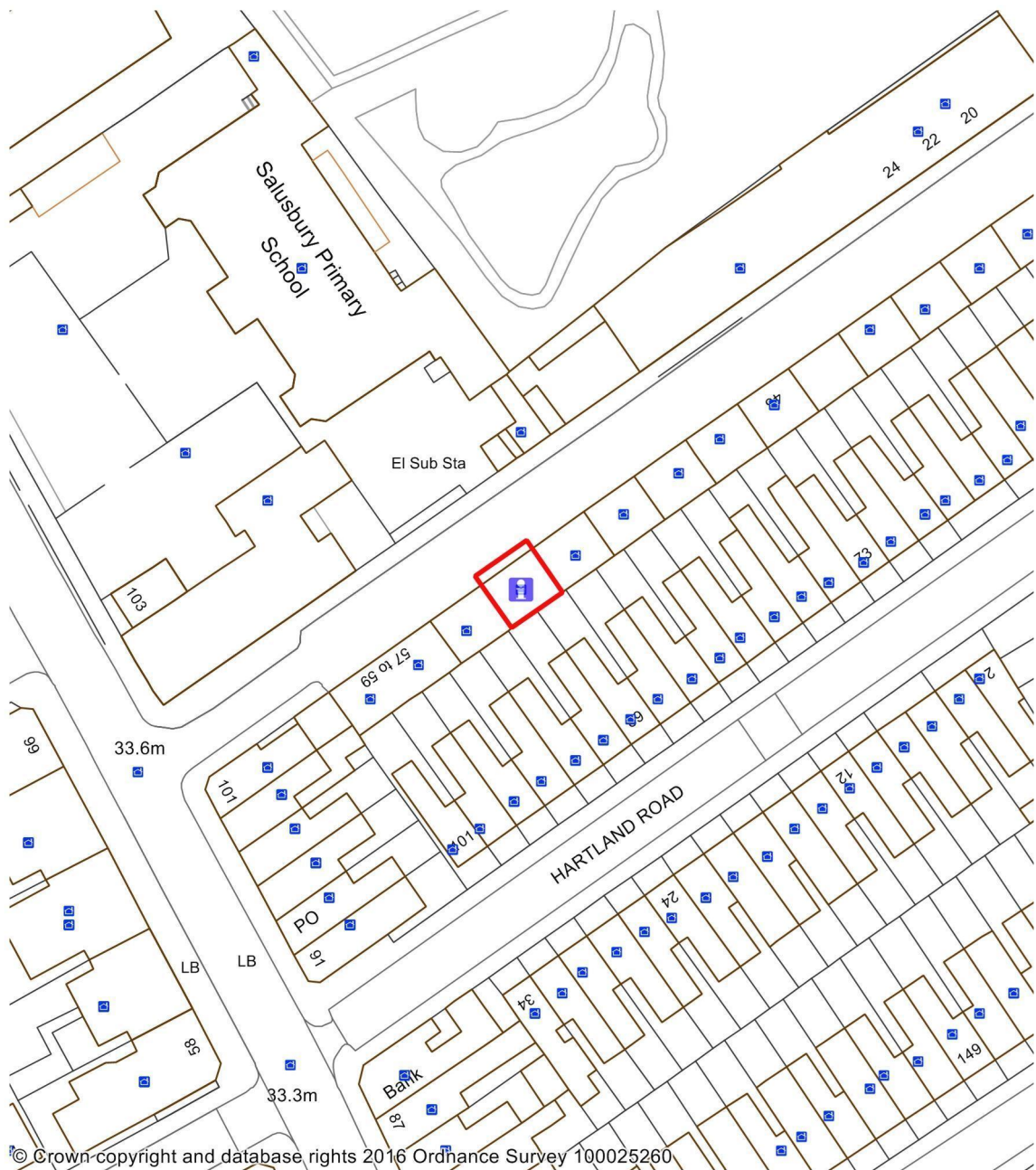
Informatives

1. Party Wall
2. A sign should be erected reminding patrons to be quiet and act responsibly when leaving the premises
3. Any other informatives considered necessary by the Head of Planning

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

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: 53 Lonsdale Road, London, NW6 6RA</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

PROPOSAL IN DETAIL

The application proposes converting the existing vehicle repair garage to a taproom in which, from time to time, beer is also brewed. A tap room is similar to a public house in that the primary function is to serve alcohol but in this case there is also an ancillary brewing facility that is reflective of more modern public houses that have recently emerged with the growing popularity of craft beer. The brewing element would also remain ancillary to the main A4 use otherwise a change of use may arise. The proposed works will be internal with the exception of an air conditioning unit on the roof to the rear of the building. The ground floor would be used as the bar area and the first floor would be used as mixed use space changing throughout the day from an ancillary office space to an additional seating area.

EXISTING

The site is on Lonsdale Road, which is characterised by a variety of commercial premises including restaurants, classes and offices. It consists of a two storey mid terraced "mews" type property that is currently in use as a vehicle repair garage.

The site is not located within a conservation area nor does it contain any listed buildings. Residential properties are located to the south of the site in the form of the rear of terraced properties on Hartland Road.

SUMMARY OF KEY ISSUES

Representations Received: Objections were received from four residents raising concerns regarding noise from the equipment and also from patrons of the premises. Seven letters of support were received stating that the business would be a valuable addition to the local area and that it would improve the existing site.

Principle: Although a Local Employment Site would be lost the proposed change of use to a tap house would improve the appearance of the site and contribute to the vitality and viability of Lonsdale Road which has developed as a commercial rather than industrial street. The principle of development is therefore considered to be acceptable.

Impact on Neighbouring Amenity: Due to the mitigation measures proposed concerning noise, odour and contamination and through the use of suitable conditions it is considered that the proposal would not materially harm the amenity of neighbouring residents.

Parking & Servicing: It is considered that the modest amount of traffic that would be generated by the development would not undermine highway safety

Character and Appearance: Due to the modest nature of the alterations which only include repairs and the fact that the front elevation will largely be retained it is considered that the proposal would not harm the character and appearance of the property or streetscene.

RELEVANT SITE HISTORY

No planning history

CONSULTATIONS

Statutory publicity

Neighbour notification letters were issued to fourteen adjoining properties on the 14/12/2016. During this period seven letters of support were received which raised the following points:

- The use would be a good addition and improvement to the area
- The community would identify with the premises
- It would improve the appearance of the existing garage and Lonsdale Road
- Creation of jobs

During the course of the application the original description was amended to reflect the correct description of development. As a result of this the neighbours who were initially consulted and the supporters who submitted comments were re-consulted to inform them of the change in description on the 15/03/2017. During this fourteen day period four objections were received that raised the following concerns:

<i>Objection</i>	<i>Officer response</i>
Noise from: <ul style="list-style-type: none"> • mechanical plant; and • customers 	Subject to conditions the proposal would not materially harm neighbouring residents. Further commentary can be found in the main body of the report under 'Impact to neighbouring amenity'.

Internal consultation

Environmental Health – no objections subject to conditions
 Policy – no objections
 Transport & Highways – no objections

POLICY CONSIDERATIONS

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

The following are also relevant material considerations:

- The National Planning Policy Framework (2012)

Development Management Policies

- DMP1 Development Management General Policy
- DMP4A Shop Front Design and Forecourt Trading
- DMP12 Parking
- DMP14 Employment Sites
- DMP21 Public Houses

DETAILED CONSIDERATIONS

Officers hold the key considerations to be the following:

1. Principle
2. Impact on neighbouring amenity
3. Parking and Access
4. Character and Design

1. Principle

1.1 On balance, the change of use is acceptable, with the significant merits of the scheme outweighing the limited harm.

1.2 The premises are currently used as a vehicle repair garage. As such Development Management Policy DMP14 is relevant as the site is considered to be a Local Employment Site (LES). DMP14 states that the Council will allow the slow release of LESs where a) continued wholly employment use is unviable; or b) significant benefits consistent with the wider objectives of the Development Plan are achieved. In this case the premises are still in use and the proposal if approved would result in the loss of a LES. However consideration has been given to the existing use, the character of Lonsdale Road and the benefits that the proposal would bring to the area.

1.3 The existing vehicle repair garage stores a number of broken down vehicles directly outside the premises on the street. This is considered to be unsightly and detracts from the appearance of the site and general area. The proposal would see the existing use removed and with it the storage of broken down vehicles.

1.4 Recently Lonsdale Road has developed as a mixed use road with commercial premises including offices open during the day and restaurants open in the evenings and night time. Lonsdale Road is not located within a designated primary or secondary shopping frontage but is located directly beside and within walking distance of Queens Park Town Centre. It now contributes to the overall vitality and viability of the Queens

Park area. The proposal would see the creation of a tap room that conforms with the growing night time economy of Lonsdale Road and remove an existing industrial use. As such it is considered that the proposal would result in significant benefits consistent with the wider objectives of the Development Plan by improving the aesthetics of Lonsdale Road and also by contributing to the growing night time economy in this area. In addition to this 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.

1.5 The principle of converting the property from a vehicle repair garage to a taphouse is therefore considered to be acceptable in principle, subject to the material planning considerations set out in this report.

2. Impact on neighbouring amenity

2.1 The impact of the proposal on the living conditions of neighbours would be acceptable, subject to conditions.

2.2 Residential properties are located to the south of the site in the form of Hartland Road. The properties here are two storey terraced properties whose rear gardens directly abut the shared boundary wall of the application site. Due to the nature of the proposed use Environmental Health officers have assessed the proposal in terms of the impact of noise, hours of use and odour on neighbouring residents. The two properties located on either side of the site, Nos.51 and 55 Lonsdale Road, consist of a stores and workshop.

2.3 The applicant has submitted a Noise Impact Assessment Report in support of the application due to the proposed operation of the premises and also the inclusion of an air conditioner condenser unit on the roof of the building at the rear of the site. Officers have assessed this report and are in agreement with the findings and methodology used. It is recommended that a restrictive condition be imposed to ensure that the mitigation measures described in the approved Noise Impact Assessment are implemented. With the mitigation measures in place officers consider that the neighbouring residents would not be materially harmed.

2.4 Due to the proximity of neighbouring residents officers recommend that the outdoor area is not used after specific hours which will be secured by condition. In addition to this the hours of use of the premises and the use of loud music would also be conditioned to ensure that the impact on neighbouring properties would be kept to a minimum.

2.5 With regard to odour the applicant has provided information on the proposed kitchen area and brewing process. As no hot food will be prepared on site there are no concerns with odour from the kitchen. Officer's have also considered the brewing process and have found that odour generation is unlikely to cause material disturbance at the nearest residential premise.

2.6 Taking these factors into account and the mitigation measures proposed officers consider that the proposal would not materially harm the amenity of neighbouring residents. As the site was previously in use as an industrial site a condition is proposed to secure a site investigation to determine the nature and extent of any soil contamination.

3. Parking, Access and Servicing

3.1 The proposal is acceptable in terms of parking, access and servicing, subject to conditions.

3.2 Car parking allowances for employment uses are set out in Appendix 1 of the DMP 2016. The site does not currently, and would not in the future, benefit from parking and the absence of any allocated parking space within the site accords with standards. The site fronts a privately maintained road, whilst the surrounding streets are subject to CPZ restrictions during the day, so there are no concerns regarding overspill parking by staff on surrounding streets. The pub is also not large enough to give rise to concern regarding excessive customer parking in the area at evenings and weekends, with the majority of customers likely to travel to this site by public transport.

3.3 Two bicycle parking stands have been provided in front of the property, in accordance with standards. The stands will be brought in at night for security reasons which is considered acceptable.

3.4 Servicing standards are set out in Appendix 2 of the DMP and require both the existing and proposed uses to be serviced by 8m rigid vehicles. There is a 2.5m wide forecourt area along the building frontage from which 8m vans can deliver. As some beer is to be brewed on the site, some raw materials are expected to be brought to the site and the small scale of the brewery means deliveries of the finished product are expected

to be made with the applicant's own 4x4 van. The pub will require other breweries to bring beer kegs to the site and deliveries of spirits will also be made. The nature of the business means deliveries by major breweries are less likely though, so it is again likely that the majority of deliveries will be by van rather than large brewery drays. A condition is however recommended that the forecourt area is cleared during loading/unloading so that delivery vans do not block traffic flow along Lonsdale Road.

4. Character and Design

4.1 The only physical alterations to the front of the property improvements to the soil and rainwater pipes and the repair of some loose fitting tiles on the roof. As such the character and appearance of the property will be maintained.

5. Conclusion

5.1 The proposal would result in the loss of a Local Employment Site however the proposed change of use would have benefits that are consistent with the wider aims of the development plan. Subject to the implementation of mitigation measures and suitable conditions the proposal would not materially harm the amenity of neighbouring residents. The application is therefore recommended for approval.



Brent

DECISION NOTICE – APPROVAL

Application No: 16/5237

To: Mr Westhoff
Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London
WC2H 0JR

I refer to your application dated 05/12/2016 proposing the following:
Change of use from vehicle repair garage (B2) to tap room (A4) at ground floor and first floor level.

and accompanied by plans or documents listed here:
See condition 2
at 53 Lonsdale Road, London, NW6 6RA

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

Date: 12/05/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-
Development Management Policies (2016)

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

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

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

D021_B_EXISTING AND PROPOSED GROUND FLOOR PLANS
D021_B_EXISTING AND PROPOSED FIRST FLOOR PLANS
D023_B_EXISTING AND PROPOSED REAR ELEVATIONS
D024_EXISTING LONG AND CROSS SECTIONS
D025_C_PROPOSED LONG AND CROSS SECTIONS
D026__PROPOSED PUBLIC REALM PLAN + ELEVATION
D028__GENERAL SITE LOCATION PLAN

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

- 3 The outdoor seating area shall not be used except between the hours of
 - 1000 hours and 2200 hours Mondays to Saturdays
 - 1000 hours and 2100 hours Sundays and Public Holidaysand at no other time whatsoever.

Reason: To protect acceptable local noise levels and neighbouring amenity

- 4 The premises shall not be used except between the hours of:-
 - 08:00 hours and 23:00 hours Mondays to Fridays
 - 10:00 hours and 00:00 hours Saturdays
 - 10:00 hours and 23:00 hours Sunday and Public Holidays and at no other time.Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

- 5 No music, public address system or any other amplified sound whatsoever shall be audible outside the premises.

Reason: To safeguard the amenities of the adjoining occupiers.

- 6 Any and all outdoor seating and associated structures shall be demountable and shall be removed for the duration of deliveries.

Reason: to ensure delivery vehicles can load or unload within the site boundary and without obstructing Lonsdale Road.

- 7 The development shall not be occupied unless the mitigation measures described in the approved Noise Impact Assessment (Noise Solutions Ltd Project reference 86355 Rev 1 dated 17/11/16) have been implemented in full. The approved mitigation measures shall be maintained for the lifetime of the development.

Reason: To protect acceptable local noise levels and neighbouring amenity

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

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

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

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

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

INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

Any person wishing to inspect the above papers should contact Barry Henn, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5232

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

24 May, 2017
10
17/1000

SITE INFORMATION

RECEIVED	6 March, 2017
WARD	Brondesbury Park
PLANNING AREA	Brent Connects Kilburn
LOCATION	19 Christchurch Avenue, London, NW6 7QP
PROPOSAL	Conversion of single dwelling into 5 self-contained flats (2 x studio, 1 x 1bed, 1 x 2bed and 1 x 3bed), with associated refuse storage and cycle parking
APPLICANT	Datoo Partner Ltd
CONTACT	DS Sqaured Architects
PLAN NO'S	See Condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_133024</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "17/1000" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission and that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions


1. Time
2. Built as per the approved drawings
3. Compliance condition for landscaping
4. Details of boundaries
5. No right to secure residents parking permit
6. No use of roof as terrace
7. Restriction condition on lighting
8. Restriction on use of outbuilding
9. Any other planning conditions considered necessary by the Head of Planning

Informatives:

1. Party Wall
2. Building near boundary
3. CIL liable
4. Advice to applicant on need to occupy the completed extended building as a single family dwellinghouse prior to conversion to flats, to avoid negating the lawfulness of the extensions
5. Any other informatives considered necessary by the Head of Planning

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

SITE MAP

	Planning Committee Map
	Site address: 19 Christchurch Avenue, London, NW6 7QP
	© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

PROPOSAL IN DETAIL

Conversion of existing three-storey building to five flats consisting of 1x1-bed, 1x2-bed, 1x3-bed and 2x studio flats, with associated cycle parking spaces, bin stores, landscaping and amenity space.

Other than the proposed bin and bicycle stores, no further construction or additions to the property are proposed.

An extant permission exists for the conversion to five flats, dated 12/4/16. The principle of this application is whether the developments carried out under Permitted Development Rights i.e. the ground floor extension and dormer loft conversion, may be integrated into the conversion. The effect of this is to provide more spacious flats at lower ground floor and second floor level.

EXISTING

Three-storey dwellinghouse on the north-west side of Christchurch Avenue, not in a conservation area and not a listed building. Recent extensions constructed are a rear dormer roof extension with glazed patio doors and a window, and a ground floor rear extension with rear patio doors and a flat roof.

SUMMARY OF KEY ISSUES

Principle of development

The principle of the conversion has been previously assessed as acceptable under reference 15/3527. There are some changes to the plans however as extensions have been added under permitted development rights, and also a new Development Management Plan has been in force since October 2016. The proposal is therefore re-examined.

Representations received

Material objections have been received regarding:

- -reported lack of use as a family dwellinghouse following the addition of permitted development extensions; -possible parking issues following occupation;
- -removal of a tree on the site;
- -the possibility of the use of the roof of the rear extension as a sitting out space.

Representations were received that are not material to the application in terms of party wall matters, construction vehicle movements and parking, soundproofing (a Building Control matter) and and outbuilding given a certificate of lawfulness under a previous application.

RELEVANT SITE HISTORY

15/3527: Conversion of single dwelling house into five self-contained flats including external works and cycle parking. Granted, 12/4/16.

16/0402: Certificate of lawfulness for proposed rear dormer incorporating a Juliet balcony. Granted, 31/3/16

15/3427: Certificate of lawfulness for proposed rear outbuilding to dwellinghouse: Allowed at appeal, 8/6/16

16/3358: Prior approval for a single storey rear extension to dwellinghouse, in metres: Extending beyond the rear wall of the original house – 6; Maximum height - 2.9; Eaves height - 2.9. Prior approval granted, 8/9/16

CONSULTATIONS

Statutory publicity

Initial neighbour consultation letters were dispatched on 17/3/17, to 14 neighbours and nearby residents.

5 objections were received, on the following grounds:

<i>Objection</i>	<i>Referred to in paragraph(s)</i>	<i>Comment</i>
Permitted development extensions require use as a single family dwellinghouse	1.1 to 1.5	Material
Tree has been removed without permission		Material
Black window frames not in keeping with other properties	2.3	Not part of the application
Parking issues following occupation	5.1-5.3	Material
Flat roof of ground floor extension could be used as a terrace	4.3	Material
Erection / possible future usage of outbuilding	3.9	Material in so far as amenity space is concerned
Party wall notice not issued		Civil matter
Parking issues during construction		Highways matter
Soundproofing requirements should be met		Building Control matter

Internal consultation

Highways Officers were also consulted and their comments are considered within section 5, Parking and Access.

POLICY CONSIDERATIONS

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

Brent Development Management Policy 1- General Planning Policy, 12- Parking, 16- Resisting Housing Loss, 17- Conversion of Family-Sized Dwellings, 18-Dwelling Size and Residential Outbuildings, and 19- Residential Amenity Space; Core Strategy 2010: CP17- Protecting and Enhancing the Suburban Character of Brent; CP21: A Balanced Housing Stock

Other material planning considerations include:

- National Planning Policy Framework (2012)
 - SPG17 – Design Guide for New Developments
- The London Plan Housing SPG (2012)

DETAILED CONSIDERATIONS

Key considerations

The main issues of relevance in regard to this application are:

1. Principle of the development;
2. Design, impact on street scene and locality;
3. Quality of accommodation;
4. Impacts on neighbouring amenity;
5. Parking, refuse and cycle storage;
6. Summary

1. Principle of development

1.1 The principle of the development is acceptable. Permission has already been granted for conversion of

the property to flats (our reference 15/3527). Since then, the Council has adopted its Development Management Policies DPD (Nov 2016), whilst the building has been extended under permitted development with a rear extension (our reference 16/3358) and a dormer loft conversion (our reference 16/0402). The key question is whether the Council's new policies would now prevent the conversion to flats.

1.2 The relevant policy is DMP17, 'Conversion of Family Sized Dwellings', which states that conversion of a family sized home will only be permitted where it results in at least one 3-bedroom dwelling being created with direct access to the garden and where the size of the previous dwellinghouse was at least 130sqm.

1.3 The size of the property prior to extension was more than 300m² and a large 3-bedroom flat with a generous amenity space is being created. Therefore the principle of the conversion is acceptable.

1.4 A secondary question is the validity of the extensions carried out under permitted development. Whilst that does not affect the consideration of this application, the applicant will be reminded via an informative that if the works to convert the property to flats are commenced before the property is reoccupied as a single family dwellinghouse, that could invalidate the lawfulness of those extensions.

2. Design, impact on street scene and locality

2.1 There are no external alterations aside from to the front garden, including the bin store and the cycle store. The proposed store would be 2.3m in height and built in timber, and would not be considered harmful to the street scene.

2.3 A comment has been received regarding the use of black window frames. These works are completed under permitted development and are not part of this application.

2.4 A comment was received regarding the removal of a tree, TPO reference 08.00055. This has been investigated with the borough Tree Officer and it is established that permission to remove this was granted on arboricultural grounds, with a condition that a replacement tree is planted. The replacement tree is to be a Heavy standard Ginkgo bilboa to be planted in the next available planting season within the rear garden. The tree preservation order will then be amended to reflect the change in species and position.

3. Standard of accommodation

3.1. The development would result in a good standard of accommodation for future occupants.

3.2 The proposed floor area for the dwellings meet the London Plan floor space standards as stipulated within table 3.3 of Policy 3.5 as required by DMP policy DMP 18. There is a provision of a family unit to the ground floor, with access to a large garden. The requirements for Policy CP21 in the Core Strategy and DMP17 are therefore met.

3.2. The accommodation is spacious and logically laid out with room uses generally stacked with like uses above each other. The addition of the rear extension means that the lower ground flat now has an improved layout compared to the previous permission, and the loft flat is a one-bedroom, 2-person flat rather than a studio.

3.3 The third bedroom of the lower ground floor flat (Flat 1) has an outlook directly onto the communal side walk, which is acceptable only on the basis that this is the third of three bedrooms and the quality of overall accommodation and size of the unit can mitigate against this. Flat 4 is north facing which is acceptable as the size and quality of the overall accommodation mitigates against this. The flat within the roof (Flat 5) satisfies the requirement of at least 75% of floor area at 2.3m head height and above.

3.9. A communal garden would be provided to the rear of the property for Flats 2-5, totalling 140sqm around a 100sqm outbuilding (allowed at appeal, our reference 15/3427). This is not subject to this application and as with the extensions, the property would need to be occupied as a single family dwellinghouse before the conversion is implemented, to prevent the outbuilding becoming unlawful. After the outbuilding has been lawfully established, the applicant plans for this to be a leisure facility for the residents comprising a pool and gym. A restrictive condition is proposed that would limit the use of the outbuilding for purposes incidental to the enjoyment of the residents of the property.

3.11. The proposed dwellings are considered to provide an acceptable standard of accommodation and amenity for future occupiers whilst complying with policy 3.5 of the London Plan and policies cited above in the Brent Development Management Plan, and the flats created will provide flexible accommodation of a mix

of sizes in line with CP21-Balanced Housing Stock.

4. Impact on neighbouring amenity: privacy / overshadowing/noise

4.1. The increase in flats is unlikely to increase noise or disturbance to unacceptable levels. The type of accommodation would be typical of this street.

4.3. An objection was received regarding possible use of the roof of the rear extension as a terrace. As the room above has a window not a door, to the rear, which is 1.2m above the roof of the extension, this is not considered to be something especially enabled by the arrangements of the build, and also the residents of Flat 2 would have access to the communal rear amenity area. However a condition would be added precluding its use as a sitting-out area.

4.4. Officers consider that normal use of the garden and planned indoor leisure facility by the residents is unlikely to cause undue disturbance.

5. Parking and servicing

5.1. The parking and servicing impacts of the proposal would be acceptable.

5.2 Car parking allowances for residential use are set out in Appendix 1, Parking Standards, to Policy DMP 12 of the Development Management Plan (2016). The existing house is therefore permitted up to 1.2 off-street parking spaces and the proposed conversion of the property into 3 x 1-bed, 1 x 2 bed and 1 x 3-bed flats will increase this allowance to 4.2 spaces, which is considered to be a significant increase. With no off-street parking available or proposed within the site, standards would continue to be complied with.

5.3. However, where parking standards increase as a result of flat conversions, Policy DMP12 requires the impact of additional on-street parking to be assessed, and sets out the circumstances under which on-street parking can be considered to be acceptable. To this end, on-street parking space can be taken into account along the site frontage only on local access roads that are not heavily parked and have sufficient width to accommodate parking on both sides. Christchurch Avenue is not noted as being a heavily parked street, so is able to safely accommodate two parking spaces along the site frontage. However, this is insufficient to meet the standard for five flats, leading to the potential for parking to extend along the frontage of neighbouring properties.

5.4. A condition is therefore recommended, removing the future rights of occupiers to on-street parking permits in the area. This will be secured via a condition.

5.5. The London Plan requires the provision of one secure bicycle parking space for each studio or 1-bed flat, and 2 spaces for each larger flat. This equates to seven spaces. The cycle store indicated would provide covered secure storage and now provides seven spaces following amendment so satisfies the requirement.

5.6. Refuse storage for 14 wheeled bins is indicated in the front garden of the site, allowing easy access for collection staff from the highway. Shared use of four wheeled bins plus organic recycling boxes should actually be sufficient to serve these five flats though. These are proposed to be stored in large structures that would be 2.3m in height; this is excessive for refuse and cycle storage and further details will be required to reduce the scale of these whilst also ensure existing landscape features are preserved and new planting added to mitigate for the increased use of the front garden for these purposes.

5.6. External storage space is provided for the flats to the rear of the property.

5.6. Subject to a condition to remove the right of future occupiers of these flats to on-street parking permits in the area, there would be no objections on transportation grounds to this proposal.

6. Summary

6.1. The proposed dwellings will provide additional homes within the Borough, including a family home, of a good standard in terms of the quality of the accommodation and amenity space. The proposal would preserve the property's character, subject to further details of the front garden layout, and the conversion and use as flats would not be considered to adversely impact on the amenities of surrounding properties.

6.2. For the reasons as outlined above, and as set out in the decision notice, approval is recommended.

CIL DETAILS

The proposal is liable to pay CIL as set out below despite providing less than 100sqm of new floorspace because the proposal comprises at least one new residential unit, in accordance with Reg 42(2) of the CIL Regulations 2010 (as amended), the provisions of which supersede the provisions of Reg 42(1) 'exemption for minor development'.

This application is liable to pay **£28,222.20*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 381 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	381	287	94	£200.00	£35.15	£24,003.57	£4,218.63

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	286	
Total chargeable amount	£24,003.57	£4,218.63

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

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

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



Brent

DECISION NOTICE – APPROVAL

Application No: 17/1000

To: Miss Collaro
DS Sqaured Architects
DVS House
4 Spring Villa Road
London
HA8 7EB

I refer to your application dated 06/03/2017 proposing the following:
Conversion of single dwelling into 5 self-contained flats (2 x studio, 1 x 1bed, 1 x 2bed and 1 x 3bed), with associated refuse storage and cycle parking and accompanied by plans or documents listed here:
See Condition 2
at 19 Christchurch Avenue, London, NW6 7QP

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

Date: 12/05/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the Development Plan.

- 1 To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website. The Council also offers a pre-application advice service, which was not used in this case. Amendments were secured to assist in working towards a positive outcome.

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

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

- 2 Occupiers of the residential development, hereby approved, shall not be entitled to a Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within any existing or future Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development. For the lifetime of the development a notice, no smaller than 30cm in height and 21cm in width, clearly informing occupants of this restriction shall be displayed within the ground floor communal entrance lobby, in a location and at a height clearly visible to all occupants. On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site.

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

Received 7/3/17: 15026PJ01.01; Received 26/4/17:; Received 2/5/17: 15026PJ02.01 revB;
Received 12/5/17: 15026PJ02.02 revB; 15026PJ02.00 revB

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

- 4 No access shall be provided to the roof of the extension by way of window, door or stairway and the roof of the extension hereby approved shall not be used as a balcony or sitting out area.

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

- 5 Any external lighting is required to meet with CIBSE and ILE criteria of a maximum 2 lux at the nearest neighbouring residential window.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to neighbouring properties.

- 6 The landscape works and planting shown on the approved plans shall be carried out prior to the occupation of any part of the development, in accordance with a programme agreed in writing with the Local Authority.

Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

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

- 7 The outbuilding approved under Certificate of Lawful Development 15/3427 on appeal shall be used only for purposes of the amenity of the residences hereby approved, and not as a separate dwelling for overnight occupation of any kind, whether on a permanent, temporary or short lets basis.

- 8 Details of materials for all external work in the form of a colour photomontage, keyed to elevational drawings, to include but not limited to: window details including finishes, door design and finish and drainage goods, shall be submitted and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- 9 Details of all fencing, walls, gateways and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority before the development hereby approved is completed and the work shall be carried out prior to occupation, in accordance with the details so approved, and the fencing, walls, gateways and means of enclosure shall thereafter be retained at the height and position as approved.

Reason(s):

in the interests of the privacy and amenity of the occupants of the application site and neighbouring properties., and in the interests of the visual amenity and character of the locality.

INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 2 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 3 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 4 The applicants are reminded that if the the works to convert the property to flats are commenced before the property is re-occupied as a single family dwellinghouse, that could invalidate the lawfulness of the extensions completed under permitted development.

Any person wishing to inspect the above papers should contact Michele Katzler, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5231

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PART 1 DEVELOPMENT PRESENTATIONS

Introduction

1. This part of the agenda is for the committee to receive presentations on proposed developments, particularly when they are at the pre-application stage.
2. Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Advice to Members

4. These proposed developments are being reported to committee to enable Members of the committee to view them at an early stage and to comment upon them. They do not constitute applications for planning permission at this stage (unless otherwise stated in the individual report) and any comments made are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
5. Members of the committee will need to pay careful attention to the probity rules around predisposition, predetermination and bias (set out in the Council's Constitution). Failure to do so may mean that the Councillor will not be able to participate in the meeting when any subsequent application is considered.

Further information

6. Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Supplementary Report.

Public speaking

7. The Council's Constitution only provides for public speaking rights for those applications being reported to Committee in the "Applications for Decision" part of the agenda. Therefore reports on this part of the agenda do not attract public speaking rights.

Recommendation

8. The Committee is not required to make any decisions with respect to the reports on this part of the agenda. The reports are presented as background information.

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PRE-APPLICATION REPORT TO COMMITTEE

Planning Committee on 24 May 2017
Item No
Case Number 16/1541/PRE

SITE INFORMATION

RECEIVED: 2016

WARD: Tokyngton

LOCATION: Latif House, First Way, Wembley, HA9 0JD

SCHEME: Proposed demolition of existing buildings and proposed erection of a new hotel and apart-hotel, with conferencing facilities and car parking.

APPLICANT: AWW Inspired Environments

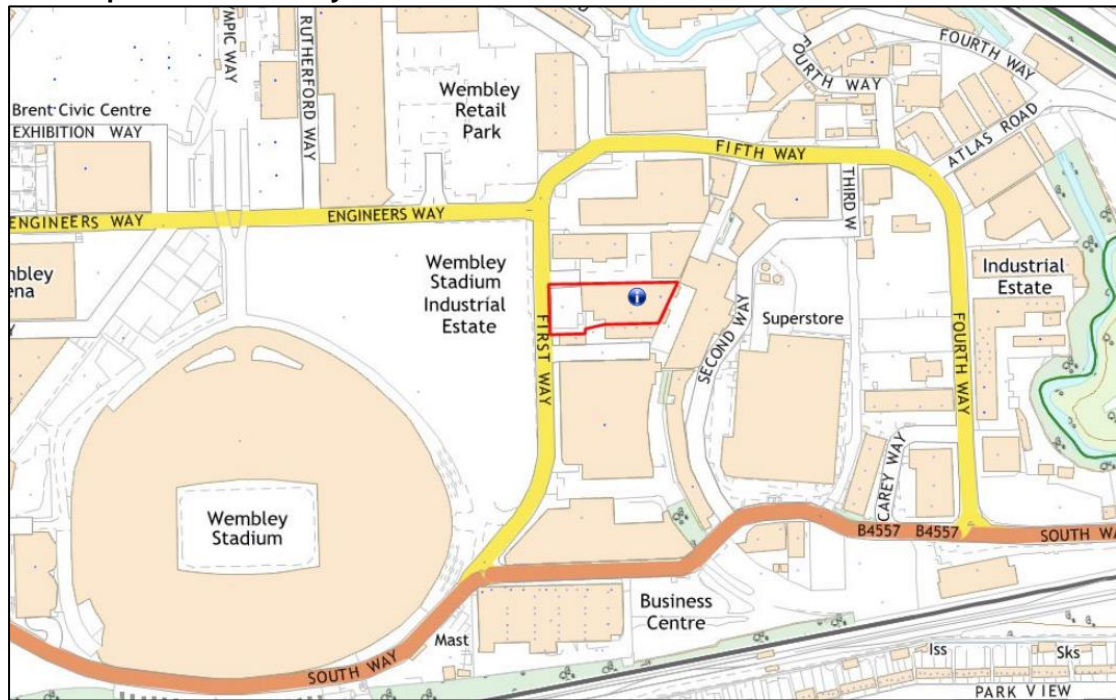
CONTACT: Mr Chris Mitchell

OFFICER: Toby Huntingford (North Team)

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION No plans as this is a pre-application item. Members will view a presentation at Committee.

SITE MAP

This map is indicative only



BACKGROUND

1. This pre-application submission for a new hotel and apart-hotel development is being presented to enable Members of the committee to view it before any subsequent applications are submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent revised application and the comments received as a result of consultation, publicity and notification.
2. This is the first time the proposals shown within this submission have been presented to Members.

PROPOSAL and LOCATION

Proposal

3. The application will seek approval of the new development which proposes the demolition of existing buildings and erection of a new hotel and apart-hotel, with conferencing facilities and car parking.

Proposed uses

4. The hotel is proposed to measure c. 50m in height, with approx. 16 storeys containing 274 hotel rooms and ancillary facilities. The apart-hotel is proposed to measure c. 32m in height, with approx. 11 storeys containing 186 apart-hotel rooms and ancillary facilities.

Car parking

5. A four level basement is proposed, containing 405 car parking spaces.

Site and Surroundings

6. The subject property, Latif House, comprises low rise industrial premises within the Wembley Stadium Industrial Estate on First Way. Surrounding uses are also industrial.
7. To the north is another industrial unit, the Cannon Trading Estate. Beyond the Cannon Trading Estate to the north is Kelaty House, presently another industrial unit, although permission has been granted for the site's redevelopment for mixed use incorporating student accommodation and commercial space.
8. To the south is the Mirage Centre, another industrial unit, to the east are further industrial units fronting second way. These adjoining land uses are all similarly industrial in nature and form the westernmost part of an area previously designated as Strategic Industrial Land (SIL).
9. The land to the west, immediately across First Way forms part of the Quintain Masterplan Development (Plot E03) for which a reserved matters application has recently been submitted (17/0016). This plot is proposed to provide 743 residential units, 569sqm of commercial space and an energy centre as part of the wider masterplan development around Wembley Stadium.

Planning History

10. There is no relevant planning history for this property

CONSULTATION

11. In accordance with the National Planning Policy Framework and Brent's Statement of Community Involvement the developer is required to engage with the local community whilst developing their proposals for the site. No details on such consultation have yet been provided, however this will be expected as part of a full application.
12. The proposals to date have been subject to internal consultation with the Council's Planning Policy department, Transport officer, Regulatory Services and Urban Design officer.
13. The following will be consulted regarding any subsequent planning application:

Consultee:-

(Internal)

- Ward Councillors for Tokyngton (Brent)
- Transportation (Brent)
- Environmental Health (Brent)
- Landscape Design (Brent)
- Heritage & Conservation officer (Brent)
- Tree Officer (Brent)
- Urban Design Officer (Brent)
- Flood/drainage engineer (Brent)

(External)

- Thames Water
- Greater London Authority (GLA)
- Transport for London (TfL)

- All existing properties and addresses within at least 100m of the application site.
- The wider community will be consulted through a site notice close to the property and a notice printed within the Brent and Kilburn Times local newspaper.

(N.B. This is not a final list and is subject to further review/change should any formal planning application be submitted)

POLICY CONTEXT

14. The National Planning Policy Framework (NPPF) 2012. At the heart of the NPPF is a presumption in favour of sustainable development. Building a strong, competitive economy is of the core principles of the NPPF and paragraph's 21 and 22 are of relevance.
15. London Plan consolidated with alterations since 2011 (March 2016)
16. Wembley Area Action Plan (WAAP) (2015)
17. Development Management Policies (DMP), London Borough of Brent (2016) – adopted 21 November 2016

The following Policies within the DMP will be relevant to this proposal:

- DMP1: General Development Management Policy
- DMP6: Visitor Accommodation and Attractions
- DMP11: Forming an Access on to a Road
- DMP12: Parking
- DMP13: Movement of Goods and Materials

18. London Borough of Brent LDF Core Strategy (2010)

The following policies within the Core Strategy will be relevant to this proposal:

- CP1 Spatial Development Strategy
- CP5 Placemaking
- CP7 Wembley Growth Area
- CP16 Town Centres and the Sequential Approach to Development

19. Supplementary Planning Guidance 17 'Design Guide for New Development' (2002) –

This would not be used to assess accommodation standards, but would be used to consider the general impact of the development on neighbouring sites and properties

MATERIAL PLANNING CONSIDERATIONS

20. The main issues relevant to this proposal that the Committee should be aware of at this stage are:

- Principle of development
- Scale, height, massing and design of the development within its local context
- Design and layout
- Impact on amenities of neighbouring properties
- Transport
- Environmental health

Issue 1

Principle of development

21. Latif House is located within Wembley Strategic Cultural Area as designated within the Wembley Area Action Plan (WAAP) (2015). As part of this designation, the area is identified as appropriate for leisure, tourism and cultural uses. The principle of visitor accommodation and a conference facility on part of the site is therefore supported by site allocation W28, provided it can be demonstrated this will not preclude the achievement of 1,500 residential units across the site allocation as a whole.
22. Following a pre-application meeting with the applicants which took place on 25 January 2017, the agent has modelled a projected development of the wider W28 site allocation which accounts for the consented scheme at Kelaty House (plot 1) as well as the subject proposal at Latif House (plot 3). The model identifies that the proposal for such a significant hotel use within the surrounds of Kelaty House and wider W28 plot, would result in an under-provision of residential units (by 158 units), cafés / bars (by 877m²) and workspace / creative uses (by 7093m²). For the proposal to be acceptable in principle the development of this plot must include at least 158 residential units, additional café/bar use and workspace/creative uses to account for the shortfall identified within the projection.
23. The agent has sought to identify potential locations within the W28 plot where it is considered that the shortfall in space can be provided to ensure the requirements of the site allocation can be met. These projections have significant implications for the wider delivery of the Strategic Cultural Area as envisioned within the WAAP and as such are being considered carefully by Brent's planning policy team.
24. The policy team do not consider that the viable delivery of the site allocation has been sufficiently demonstrated under the current model and further work in relation to this is therefore ongoing. The Council will need to agree with and verify the rationale behind this modelling of the W28 plot before the proposal will be acceptable in principle.

Issue 2

Scale, height, massing and design of the development within its local context

25. The initial architectural approach in terms of materials and aesthetics (as detailed on plan 0060) is considered to acceptable in principle. The yellow colour will provide an eye-catching feature whilst the extensive glazing will help to ensure the building is appropriate in the evolving environment. The use of unattached beams towards the top of the building provides a distinctive feature which helps to articulate the individual elements of the hotel.
26. Despite a positive architectural approach, a principal issue with the development at present is the proposed height of the building. It is accepted that the area is going to go through substantial change and that the emerging context for the surroundings is for tall buildings, particularly to the west within the Masterplan area, as well as with the pending development of Kelaty House to the north. Kelaty House is located at the corner of Engineers Way and First Way and has a consented height which reaches approx. 43m with 12 storeys along its frontage.
27. The first issue with regard to the height concerns the frontage of the building along First Way. Kelaty House, which is located on the corner to the north, is considered to justify a greater height by virtue of its more prominent location. Latif House, further along First Way, should be lower in height to respect urban form order. The proposed hotel at present will achieve a height of 50m with 16 storeys which would appear incongruous within the wider streetscene and would not respectfully appear subservient to the building occupying the more visually prominent site at Kelaty House.
28. The second issue with regard to the height concerns the rear of the building, where it borders with industrial units fronting Second Way. The units along Second Way fall outside the W28 site allocation and will continue to form part of the Wembley Stadium industrial estate following regeneration of the nearby plots. As such, development of the W28 plot needs to respect the transition between high density residential development within the Masterplan to the west and the established low rise industrial development to the east. As such, a more notable reduction in height from the west to the east of the site is needed. The 35 or so metre high rear component is too high and something that establishes a more comfortable transition will be needed at the rear.
29. The proposed basement levels would represent a significant proportion of the overall provision of floors (4 out of 20). Whilst it is noted that the basements will be used to provide ancillary uses (parking), the fact that the parking provision has been identified as approx. 300-400% more than would be permitted under policy (see below) it is not considered that this can be justified.

Issue 3

Layout and Design

30. There are no policies which would require the Local Planning Authority to assess the quality of hotel accommodation, although the proposed layout would appear to be typical of such developments.
31. The ground floor of the hotel will accommodate a large entrance atrium (for the height of two storeys) as well as a bar and restaurant, associated staff areas as well as staff areas for plant and deliveries. Active frontages would be focussed towards the front of the property on First Way, where the lobby and bar would be heavily glazed and open on to the street. The first floor will continue the glazing into atriums above the reception area and bar which helps to provide an additionally welcoming and activated frontage. The first floor is also proposed to contain a 1000sqm

banquet/conference hall as well as a second bar to the rear of the development. The applicant is advised to ensure that active frontages are most prominently focussed along the western elevation (along First Way) and the southern elevation of the building to ensure a good standard of built environment along the proposed east-west pedestrian link required as part of this development (see below). The second floor is to contain pool, spa and retail units with the remainder of the development being comprised of hotel bedrooms.

32. The apart-hotel to the rear is proposed with a more modest entrance space to the south and a large gym, which also provides potential for strong active frontages. The apartment rooms are proposed on the upper floors with a green roof proposed atop the development. One of the upper floors includes a proposed elevated pedestrian link between the rear of the hotel and the front of the apart-hotel buildings.
33. Research undertaken by the GLA identifies a lack of accessible visitor accommodation in the capital. As such there is a requirement for 10% of hotel rooms to be wheelchair accessible and applications to be accompanied by an Accessibility Management Plan. This is distinct from a Design & Access Statement and guidance on the content can be found in the Mayor's Town Centre SPG.
34. In accordance with Brent's policy DMP 6 within the Development Management Policies (2016) the council will need to be satisfied the aparthotel will form visitor accommodation and not be permanently occupied. Conditions will be applied to this effect.

Issue 4

Impact on amenities of neighbouring properties

35. The development of the site will create a buffer between proposed residential development to the west and the industrial uses in Wembley Strategic Industrial Location to the east. The development will be required to have careful regard to the relationship with, and impact of, the waste facility on Fifth Way and adjoining industrial uses, and demonstrate an acceptable amenity can be achieved.
36. A key part of achieving this will be ensuring that a separation of at least 10m is established from the built form of the development to all site boundaries so as not to preclude surrounding development of the W28 plot. It is not so important to establish this separation to the east since the existing industrial units will not require amenity protection; however it will be important to ensure that the built form that abuts the development to the east is of a suitably complementary scale that would not dominate the environment from within these industrial units.
37. The site is identified in the Wembley Area Action Plan as sensitive to tall buildings. Tall buildings in this location have potential to impact on protected views to the National Stadium. It is noted the current proposal falls below the threshold for tall buildings nonetheless, the Design & Access Statement should include an assessment of the impact of protected views as identified in the Wembley Area Action Plan.

Issue 5

Transport

38. Policy WEM28 applies to this site and a key requirement is an east-west pedestrian link along the southern side of the site. Any development will need to accommodate this link and construct it to a high quality standard, so that it can be adopted in future once a connection through to Second Way is completed. The highways department

will therefore need to approve detailed drawings of the link and inspect the construction as it proceeds which can be secured through a legal agreement.

39. The revised plans indicate that a coach access is proposed along the southern side of the site along with coach parking spaces. The way that the coach parking interacts with a proposed pedestrian link must be made clear as part of a planning application and unless it can be demonstrated that a high quality pedestrian environment can still be provided alongside this access, it may be necessary to relocate the vehicular access and layout. A tracking diagram should also be provided indicating that coaches can easily manoeuvre in and out of the site.
40. With regard to the hotel use, the site has a moderate PTAL rating of 3, so up to a maximum of one car parking space per 5 bedrooms is permitted. This equates to a maximum allowance of 92 car parking spaces, so the proposed provision of 405 spaces is far above the acceptable limit and is also out-of-kilter with other hotels in the Wembley area.
41. The DMP also requires at least one coach parking space per 50 bedrooms, giving a total requirement for five to six such spaces. Within the revised plans, four coach parking spaces have been shown alongside the hotel; although no justification for why the under-provision is acceptable has been provided. Given the popularity of the Wembley Park area as a visitor location, it will be necessary for a clear and demonstrable justification to be put forward if this coach parking arrangement can be supported.
42. The principle of a one-way in/out driveway along the front of the building with separate crossovers for access and egress is acceptable. This will allow short-stay casual parking, including for taxis and will also accommodate coach access.
43. As part as a full submission, bicycle parking will need to be provided for 23 short-stay spaces for visitors and 10 long-stay spaces for staff.
44. Finally, the application will need to be accompanied by a full Transport Assessment and a full Travel Plan to allow the Council to consider wider transport impact. If the travel plan is acceptable, it is likely to be subject to monitoring under terms of a Section 106 agreement.

Issue 6

Environmental Health

45. The Council's Regulatory Services have identified key environmental health issues as: Noise insulation for guests given the proximity to commercial premises, impact on air quality, construction noise and dust, asbestos, odour from the commercial kitchen, the potential for light pollution from any external lighting and the potential for the land to be contaminated.
46. The abovementioned concerns will need to be addressed as part of a full planning application with planning conditions or informative notes as appropriate. The noise insulation will be addressed through requirements for:
 - Adherence to (and a test of) the relevant British Standards for sound insulation for hotel bedrooms
 - A requirement to ensure suitable background noise from plant equipment;
 - The submission of an air quality impact assessment to consider the air quality impact building works and the operations of the building will have on local air quality and future residents;
 - The submission of an air quality neutral assessment in accordance with GLA guidance;

- A construction method statement to detail measures that will be taken to control dust, noise and other environmental impacts of construction;
- A lighting spillage plan to demonstrate that the external lighting from the new development will not impact on the surrounding residential premises;
- Details of the extract ventilation system and odour control equipment for the commercial kitchen, including all details of external ducting; and
- A report detailing a site investigation into the potential contamination of the land and an associated remedial works report in the event that any contamination is identified.

OTHER CONSIDERATIONS

47. A detailed energy/sustainability strategy would need to be submitted as part of any subsequent full application to demonstrate compliance with the Mayor's strategy of Be Lean, Be Clean, Be Green, as well as London plan policies relating to reduction carbon emissions and renewable energy, in accordance with London Plan policy 5.2.

PLANNING OBLIGATIONS

48. If approved, planning obligations under a Section 106 agreement will be necessary to secure and monitor certain aspects of the development. With the information available at present, it is likely that a Section 106 agreement will be needed for the following aspects:
- To ensure that the Council is notified of development commencement at least 28 days prior to works starting.
 - To enable the development of the proposal to improve the training and employment of Brent residents.
 - To secure and monitor a travel plan.
 - To secure and monitor the construction of an east-west pedestrian link along the southern side of the site forming part of the Wembley Area Action Plan. Any development will need to accommodate this link and construct it to a high quality standard, so that it can be adopted in future once a connection through to Second Way is completed.
 - To secure any other financial contributions that may be required by the Council
 - Any other obligations required (at this time not known)

COMMUNITY INFRASTRUCTURE LEVY (CIL)

49. This would be development that is liable to pay Mayoral and Brent Community Infrastructure Levy (CIL). The CIL payment would be calculated by:
- For each square metre of proposed floor space within the hotel and apart-hotel, £135 will be liable for payment under the Community Infrastructure Levy. Of the per square metre payment, £100 pays for Brent CIL and £35 pays for Mayoral CIL.
 - If the existing floorspace of the building has been in use for at least 6 of the previous 36 months then the existing floorspace can be deducted from the total proposed floorspace resulting in a proportion of the proposed building that will be exempt from a CIL charge.

CONCLUSIONS

50. Members should note the above development is still in the pre-application stage and that additional work remains to be carried out prior to the submission of any subsequent planning application.

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