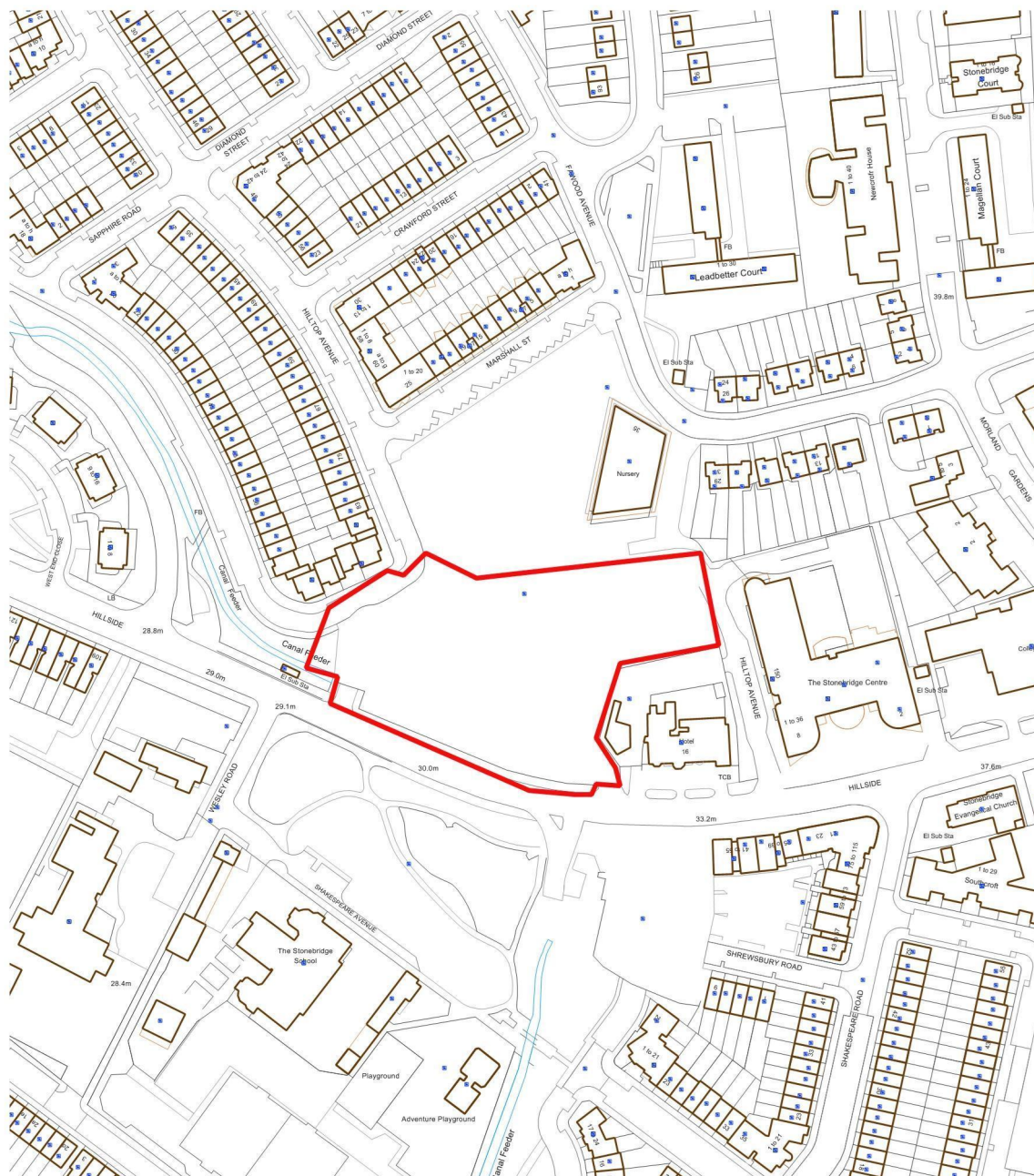




Planning Committee Map

Site address: Land next to Stonebridge Park Hotel, Hillside, Stonebridge, London

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This map is indicative only.

RECEIVED: 13 November, 2012

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Land next to Stonebridge Park Hotel, Hillside, Stonebridge, London

PROPOSAL: Redevelopment of site to provide 117 dwellings comprising 1 studio flat, 41 one-bedroom flats, 51 two-bedroom flats, 8 three-bedroom flats, 12 three-bedroom houses and 4 three-bedroom duplex maisonettes within 1- to 9-storey buildings and associated works including basement (incorporating plant and car park), new access pedestrian and vehicle accesses, amenity space, reconfiguration and works to existing canal feeder, public realm and other ancillary development.

APPLICANT: The Hyde Group

CONTACT: Terence O'Rourke PLC

PLAN NO'S:
Please see condition 2.

RECOMMENDATION

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

SECTION 106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- a) Payment of the Council's legal and other professional costs in a) preparing and completing the agreement and b) monitoring and enforcing its performance
- b) A contribution of £324,000 (£3,000 per additional bedroom), index-linked from the date of committee and due on Material Start for Transportation, Education, Air Quality, Environmental improvements, Open Space and sports in the local area. This is to be reduced to £2,400 per additional bedroom if units are delivered as Affordable Housing and details of the Affordable Housing units are submitted to and agreed by the Council prior to commencement.
- c) A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to the piling of foundations for the development hereby approved. This shall demonstrate:
 1. How the development will achieve a minimum of Code for Sustainable Homes Level 4 (submission of a design stage assessment by a BRE approved inspector);
 2. How the indicated Brent Sustainability Checklist measures will be implemented within the scheme (or other such measures approved by the Council which meet a level of at least 50%).
 3. How the scheme will achieve the CO2 reduction measures set out within the Sustainability and Energy Strategy, or other such revised measures as approved by the Council which achieve the target levels set out within the Strategy;
- d) The applicant shall include/retain appropriate design measures in the development for those energy and water conservation, sustainable drainage, sustainable/recycled materials, pollution control, and demolition/construction commitments made within Brent's Sustainability Checklist and other submitted documentation (or agreed by further negotiation), and adopt adequate procurement mechanisms to deliver these commitments.
- e) On completion, independent evidence (through a BRE Post-Construction Review) shall be submitted on the scheme as built, to verify the implementation of these sustainability measures on site, and the achievement of at least a Code for Sustainable Homes Level 4.
- f) If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required:
 1. the submission and approval in writing by the Local Planning Authority of measures to

- remedy the omission; or, if this is not feasible,
2. the submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.
- g) The submission and approval in writing of a revised Residential Travel Plan and to implement this plan, the purpose of the plan being to manage the transport needs of the Development so as to minimise car usage and promote alternative modes of transport.

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the London Plan 2011, Local Development Framework Core Strategy 2011, Unitary Development Plan 2004 and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

EXISTING

The subject site was previously occupied by Gardiner Court and the Orange Tree Public House. Gardiner Court comprised a series of three 6-storey residential buildings which formed part of the previous Stonebridge Estate. The Orange Tree Public House was a three storey building which fronted Hillside.

The majority of the application site falls within the Stonebridge Regeneration Area. However, the Orange Tree Public House fell outside of the regeneration area due to its previous ownership.

To the South of the site lies Hillside, the primary road running through the Stonebridge Regeneration Area. A 4-storey residential block which was delivered as part of phase 3 of the Stonebridge Regeneration lies to the North-west of the site and a new open space and the Fawood Nursery are directly north of the site. The Fawood Nursery was opened in 2004 as part of the Stonebridge Regeneration project.

To the East of the site lies the grade II listed Stonebridge Park Public House and the Hillside Hub. The Hillside Hub, which provides a community centre and hall, cafe, PCT clinic, shop and a number of residential units. Opposite the Hillside Hub and therefore in close proximity to the subject site lies Stonebridge Site 22, a mixed use site comprising town centre uses (retail, some food and drink and an office) and residential units. That site together with the Hillside Hub comprise the local needs shopping and community offer for Stonebridge.

Directly opposite the site lays another area of public open space and the two local primary schools, the Stonebridge and Our Lady of Lourdes Primary Schools.

A Canal and Riverside Trust (previously known as British Waterways) Canal feeder runs through the site. The majority of this runs below ground through the site. However, the far western element of the feeder is above ground within the site. The upstream element of the canal feeder (west of the site) is above ground. The feeder flows from West to East before running under Hillside.

The ground level increases from west to east and from south to north within the site. The ground level increases significantly to the east of the site.

DEVELOPMENT SCHEDULE

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

USE

Number	Primary Use	Sub Use
1	dwelling houses	housing - private

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0	0	0	11916	11916

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0	0	0	11916	11916

Mayoril CIL multiplier is £35 per SQM of total net gain floorspace, therefore Amount Payable is £417,060.00.

PROPOSAL

See above.

HISTORY

Planning permission was granted in September 1997 for the redevelopment of the Stonebridge Estate on both the North and South sides of Hillside. The permission allows for the erection of approximately 1604 houses and flats in buildings that are 2, 3 and 4 storeys high. It also looked to provide replacement shops fronting Hillside and community facilities and open space. The outline permission envisaged replacement of the Stonebridge tower blocks with low-rise developments within a more traditional street layout with better connectivity between dwellings and the adjoining streets, good levels of natural surveillance of public spaces and adequate levels of parking. It sought to diversify the tenure of homes by introducing a proportion of private dwellings (up to 25 %).

All of the tower blocks have now been demolished and all but a handful of sites have been delivered and the development has won a number of awards which highlight the success of the regeneration process. Only sites 10, 22B, 24C, 27, 29 and 30 are yet to be redeveloped. Almost all of the parks and all of the community facilities have been provided, including the Hillside Hub (PCT Clinic, Community Hall, etc) and the nursery that adjoin this site, and the shops on the opposite side of Hillside. The majority of housing has been provided as social rented units in order to accommodate the tenants of the "old" Stonebridge tower blocks. The remaining sites are accordingly likely to include a high proportion of private housing to achieve this tenure balance. The London Plan now expects higher densities of housing than those set out within the 1997 Outline Planning Consent which only allowed up to 247 Habitable Rooms per Hectare and the remaining sites are accordingly likely to come forward as new full or outline applications. This also allows the inclusion of other elements of land that were not within the 1997 planning application site, such as the Orange Tree Public House site that is included within this application.

Outline planning consent for the redevelopment of this site to provide 122 flats was granted in 2007 and renewed in 2012. That consent can still be implemented. However, the applicant is now looking at a different form of development and mix of units.

Relevant history (this site only)

97/0131 – Granted 4 September 1997

Comprehensive redevelopment of the entire site with the provision of a new road network, approximately 1,604 residential units in 2-, 3- and 4-storey blocks, new open space, shops and community facilities.

07/3309 – Granted 2 December 2007

Outline application for the demolition of Gardiner Court, Brett Crescent, NW10, and the erection of 3 buildings comprising 122 self-contained flats, comprising 3 x studio units, 63 x 1-bedroom units, 45 x 2-bedroom units and 11 x 3-bedroom units, formation of new vehicular access, pedestrian access and associated landscaping (matters to be determined: layout, scale & access) as accompanied by Urban Design Code, Arboricultural Impact Appraisal and Method Statement dated 23 August 2007, Design and Access statement and Analysis of Daylight and Sunlight for the proposed Stonebridge Development Part 1, dated 25th October 2007 and subject to a Deed of Agreement dated 2nd December 2008 under Section 106 of the Town and Country Planning Act 1990, as amended.

11/3054 – Granted 30 March 2012

Extension to time limit of outline planning permission 07/3309 dated 02/12/08 for outline application for the demolition of Gardiner Court, Brett Crescent, NW10, and the erection of 3 buildings comprising 122 self-contained flats, comprising 3 x studio units, 63 x 1-bedroom units, 45 x 2-bedroom units and 11 x 3-bedroom units, formation of new vehicular access, pedestrian access and associated landscaping (matters to be determined: layout, scale & access) as accompanied by Urban Design Code, Arboricultural Impact Appraisal and Method Statement dated 23 August 2007, Design and Access statement and Analysis of Daylight and Sunlight for the proposed Stonebridge Development Part 1, dated 25th October 2007 and subject to a Deed of Agreement dated 30th March 2012 under Section 106 of the Town and Country Planning Act 1990, as amended.

POLICY CONSIDERATIONS

NATIONAL

National Planning Policy Framework

REGIONAL

The Mayor of London

The London Plan 2011

The revised London Plan was adopted in July 2011 and sets out an integrated social, economic and environmental framework for the future development of London. Relevant Policies include:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.6 Children and Young People's Play and Informal Recreation Facilities
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.11 Affording Housing Targets
- 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- 3.13 Affordable Housing Thresholds
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality

Supplementary Planning Guidance – Sustainable Design and Construction (May 2006)

Supplementary Planning Guidance – Accessible London: Achieving an Inclusive Environment (April 2004)

Supplementary Planning Guidance – Housing (2012)

Supplementary Planning Guidance – Shaping Neighbourhoods: Play and Informal Recreation (2012)

LOCAL

Brent Local Development Framework Core Strategy 2010

- CP 1 Spatial Development Strategy
- CP2 Population and Housing Growth
- CP5 Placemaking
- CP6 Design and Density in Placemaking
- CP15 Infrastructure to Support Development
- CP17 Protecting and Enhancing the Suburban Character of Brent
- CP18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP19 Brent Strategic Climate Mitigation and Adaptation Measures
- CP21 A Balanced Housing Stock

Brent Unitary Development Plan 2004

Policies

BE2 Local Context & Character

BE3 Urban Structure: Space & Movement

BE4 Access for disabled people
BE5 Urban clarity and safety
BE6 Landscape design
BE7 Streetscene
BE8 Lighting and light pollution
BE9 Architectural Quality
BE12 Sustainable design principles
EP3 Local air quality management
EP6 Contaminated land
EP12 Flood protection
EP15 Infrastructure
H12 Residential Quality – Layout Considerations
H13 Residential Density
H14 Minimum Residential Density
TRN2 Public transport integration
TRN3 Environmental Impact of Traffic
TRN4 Measures to make transport impact acceptable
TRN9 Bus Priority
TRN10 Walkable environments
TRN11 The London Cycle Network
TRN15 Forming an access to a road
TRN23 Parking Standards – Residential Developments
TRN34 Servicing in new developments
TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a road
SPG12 Access for disabled people
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
SPD Section 106 Planning Obligations

SUSTAINABILITY ASSESSMENT

The applicant has submitted a Sustainability & Energy Strategy, a Code for Sustainable Homes pre-assessment and the Council's TP6 Sustainability Checklist.

The Sustainability & Energy Strategy incorporates information regarding the Code for Sustainable Homes, the Sustainability Checklist and the Energy Strategy.

With regard to the Energy Strategy, the proposal sets out the “Be lean” (fabric) measures and confirms that the scheme will achieve a 10.8% reduction in carbon levels when compared to Building Regulations 2010 TER levels.

The feasibility of District Heating and a Site Wide heat network powered by a CHP engine has been evaluated, with District Heating ruled out due to the distance to the nearest network (South Kilburn). With regard to Site Wide network, the statement sets out that the heat efficiency levels for this system (i.e. the proposal itself) is only 52 % whilst SAP assumes a flat rate of 95 % efficiency irrespective of the geometry of the site wide heat network in the scheme itself. With such low efficiency levels, the inclusion of CHP would result in higher levels of CO2 than those that would be apparent if the units have individual boilers. They also examine the financial feasibility of a site-wide system with CHP, and conclude that the use of CHP significantly increases the on-going costs to residents and that the costs are much closer to the “fuel poverty” threshold for the projected income levels than for conventional combi-boilers.

With regard to on-site renewables (the “be green” measures), a 694 square metre array of PV (solar) panels is proposed, which will reduce CO2 levels associated with the development by 29.8 %, taking the total CO2 reduction down to 40.6 % from 2010 Building Regulations TER. This is well in excess of both the 25 % overall CO2 reduction target and the 20 % target for on-site renewables as set out within the London Plan.

When examining the heat loss associated with the site wide heat network itself (i.e. the 52 % efficiency figure referenced above), the Energy Strategy looks at the feasibility for the provision of a heat network to serve the Rotunda and the Villa blocks. These represent a moderate to high density of dwellings, with those homes situated in close proximity to each other. Technical calculations have been provided to support this.

However, it is surprising that the levels of heat loss are this significant as CHP has been incorporated in a number of schemes with similar density levels and this would render CHP un-feasible for a very large number of major developments. The factors associated with the ongoing costs of the system (which are passed on to owners/occupiers) would also be applicable to other developments. If correct they would result in such systems not being feasible within other developments which would also be surprising given that this policy has been reviewed recently by the Mayor. This matter is likely to require further evaluation which could not be undertaken within the life of this application due to the time this would take.

Nevertheless, the proposal achieves levels of CO2 reduction that are better than those required by Planning Policy even without the incorporation of CHP and a site wide heat network and there is no real scope for the provision of a district heat network in the future as there are only a limited number of sites that are still to come forward in Stonebridge. Furthermore, the applicant is proposing that the homes will achieve Code for Sustainable Homes Level 4 when the requirement outside of Growth areas is Level 3.

On balance, your officers consider that the energy proposals are acceptable as they go beyond the standard policy requirements in all other respects aside from CHP. So, in terms of reducing carbon dioxide emissions and the associated impacts of the proposal, the proposal goes beyond the expectations of the Mayor of London.

TP6 Sustainability Checklist

The applicants have scored the development at 51.4 % using the Sustainability Checklist. Your officers agree with the points that have been awarded and actually consider that three sub-sections of the Checklist are not applicable to this development, which increases the percentage score to 55.6%. This is above the minimum level of 50 % and the submitted checklist is accordingly considered to be acceptable. Further information is required to demonstrate how the measures are to be implemented within the scheme. This can be appropriately captured through the standard Section 106 requirement regarding the submission, approval and implementation of a Sustainability Implementation Strategy.

CONSULTATION

Letters sent: 15 November 2012

Site Notices: 16 November 2012

Press Notice: 29 November 2012

Letters were sent to 265 adjoining and nearby owners and occupiers.

A 195 signature petition was received citing the following objections to the proposal:

- The Stonebridge Area has become overly congested and the proposal will exacerbate this.
- The proposal does not allow free access through the development and results in segregation within Stonebridge, which has always been an open community.
- This will happen because there is no indication whether the space between the mews terrace and the east bookend duplex flats (within the Hillside frontage) will allow access for existing Stonebridge residents and further information is required;
- Also, the design of the Villas (along the northern side of the site) does not allow movement from west to east on the south side of the building. The argument that this area is required for private garden space is not acceptable to existing Stonebridge residents. Currently in Stonebridge there are 30 blocks of flats and only the ground floor residents have access to a private garden and the residents of the upper floors only have balconies.
- Insufficient levels of parking, when there are significant problems with parking in Stonebridge already;
- The increase in traffic and congestion will lead to health issues;
- The Rotunda will be a grotesque anomaly on the landscape. Specific reference is made to its height (9 storeys) and the light the residents of Wood Road and Hilltop Avenue currently enjoy.
- Granting consent will not benefit Stonebridge Residents

The covering form for the petition specified that there were 205 signatories. However, 195 letters were enclosed, some of which were signed by more than one signatory. Whether 195 or 205, this represents a significant number of signatories given the scale of the proposal and number of residents in the vicinity.

Internal consultees:

Safer Streets / Environmental Health:

Further information has been requested regarding noise and air quality. If this information is not provided prior to the completion of the Committee report then it will be discussed in the Supplementary report.

Conditions are recommended regarding noise, air quality and contamination.

Highways:

Transportation do not object to the proposal subject to conditions regarding landscaping, traffic signals at the top and bottom of the basement car park ramp, details of electric vehicle charging points, amendments to the site layout to provide 3 additional parking spaces, the reinstatement of two existing redundant crossovers and the completion of the works and adoption of the proposed roads and footways around the perimeter of the site. An Informative is also recommended regarding the stopping up of a 10 yard length of public highway.

The comments from Highways are set out in more detail in the Remarks section of this report.

Landscape Design:

No formal comments received yet.

External consultees:**Canal and Riverside Trust (CRT, previously British Waterway)**

We are supportive of the principle of the development, and the proposed de-culverting of part of the Feeder, which we hope will help to enhance its amenity value and support its important function. We would be pleased to see this extended across the whole site.

Our Enterprise and Regeneration team are in the early stages of a feasibility proposal to look at the canal feeder as a strategic greenway for walking and cycling between Brent Reservoir and Neasdon/Park Royal. We are therefore keen that developments along the feeder should aim to facilitate this where possible. It appears that the proposal would allow some public access along the feeder, but we would also ask that consideration be given to the connections along the feeder at the edges of the site – for example, it is not clear as you exit the site to the south as a pedestrian, how you reconnect to the feeder, and a pedestrian crossing over Hillside would facilitate this in the future. We accept that improving this access to the length of the feeder is a long term project, but would request that consideration be given to how this can be incorporated into the development.

They also highlight the need to approve various engineering and landscape details to be secured through condition, and highlight the requirement for a commercial agreement.

The Environment Agency (The EA)

We welcome the de-culverting of a section of the canal feeder in biodiversity terms, however we do have some concerns over the straight lines and corners in the drawings submitted and therefore we request the following condition be placed on any planning permission granted to ensure appropriate buffer zones are in place and native planting is undertaken on site to soften any hard edges.

Conditions are recommended by The EA.

Thames Water

A number of conditions and informatives are recommended.

REMARKS

This application represents a revised scheme for the redevelopment of this site following the approval of outline consent for a scheme in 2007 and the renewal of that consent in 2012. Hyde Housing were initially looking to gain permission to assist the sale of the site to address the funding shortfall associated with the regeneration of Stonebridge. Hyde have now indicated that they wish to bring the site forward themselves and have accordingly revised the mix of units and the elements of the form of the development.

The general principle of the development remains comparable with the extant consent. The scheme provides strong frontages to the north and south, with a taller element situated at the western end of the site, the reinstatement of the canal feeder and an access through the development that is accessible to the general public.

Within the Hillside frontage, the approved consent allowed a terrace of 4-storey terrace of flats with elements of that terrace dropping to 2-storeys in height to provide relief in the roofline and allow some sun into the site. This application now proposes a 3-storey terrace of townhouses with 4-storey “bookend” buildings comprising 2 maisonettes within each bookend.

The publicly accessible access through the site has been moved further east and a publicly accessible “mews street” is now proposed along the northern side of the terrace of townhouses.

Where the previous scheme proposed a terrace of flats running north-south along the access through the site the current scheme proposes buildings along the street frontages to the north and south.

Along the northern frontage of the site, this application proposes 5-storey “Villa” blocks where the previous consent allowed the building to be predominantly 6-storeys in height, with an element being 4-storeys in height.

The taller building within the scheme has the same storey height as that previously approved (9 storeys). However, the actual height that is now proposed is slightly lower than that consented. The form of the building is different, with a round building now proposed.

This application proposes 71 parking spaces within the site and 26 new parking spaces in the street that is to be provided as a part of the development. The application is accompanied by a parking survey which looks at on-street capacity and the Council’s Highways officers have made some recommendations for the provision of some additional spaces. These matters are discussed in the Transportation section of this report.

General principle of development

The principle of the redevelopment of this site for residential purposes has been accepted previously within the 2007 consent and 2012 renewal. The principle was also captured within the 1997 consent for the regeneration of Stonebridge in relation to the elements of the site that were in the original Regeneration scheme (i.e. excluding the Orange Tree Public House site). As such, your officers consider that the provision of homes represents an appropriate use of the site.

The applicant proposes that there are no restrictions are put in place regarding the tenure of the dwellings. So, all of the units could be provided as private homes. Nevertheless, they have indicated that they are likely to deliver a mix of tenures within the site.

The principle of the provision of private homes was approved within the 1997 outline consent and the 2007 and 2012 consents. The 1997 consent allowed up to 25 % of the homes to be delivered within Stonebridge to be provided as Private units (i.e. not Affordable) to diversify the tenure of homes within Stonebridge. The “Conclusory Statement” to the Stonebridge Masterplan which was endorsed by the Planning Committee in 2007 set out that this proportion may be increased to 33 % and that densities may be higher to reflect current policy requirements, but that this would need to come forward in separate new planning applications rather than Reserved Matters applications pursuant to the original Outline Consent.

At the time of submission of this application, 1,327 homes had been delivered within the Stonebridge Regeneration area. Of these, 1,268 had been delivered as Social dwellings and 59 as private or Intermediate homes. The high proportion of Social Rented homes that have been delivered to date reflects the need to re-house the tenants of the previous Stonebridge estate.

The original 1997 Outline application granted consent for the construction of approximately 1,604 homes. The delivery of 1,268 Social Rented homes has already exceeded the requirement for a minimum of 75 % (1,203) of these homes to be Affordable. At present, 95.6 % of the homes that have been delivered are Social. If all of the homes proposed within this application are private, then 87.8 % of the 1,444 homes within the Stonebridge Regeneration Area will be Social and the remainder Intermediate or private. This is still well above the 75 % minimum level. It should also be noted that Intermediate homes are also considered to be Affordable and contribute towards the 75 %, thus increasing the proportion of Affordable homes above this level.

As such, the proposal to potentially allow a 100 % private scheme is considered to be acceptable.

With regard to the mix of units, the proposal will provide the majority as either 1- or 2-bedroom flats, with 91 of the 117 units falling within this category. This approach is fairly typical for a private led scheme. However, the proportion of family homes (24 of 117, or 20.5%) is higher than what is often provided and this is viewed favourably.

Layout

The proposal follows similar principles to the extant consent. Strong active frontages are provided to all street frontages, increasing natural surveillance of the surrounding streets. The proposal delivers the road along the southern side of the park to the north of the site in accordance with the 1997 Masterplan. The proposal also provides accesses through the site to increase the permeability, and also allows public access to the mews street which runs alongside the canal feeder which is opened up and made a feature of the development. Aside from improving access for current and future residents, this helps to promote an inclusive environment where other residents of Stonebridge are able to travel through the development. Within Stonebridge, the provision of accesses through the various plots has been related to “desire lines” and

the need to improve walking routes. For example, a pedestrian walkway has been provided from West End Close, across the canal feeder to Wood Road. This connects to Sapphire Road and allows pedestrian access through the area. However, other blocks do not include pedestrian access ways. For example, the existing block that adjoins this application site situated between Wood Road, Hillside Avenue and Sapphire Road (originally known as Site 2) is approximately 150 m long, with no public access through it or to the gardens at the rear of the buildings. In comparison, the application site is approximately 130 m long and has a publicly accessible pedestrian access through the site and public access to the centre of the site, within the mews street. As such, the public access to and through this development is much greater than that through the adjoining block (Site 2).

Objection has been raised to the level of public access through the site, which they consider to be insufficient and that this results in segregation within Stonebridge. They say that access should also be provided between the eastern bookend and the mews terrace (fronting Hillside) and along the south side of the Villa blocks.

At present, the space between the bookend and terrace is proposed to be closed off and would not be either communally or publicly accessible. During pre-application discussions, Hyde Housing proposed pedestrian access between the eastern bookend and the mews terrace. However, your officers had concerns regarding the width of this access and the associated level of natural surveillance. Adjustments were made to the width of this access, but it remained narrow and would have required the removal of one of the houses from the scheme to significantly increase its width.

The area to the south of the Villa blocks is proposed as communal gardens for the residents of the adjoining blocks. The inclusion of a public route along the southern side of the Villa blocks is likely to either result in a narrow route adjacent to the proposed communal gardens or that the communal gardens must become publicly accessible spaces.

The Police typically advise against accesses that are overly narrow or the inclusions of too many routes through developments in order to ensure the security and safety of residents. With regard to the latter, they consider that the number of routes should be chosen to ensure that they are adequately used having regard to the usefulness of that route and the number of routes. While your officers consider that permeability through sites is often beneficial, this plot already offers significantly greater levels of public access than most other plots that have been delivered as part of the Stonebridge regeneration and the additional routes would be very close to existing routes and are unlikely to follow "desire lines".

With regard to a potential change from a communal garden to a publicly accessible space, objectors have specified that they do not consider that communal gardens are necessary and they specify that the existing flatted blocks in Stonebridge have private gardens at ground floor level which serve the adjoining flats while the upper floor flats only have a balcony. This approach typically occurs where there is very little garden depth and it is not possible to provide communal gardens while ensuring the privacy of ground floor residents. The ground floor residents benefit from very good gardens while the upper floor residents must make do with balconies. The Stonebridge Regeneration Area has been redeveloped to ensure that there are parks that are reasonably close to all residents. However, your officers consider that it is much better to provide an adequate amount of amenity space for all residents rather than to rely on parks to supplement balconies for upper floor flats. It is also considered that a mix of amenity space should be provided for such schemes, with private space for all units (gardens, balconies and terraces), communal gardens for those which have low levels of private space, and adequate access to parks and open space.

Your officers agree that permeability through a site often helps to achieve integration between the current residents and those who will occupy the new dwellings. Whilst the changes to the scheme would be relatively easy to make in design terms through changes to fences, walls and landscaping within the site, this may result in issues of security and safety and the provision of the suggested accesses is unlikely to result in routes which provide significant benefit.

Design and massing

As with the general principles of the layout, the massing represents the evolution of the extant consent rather than a completely new approach. The majority of the southern terrace is lower than the previously approved scheme, with 3 storey houses with 4-storey maisonettes at either end being typical of the regenerated Stonebridge.

The 5-storey "Villa Blocks" which forms the northern frontage of the development again is lower than the majority of the buildings in this location within the extant consent which were predominantly 6-storeys in height. Furthermore, the breaks between the "Villa Blocks" help to break down the visual mass of the

buildings within this frontage. The building at the eastern end of this terrace, which is also 5-storeys tall, are 1-storey higher than those approved within the extant consent. However, this is adjacent to the Fawood Nursery and the Hillside Hub and the height accordingly does not appear to be out of place.

Objectors have raised concern regarding the 9-storey “Rotunda” building which is proposed at the western end of the site, fronting Wood Road. This building is lower in physical height than that approved through the extant consent and has a smaller visual mass due to its form, although the number of storeys is the same as previously approved. This end of the plot was highlighted as the potential location of a “landmark / taller building” within the Stonebridge Masterplan (pursuant to the 1997 outline consent). In design terms, there are long views to this end of the site from Hillside to the west and also views from the open space to the north of the site. Your officers accordingly continue to consider that a taller building is acceptable in design terms in this location.

The design of most of the buildings is relatively simple relying on the material (bricks) and strong geometric shapes. In your officers opinion this could be successful if the materials are of a very high quality. The applicant proposes a brick that has been used successfully in a number of other developments, including homes within the highly acclaimed Accordia estate.

The taller building, the “Rotunda”, is a round building with significant recessed elements to highlight the form of the building. The signatories to the petition object strongly to this building, describing it as a “grotesque anomaly on the landscape” and objecting to it in terms of its design, height and the impact on nearby homes. In terms of the design, the proposal does differ from the core Stonebridge buildings, which typically comprise 2- to 3-storey houses with 4-storey blocks of flats on the corners and junctions. However, a number of landmark buildings have been delivered within Stonebridge, such as the Hillside Hub, the green copper clad building opposite the Hub, the white rendered block to the north of this application site and the Fawood nursery. All of these buildings except the nursery use curved walls as a strong element of their design and curved buildings are not foreign to this area.

At 9-storeys, the “Rotunda” is taller than others within Stonebridge which reach a maximum of 7-storeys. However, your officers consider that the height does not appear incongruous in this location given the historical designation (landscape/taller builder), the extant consent and the long views to the site. And, as discussed above, the proposal is slightly lower than the extant consent relating to this site. In summary, your officers consider the design of the “Rotunda” to be acceptable as a “landmark” building subject to the quality of materials and detailing.

Landscaping

Formal comments have not been received from the Landscape Design Team. However, the scheme has been discussed with the Landscape Officers. The landscaping proposals are considered to be acceptable in principle. However, conditions should be attached to secure the full details of the landscaping. This should include (but not necessarily be limited to) hard and soft landscaping, sub-surface treatments (e.g. root management systems), details of play equipment and a management plan for the landscaped areas.

Quality of Accommodation

Internal floorspace

The proposed units meet or exceed the standards for internal floorspace that are set out within the London Plan.

Light and outlook

The applicant has submitted a daylight assessment which examined levels of light that will be received by key rooms within the development. The rooms that were assessed were selected to represent the worse cases in terms of daylight into the development.

The assessment concludes that most rooms will meet or exceed the BRE guidance levels regarding Daylight, but that a proportionately small number of rooms within the development will fall below these standards.

The majority of habitable rooms enjoy an outlook toward a site frontage or across the communal garden and mews terrace within the development. The “Villa Blocks” include bedrooms that have windows within the relatively narrow space between each block. However, these have the form of a bay window with views to the front or back of the block to ensure that the associated rooms enjoy an outlook between the buildings which your officers consider to be acceptable given that the other habitable rooms within the units benefit from longer views to the north and south.

Some units within “Rotunda” also have views across the pedestrian access to the flank wall of the “Villa

Blocks”, with those views across a distance of approximately 8 m to 13 m. However, given the shape of the “Rotunda”, those views are typically from bedrooms and the associated flats also have longer views from the living/kitchen rooms. As such, this is considered to be acceptable.

External amenity space and play space

The subject units are provided with balconies, terraces or gardens which average 11 sqm in size and range from 4.5 sqm to 35 sqm. This is supplemented by the area of communal garden space and the publicly accessible play area which total 963 sqm. Whilst this falls approximately 730 sqm below the level set out within SPG17, the publicly accessible mews terrace has been designed as a shared surface which may also be used for amenity purposes and incorporates seating along the edge of the canal feeder and trees planted along its length. As such, your officers consider that the provision of external amenity space within the development is acceptable.

Your officers have calculated the child yield of the development using the Mayor’s calculator which has been designed for the purpose of estimating play space requirements for new developments. This results in the requirement for 150 square metres (sqm) of play space, comprising 90 sqm for under 5 year olds, 40 sqm for 5-11 year olds and 20 sqm for those aged 12+. The applicant has designated an area of 150 sqm for use as play space for under 5 year olds. They highlight that the regeneration of Stonebridge has delivered a number of new open spaces and that this includes a play area adjacent to the Canal Feeder to the north-west of the site.

Your officers consider that this approach is acceptable subject to details of the play equipment being secured through condition. The amount of play space meets the Mayor’s standards whilst the provision of the entire space for under 5s rather than including small elements of play space for the other age bands is considered to be an acceptable approach given that this play area is in a publicly accessible location.

Potential impact on adjoining homes

The “Rotunda” building is situated in the north-western corner of the site and is opposite homes that front Wood Road and objectors are concerned that the proposal will have an impact on the light enjoyed by those dwellings. This application has not been accompanied by an assessment on the impact of the “Rotunda” on the daylight received by those homes. However, the impact is likely to be similar to that of the previous (extant) consent which was considered to be at an acceptable level. The daylight report submitted with that application set out that the impact on the light enjoyed by those dwellings was within the limits set out within the BRE guidance. The facing façade of the taller building that was previously approved was broader than that currently being considered. However, the “Rotunda” is situated closer to those homes in some places. Whilst your officers consider that the impact is likely to be similar (if not lower), further information has been sought from the applicant and this will be set out in the Supplementary Information

Adjacency to Listed Building

The proposed development adjoins the Stonebridge Park Public House, a Grade II listed building. English Heritage have commented that they do not wish to make any comments on this proposal.

The proposal has been discussed with the Council’s conservation officer. It is considered that the relationship between the proposed development and the Listed Building is acceptable and that there are no objections to the proposal with regard to the potential for impact on that building.

Transportation

The comments from Transportation are as follows:

As previously stated, the moderate access to public transport services and the lack of a CPZ in the area mean that the full car parking allowances set out in standard PS14 of the UDP apply to this site, giving a total allowance of 141.6 spaces for these proposed 117 flats. The proposed provision of 71 off-street spaces would therefore comply with standards.

However, consideration again needs to be given to the impact of any overspill parking from the site on traffic flow and road safety in the area, with car ownership estimated to typically total about 75% of the maximum allowance (i.e. about 107 spaces). This would leave a surplus of 36 cars seeking on-street parking.

Fourteen new parallel parking spaces are proposed along the new length of Hilltop Avenue and Wood Road fronting the site, with a further twelve spaces alongside the open space opposite, which is sufficient to accommodate much of the estimated demand. This would leave an overspill of about ten cars needing to park further afield and under the terms of Policy TRN23, the resultant impact of this needs to be considered.

The applicant therefore undertook an overnight survey of parking bay occupancy along Wood Road and

Hilltop Avenue in July 2012, to gain an understanding as to whether existing on-street bays close to the site are able to accommodate additional demand from the development. However, the results of the survey showed fairly high existing demand for parking in the area, with Wood Road being 78% parked and with little available space in Hilltop Avenue either.

It is therefore only considered reasonable to count three existing unused spaces in the area (two on the eastern side of Hilltop Avenue adjacent to the open space and one opposite the site in front of 68 Wood Road) as being close enough to the site to meet demand from this development – any more being likely to unduly inconvenience existing residents in the area. This would still leave an estimated seven cars seeking parking space close to the site.

That said, there are small stretches of road (particularly Wood Road) where no inset parking bays are proposed, but where the carriageway is just wide enough to accommodate kerbside parking along the site frontage. These lengths could accommodate 3-4 cars.

To accommodate the remainder, it is suggested that three perpendicular parking bays be provided in the south-western corner of the site, on an area of land between Wood Road and the canal feeder that has not been identified for any other purpose. Provision of spaces in this area would be particularly useful for the two blocks of four flats book-ending the terrace of townhouses, which otherwise have no convenient off-street parking space. A condition is recommended to this effect.

The layout of the basement car park is generally fine, but the access ramp is too narrow to allow cars to pass one another and being relatively steep with a kink at its lower end, would not allow drivers to easily see one another when entering and leaving the basement. To address this safety issue, the applicant proposed a traffic signal system at the pre-application stage, with sufficient width provided at the top and bottom of the ramp to allow cars to wait clear of the public highway. No details of this system have been provided with the application though and it is suggested that further details be provided as a condition of any approval.

The ramp is also fairly steep at 16%, but does include transition lengths at either end to eliminate the risk of vehicles grounding and is therefore acceptable. The headroom within the basement is also fine and includes additional height at its western end above the disabled parking spaces, to allow access by high-top conversion vehicles. The provision of four wide, marked disabled spaces is sufficient to meet the requirement of standard PS15 that one space in twenty is reserved for disabled drivers.

The design of the access from Wood Road is also generally fine, with the proposed tight radii suiting its use solely by cars and vans and adequate sightlines available. The only comment is that a raised entry table should be provided across the access.

Current TfL guidelines recommend that at least 10% of spaces be provided with electric vehicle charging points and that a further 10% are able to be easily provided with charging points in the future. No details of this have been provided at present and further details should therefore be sought as a condition of approval.

One on-street space is intended to be reserved for the use of a Car Club vehicle, which is welcomed, although this will be contingent upon a Traffic Regulation Order being made for the space, which will in turn require a commitment by a Car Club operator to base a vehicle at the site.

Standard PS16 requires at least one secure bicycle parking space per flat, giving a total requirement for 105 spaces. A total of 168 spaces have been shown in secure, covered locations for the flats, which is more than sufficient to satisfy this requirement. Each house is also provided with two bicycle parking spaces within its garage.

Refuse storage for all of the flats and houses has been shown within 10 metres of either Hillside or Hilltop Avenue to allow easy collection by refuse operatives, without vehicles needing to enter the site. Similarly, fire access requirements (45m hose distance) can be easily met from the surrounding highway without fire appliances needing to enter the site.

As such, the mews area for the terraced houses needs only accommodate vehicular access to the garages for the twelve houses and has therefore been laid out as a shared surface. Suitable surface treatment (i.e. block paving) will be required to indicate that the area is shared between vehicles and pedestrians. The proposed width of the mews is 6.4m, which is less than is generally required to manoeuvre into and out of garages. However, the width of the garages, at 3.2m, is sufficient to overcome this concern.

The provision of a pedestrian link across the site between Hillside and the new length of Hilltop Avenue is

particularly welcomed. Ramp gradients along the link have been kept to a maximum of 7%, with level platforms every 5 metres where the gradient exceeds 1:15, to assist with access by wheelchair users.

The proposed road layout of the new length of Hilltop Avenue is fine, with a 5.5m carriageway, 2m wide x 5.5m long parking bays and 2m footways shown, along with suitable horizontal alignment for the two bends in the road. It is noted that provision is made for widening of the parking spaces to accommodate disabled parking in future if demand justifies it, which is not ideal in that it impinges on the footway width. However, any requests for additional disabled parking would be dealt with on a case-by-case basis and this concern may not therefore even arise.

The design of the junction between Wood Road and Hilltop Avenue is also fine, with 6m kerb radii shown and a speed table which extends eastwards to provide a level platform for pedestrians crossing between the link across the development and the open space opposite. Tactile paving will need to be added on the final detailed design drawings, in accordance with the Masterplan layout.

This new length of road will need to be adopted as highway maintainable at public expense through an Agreement under Section 38 of the Highways Act 1980 and even though this forms part of the overall masterplan for the estate, a condition is nevertheless recommended requiring these works to be substantially completed and the road to be offered for adoption prior to occupation of this building. It is also recommended that occupation of this building be tied by condition to substantial completion of S278 junction works at Hilltop Avenue/Hillside, to ensure the junction is able to safely accommodate the additional traffic engendered by the opening of this through route into the wider estate.

As before, the two existing crossovers onto Hillside will no longer be required if this development is pursued and they must both be reinstated to footway at the developer's expense prior to occupation of any of the units as a condition of any approval.

One of these (just west of the former Orange Tree P.H.) was formerly Brett Road, with a 10 yard length being still adopted as highway (although it is now redundant following the demolition of the Orange Tree). It will therefore need to be formally stopped up as public highway under Section 247 of the Town & Country Planning Act 1990 once planning permission is issued to enable the development to proceed and it is recommended that an informative be attached to any planning permission to this effect.

With regard to traffic impact, a Transport Statement has been produced by Mayer Brown Ltd., giving estimates of likely car movements into and out of the site across the course of a typical weekday, based upon comparisons with seven other similar developments across London. On this basis, the development is estimated to generate car movements totalling 5 arrivals/20 departures in the morning peak hour (8-9am) and 14 arrivals/8 departures in the evening peak hour (5-6pm).

These flows are not considered to be large enough to warrant any particular further junction assessment and are within the range of flows used by Brent Council when analysing the operation of the future junction of Hillside and Hilltop Avenue.

The Transport Statement also includes a draft Travel Plan for the site, setting out a range of measures to be managed by a Travel Plan Co-ordinator, aimed at reducing the percentage of journeys made by car by 155 over the course of five years.

The Travel Plan has been assessed as being of reasonable quality, but needs to provide more information on the funding of the survey programme, Travel Plan Co-ordinator's post and the proposed Travel Plan measures. In particular, no reference has been made to establishing a Car Club on the site, including measures to promote it and provide incentives for future residents to join it. This is a major shortcoming for a residential Travel Plan.

Finally, a standard financial contribution of £1,000 per 1-/2-bed unit and £1,500 per 3-bed unit is sought, based upon the additional accommodation now proposed on the site over and above that identified within the approved Masterplan. This would give a sum of £54,000 (including the Orange Tree PH site which was already required to provide £7,000 towards non-car access improvements).

Transportation do not object to the proposal subject to conditions regarding landscaping, traffic signals at the top and bottom of the basement car park ramp, details of electric vehicle charging points, amendments to the site layout to provide 3 additional parking spaces, the reinstatement of two existing redundant crossovers and the completion of the works and adoption of the proposed roads and footways around the perimeter of the site. An Informative is also recommended regarding the stopping up of a 10 yard length of public highway.

Objectors have expressed concern regarding the proposal in terms of overspill parking, traffic and congestion and the associated impacts on the health of local residents. The Council's Highways Officers consider that the likely level of parking will be much lower than the levels that are expected by objectors who believe that the development may result in around 175 cars for the homes (average of 1.5 cars per home) and an additional 234 spaces for friends and family members, resulting in a total requirement for 409 spaces (3.5 cars per home). The average level of parking that has been delivered within Stonebridge to date is approximately 0.7 spaces per unit. However, the majority of the homes that have been built have been Affordable which are typically associated with lower levels of parking. The Highways officers consider that the likely parking demand is 107 spaces and that this can be accommodated providing three more spaces are provided. Whilst a condition has been recommended by the Highways officers, revised drawings have been requested and this will be discussed further within the Supplementary Report.

In terms of the amount of traffic associated with the development, the maximum number of trips per hour as set out within the comments from Highways (which refer to the Transport Assessment) is 25 and this is therefore unlikely to have a significant impact on air quality. The information provided within Transport Assessments provides estimates of the potential impacts of a development and it is always possible that actual levels may be higher or lower. However, these estimates are based on surveys of actual developments and therefore should provide a sound basis for the assessment of potential impacts. As such, your officers consider that the proposal is acceptable on Transport grounds subject to the amendments set out by the Highways officers above.

Air Quality

The proposal is accompanied by an Air Quality Assessment which examines the potential impact of the development and the impacts of existing air quality on future residents.

It sets out that the impacts of traffic associated with the development is likely to be insignificant. Information regarding vehicle movements was set out in the Transport Assessment and discussed in the Highways section of this report.

The Air Quality Assessment highlights the potential adverse effects of air quality on the proposed homes that front Hillside, but sets out that this can be addressed through the incorporation of mechanical ventilation for the affected homes with appropriately sited intake vents.

It also sets out the potential air quality issues during construction can be addressed through the incorporation of appropriate mitigation measure.

Safer Streets have requested further information regarding the homes fronting Hillside to establish the location of vents and whether windows in inappropriate locations will be fixed closed. They have also recommended that conditions are attached regarding details of the Combi-boilers and the mitigation measures to be implemented during construction.

Noise

The applicant has submitted a noise assessment which examines the potential impact on noise from Hillside on the proposed homes. It highlights the potential impacts of noise on the southern, eastern and western facades of the homes that front Hillside. However, it sets out that this will be addressed through the incorporation of mechanical ventilation systems which will mean that windows do not need to be opened to ventilate the houses and that this will result in internal noise being at acceptable levels.

Whilst this approach is acceptable, the assessment does not look at the potential noise associated with the proposed ventilation systems and Safer Streets have sought clarification that these levels will be at least 10dB below background noise levels. Conditions have also been recommended regarding internal noise and the full specification of the ventilation systems.

Contamination

Due to the historic use of the land and the sensitivity of the end use, Safer Streets have recommend that conditions are attached to the consent to ensure that the soil quality is suitable for use.

Residential Density

The current proposal represents a reduction in the number of units from that previously approved, from 122 down to 117. However, the number of habitable rooms has increased from 311 to 337 due to the increased size of a number of the dwellings.

The density of the scheme has reduced to 188 units per hectare but increased to 542 Habitable rooms per hectare.

This is above the London Plan range of 70 – 170 units per hectare and 200 – 450 Habitable Rooms per hectare. However, is considered to be acceptable given the location of the site adjacent to the new Stonebridge centre incorporating shops and community facilities and between two open spaces. Furthermore, the presence of frontages on most sides of the site typically increases the density of development as buildings are normally close to a street frontage than they are to boundaries with private residential gardens.

Objectors have expressed concern that Stonebridge has become overly congested and that this will exacerbate this. In terms of the number of homes within Stonebridge, there were 1,776 homes within the 1960s estate that has now been demolished. However, given that the estate comprised high-rise blocks, there existed a lot of space around the buildings and a significant number of large trees. These homes have typically been provided as 2- to 3-storey houses and 4-storey blocks of flats and as such, the amount of land covered by buildings and streets has increased significantly. This has resulted in the loss of openness. However, it has had a significant benefit with regard to security and safety where almost all streets and public spaces are overlooked by windows and benefit from good levels of natural surveillance. As such, the police often use Stonebridge as an example of the reduction in crime through good design.

The proposal, if constructed, would result in a total of 1,444 homes within the Stonebridge Regeneration Area, still below the previous total of 1,776 homes within the 1960s estate. However, there are still sites situated to the south of Hillside that are yet to be developed out which would be the subject of future planning applications. It is likely that the total number of homes within Stonebridge will exceed the number that were in the 1960s estate and Hyde Housing previously estimated this to be around 1,900 homes.

As discussed above, the form and density of the development of the development is higher than within many of the Stonebridge sites. However, for the reasons set out previously in this report, your officers consider this to be acceptable. The density is also comparable to the extant consent.

Summary

The proposal represents the evolution of the previous (extant) consent for the redevelopment of site which results in a decrease in the number of units but an increase in the number of habitable rooms to be provided within the site.

A large number of objections have been received in the form of a petition, with concern raised regarding congestion (of people), access and segregation, design of the buildings, traffic congestion and parking and associated health impacts, the height of the “Rotunda” building and the impact on the light enjoyed by residents and the lack of benefits for existing Stonebridge Residents.

It is considered that whilst further public access could be provided through the site, that this would affect the quality of the scheme for future residents, may result in security and safety issues and this scheme already provides greater access through the site than most other sites in Stonebridge. Highways officers believe that an appropriate level of parking can be provided through minor amendments to the layout and that the number of vehicle trips will be relatively low. The proposal will affect the light of some nearby homes. However, the impact is likely to be within nationally accepted levels and further clarification has been sought from the applicant. The number of homes in Stonebridge will still be below the levels associated with the 1960s estate, but further sites remain to be developed to the south of Hillside which may increase this total by around 130 units (subject to future planning applications).

The proposal is considered to be acceptable having regard to current planning policies and guidance and your officers recommend that consent is granted.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

- (1) The proposed development is in general accordance with policies contained in the:-
National Planning Policy Framework

CONDITIONS/REASONS:

- (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):

STB10_P_050 Rev A	STB10_P_117 Rev A
STB10_P_051 Rev A	STB10_P_120 Rev A
STB10_P_052 Rev A	STB10_P_121 Rev A
STB10_P_100	STB10_P_122 Rev A
STB10_P_105 Rev A	STB10_P_130 Rev B
STB10_P_109	STB10_P_131 Rev A
STB10_P_110 Rev A	STB10_P_900 Rev A
STB10_P_111 Rev A	STB10_P_901
STB10_P_112 Rev A	STB10_P_902 Rev A
STB10_P_113 Rev A	STB10_P_903 Rev A
STB10_P_114 Rev A	110094L01 Rev G
STB10_P_115 Rev A	110094L03 Rev B
STB10_P_116 Rev A	110094Y05A Rev A

Brent Canal Feeder Diversion Hydraulic Assessment-Comparison
Design & Access Statement Rev B
Planning Supporting Statement ref 154036B dated Nov2012

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

- (3) The areas approved by the Local Planning Authority for car parking, loading, unloading and parking of service vehicles; vehicle turning space; and parking and access provision for disabled persons shall be used only for those purposes.

Reasons: To ensure that these areas are permanently retained for these uses in compliance with the Council's parking and servicing standards, in the interests of the general amenities of the locality and in the interests of the free flow of traffic and conditions of highway safety within the site and on the neighbouring highways.

- (4) Following completion of the development, the routes coloured red and orange within section 7.3.1 of the Design and Access Statement hereby approved shall be made available for free public access for pedestrians except when it is required for maintenance purposes, or for other purposes providing the closures for non-maintenance purposes do not occur on more than five days per annum, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure an inclusive development and in the interest of the permeability of the surrounding area.

- (5) All existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Director of Transportation prior to first occupation of the new development.

Reason: In the interests of traffic and pedestrian safety.

- (6) The dwellings hereby approved shall not be occupied until such time as Certificates of

Substantial Completion have been issued for the construction and adoption of the length of Hilltop Avenue within the site boundary under an Agreement pursuant to Section 38 of the Highways Act 1980 and for the construction of improvement works at the junction of Hilltop Avenue and Hillside pursuant to Section 278 of the Highways Act 1980, including the provision of new radius kerbs and re-siting of the adjacent pedestrian crossing, in broad accordance with drawing no. 9451/101/P2, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development in the interest of highway flow and safety and amenity.

- (7) Details of materials for all external surfaces of the building and all other external works, including samples, shall be submitted to and approved by the Local Planning Authority before any work is commenced and the works shall be carried out in full accordance with the approved details.

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

- (8) All areas shown on the approved plans shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and River Trust and the Environment Agency prior to commencement of any demolition/construction work on the site and the approved details shall be implemented in full. Such landscaping work shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) the planting scheme for the site, which shall include species, size and density of plants, sub-surface treatments (or planters where applicable), details of the extent and type of native planting, any new habitats created on site and the treatment of site boundaries and buffers around water bodies;
- b) walls, fencing and any other means of enclosure, including materials, designs and heights;
- c) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- d) details of levels and contours within and adjoining the site;
- e) children and young persons play and recreational space and facilities;
- f) a landscaping maintenance strategy, including details of management responsibilities;

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

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality.

- (9) Detailed drawings which show the siting and layout of cycle storage areas shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the development shall be carried out in full accordance with the approved details and thereafter permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development that makes adequate provision of cycle storage.

- (10) A drainage strategy detailing any on- and/or off-site drainage works shall be submitted to and approved by the Local Planning Authority prior to the commencement of works and the development and the development shall be carried out in full accordance with the approved details.

Reason : To ensure an adequate and appropriate means of dealing with surface and foul

drainage from the site is provided in the interests of the water environment and the environment of the locality.

- (11) Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and River Trust, prior to the commencement of any works on site and the approved details shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority. This shall include details of the lighting fixtures, luminance levels through the site and luminance levels at sensitive receptors within and adjoining the site.

Reason: In the interests of safety and the amenities of the area.

- (12) Details of the extract/ventilation equipment for the basement parking area, including ducting, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The development shall be carried out in full accordance with the approved details and the equipment shall be operated at all times when the car park is in use and maintained in accordance with the manufacturer's instructions unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of the adjoining dwellings and future residents of the proposed dwellings.

- (13) 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 prior to the commencement of development that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination, and an appraisal of remediation options should any contamination be found that presents an unacceptable risk to future site users.

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

- (14) Any remediation measures required by the Local Planning Authority pursuant to condition No. 13 shall be carried out in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted 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

- (15) Prior to the occupation of the residential units, details of all domestic boilers to be installed shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the rated emissions of Oxides of Nitrogen (NO_x) do not exceed 20 mg/kWh. The approved details shall be implemented.

Reason: To protect local air quality.

All residential premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:

Criterion	Typical situations	Design range	L _{Aeq} , T
Reasonable resting conditions	Living rooms	30 – 40 dB (day: T =16 hours 07:00 – 23:00)	
Reasonable sleeping conditions	Bedrooms	30 – 35 dB (night: T = 8 hours 23:00 – 07:00) L _{Amax} 45 dB (night 23:00 – 07:00)	

Prior to the occupation of the dwellings fronting Hillside, the applicant shall submit in writing to the Local Planning Authority the results of post-completion testing undertaken to show that the above internal noise levels have been achieved.

Reason: To obtain required sound insulation and prevent noise nuisance.

(16)

- (17) The development is within an Air Quality Management Area and construction and demolition

works are likely to contribute to background air pollution levels. The applicant must employ measures to mitigate the impacts of dust and fine particles generated by the operation, the details of which must be submitted to and approved in writing by the Local Planning prior to commencement of the development.

Reason: To minimise dust arising from the operation.

- (18) Details of any air-conditioning, ventilation and flue extraction systems including particulars of noise levels and any associated noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority before any works commence on site. The approved details shall thereafter be fully implemented.

Reason: To safeguard the amenities of the existing or future residents.

- (19) No impact piling shall take place unless a piling method statement (detailing the 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 0845 850 2777 to discuss the details of the piling method statement.

- (20) Development should not be commenced until an impact study of the existing water supply infrastructure have been submitted to and approved in writing by the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

- (21) Details of the traffic signal system for the access ramp to the basement car park, including associated signage, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full and maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of the safety of users of the basement car park.

- (22) Prior to the commencement of the development hereby permitted, detailed designs and specifications for the proposed realigned Brent Feeder, a risk assessment and method statement for all works adjacent to the water, and details of the on-going maintenance regime for the feeder, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Canal & River Trust.

Reason: To ensure the satisfactory operation of the canal feeder.

- (23) Prior to first occupation of the development, confirmation that all dwellings have been built to the Lifetime Homes standard and 12 of the dwellings have been constructed as Wheelchair Accessible Housing (or are easily adaptable to Wheelchair Accessible Housing) shall be submitted in writing to the Local Planning Authority.

Reason: To ensure a development that is sufficiently accessible.

INFORMATIVES:

- (1) The loading and transfer of all materials shall be carried out so as to minimise the generation of airborne dust with all material kept damp during handling. Road vehicles loaded with crushed material shall be sheeted or otherwise totally enclosed before leaving the site. In order to prevent dust nuisance to neighbouring properties / residents, there should be

adequate screening and damping down during all demolition activities, sandblasting, clearance work and other site preparation activities.

Reason: To minimise dust arising from the operation and safeguard the amenity of neighbouring residences.

- (2) During construction on site:-
- (a) The best practical means available in accordance with British Standard Code of Practice B.S.5228: 1984 shall be employed at all times to minimise the emission of noise from the site.
 - (b) The operation of site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays.
 - (c) Vehicular access to adjoining and opposite premises shall not be impeded.
 - (d) All vehicles, plant and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only.
 - (e) No waste or other material shall be burnt on the application site.
 - (f) All excavated topsoil shall be stored on the site for reuse in connection with landscaping.
 - (g) A barrier shall be constructed around the site, to be erected prior to demolition.
 - (h) A suitable and sufficient means of suppressing dust must be provided and maintained.

Reason: To limit the detrimental effect of construction works on adjoining residential occupiers by reason of noise and disturbance.

- (3) 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.
- (4) 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 Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- (5) 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 in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
- (6) The applicant is advised that a 10 yard length of public highway within the site formerly known as Brett Road will need to be stopped up under S247 of the Town & Country Planning Act 1990 in order to implement the development.
- (7) The owner must enter into an appropriate commercial agreement regarding the Brent Feeder before development commences. Please contact Jonathan Young in the Canal & River Trust's Estates team on 07766 992935 for further information.
- (8) The applicant/developer should refer to the current Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained, and should contact the Trust's Third Party Works Engineer, Andrew Coonan, at Andrew.coonan@canalrivertrust.org.uk or on 07771 862 640 (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact David Glover, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5344