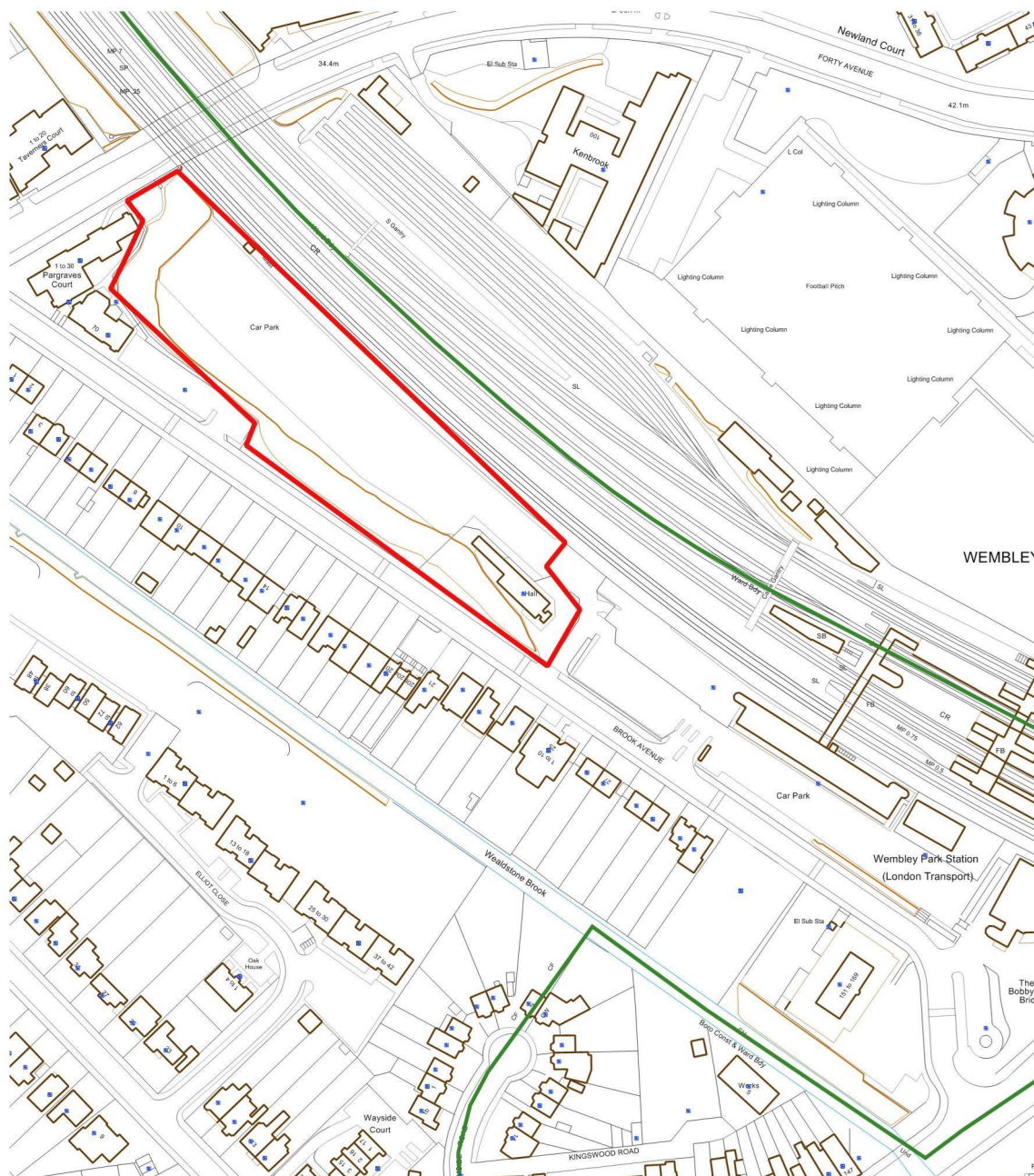




Planning Committee Map

Site address: Car park, Brook Avenue, Wembley

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This map is indicative only.

RECEIVED: 17 December, 2012

WARD: Preston

PLANNING AREA: Wembley Consultative Forum

LOCATION: Car park, Brook Avenue, Wembley

PROPOSAL: Erection of 4 blocks of flats (3x8-storey & 1x5-storey) comprising 109 flats and the erection of 2x3-storey semi-detached family houses. (Revised Description)

APPLICANT: Network Housing Association Ltd

CONTACT: Jones Lang LaSalle

PLAN NO'S:
See condition no 2

INTRODUCTION

This application was deferred from the Planning Committee meeting of 13 March 2013 in order to ensure all interested parties receive the proper notification. This has been carried out and all those who have responded to the consultation have been notified that this application will be going to the 17th April Planning Committee.

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 Councils legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance
- (b) Provision of 55 units (49%) for Affordable Housing, comprising:
 - 20 affordable rented units (11x1 bedroom and 9x2 bedroom) subject to rent controls requiring a rent of no more than 80% of market rent inclusive of service charges
 - 10 affordable rented units (8x3 bedroom and 2x4 bedroom) at target rents exclusive of service charges
 - 25 intermediate units (5x1 bedroom, 17x2 bedroom, 3x3 bedroom)
- (c) A contribution £576,600 (£2,400 per net affordable bedroom, £3,000 per net market bedroom), due on material start and index-linked from the date of committee for Sustainable Transportation, Education, Open Space and Sport in the local area, to include a part of this contribution to be ring fenced to deal with the environmental issue of Japanese Knotweed specifically on the banks of the river Brent situated on the southern side of Brook Avenue.
- (d) Submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and Code for Sustainable Homes Level 4, with compensation should it not be delivered.
- (e) Sign up and adhere to the Considerate Contractors Scheme.
- (f) Adhering to the Demolition Protocol.
- (g) The submission, approval and implementation of details demonstrating how the measures and CO2 reductions (total reduction in regulated CO2 from 2010 TER and the reduction in CO2 associated with on-site renewables) that are set out in the Energy Statement hereby approved, including the incorporation of CHP, will be incorporated into the development.
- (h) Improvement of 25% over the Target Emission Rate of Part L of 2010 Building Regulations,
- (i) Permit Free (residents will not be entitled to permits should a CPZ be introduced in the future).
- (j) Provide training opportunities for local residents as part of a local labour placement under the Construction Training Initiative.
- (k) Prior to Occupation, submit, gain approval for and adhere to a Revised Residential Travel Plan that is of sufficient quality to score a PASS rating using TfL's ATTrBuTE system.
- (l) Funding towards the provision of a Car Club Scheme to include 2 year free membership package for each dwelling (to sign up with a car club provider), and to use all reasonable endeavours to ensure that at least one on-street Car Club Space has been provided prior to first occupation of the units within the

development.

- (m) Prior to Occupation enter into a S38/278 of the Highways Act 1980 to cover resurfacing and widening of the public footpath adjoining the site, amendments to the vehicular accesses to the site (incl reinstatement of all redundant lengths to footway) and dedication of an additional strip of at least 3m width along the front boundary of the site as publicly maintainable highway
- (n) An additional minimum cost of £5,000 for the processing of a Traffic Regulation Order to secure a marked space on-street reserved for the Car Club Vehicle(s).
- (o) Prior to occupation, the submission of a revised Car Parking Management Plan for the development, setting out how allocation of parking permits will be prioritised.

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 Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

This application is liable for Community Infrastructure Levy.(CIL) . The Mayor's contribution would be £361,705.69.

EXISTING

The application site is an NCP car park located on the northern side of Brook Avenue, Wembley, covering an area of approximately 0.92 hectare.

The application site itself has a steep embankment rising up from southern to the northern boundary of the site, with the strip along Brook Avenue comprising overgrown trees and vegetation, before levelling off for the existing car parking area

Immediately to the north of the site are the railway tracks, to the east staff car parking for Wembley Park Station, and to the west lies a 3-storey block of flats, Pargraves Court. The opposite side of Brook Avenue comprises of 2-storey residential properties, mainly dwellinghouses and also some flats. To the south east of the site, currently under construction, is a part 5-, 6- and 7-storey building comprising 33 flats (site at 29-31 Brook Avenue). Adjacent to this development is a part 5- storey part 10- storey block of 44 flats.

Brook Avenue itself is not defined as heavily parked, and is not within a controlled parking zone, apart from on Wembley Stadium Event Days. The site is highly accessible to public transport, with a PTAL rating of level 5 (adjacent to the Wembley Park Station) and dropping to a rating level of 4 where adjacent to Pargraves Court. Wembley Park Station is within walking distance of the site, and several bus routes locally available.

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 - affordable
2	dwelling houses	housing - private

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0	0	0	5324	5324
2	0	0	0	5057	5057

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
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PROPOSAL

The application has been revised since the original submission and now proposes 109 new, mixed tenure homes: private sale, social/affordable rented and intermediate rent flats, and 2 affordable rent houses. This would provide a total of 111 new homes. (This is a reduction from the originally proposed 111 flats and 2 dwellinghouses to 109 flats and 2 dwellinghouses)

The application as revised proposes the erection of a total of 4 blocks of flats, each including a mix of one-, two- and three bedroom flats, and a pair of semi-detached dwellinghouses,

Block 1 is to be 8 storeys tall consisting of 30 flats
Block 2 is to be 8 storeys tall consisting of 31 flats
Block 3 is to be 8 storeys tall consisting of 31 flats
Block 4 is to be part 5 part 4 storeys tall consisting of 17 flats
Block 5 is to be pair of 4-bedroom dwellinghouses.

The proposal includes 27 on-site car parking spaces, including 10 disabled spaces, 136 cycle parking spaces and associated landscaping. Three pedestrian accesses are proposed from Brook Avenue, and a pedestrian lift is also proposed adjacent to the vehicular entrance.

HISTORY

No relevant recent planning history.

POLICY CONSIDERATIONS

NATIONAL

National Planning Policy Framework (2012)

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

- STR3 Sustainable Development (development of previously development urban land will be maximised)
- STR5 A pattern of development which reduces the need to travel, especially by car, will be achieved.
- STR12 Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.
- STR13 Environmentally sensitive forms of development will be sought.
- STR14 New development to make a positive contribution to improving the quality of the urban environment in Brent
- STR15 Major development should enhance the public realm.

- 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
- EP2 Noise and Vibration
- 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
- TRN10 Walkable environments
- TRN11 The London Cycle Network
- TRN15 Forming an access to a road
- TRN23 Parking Standards – Residential Developments
- TRN26 Re-Use of Surplus Car Parking
- TRN29 Station Car Parks

TRN34 Servicing in new developments
TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards
CF6 School Places
WEM29 – Wembley Park Station Site

Wembley Area Action Plan – Preferred Options (at Public Consultation August 2012)

Site W22 – Wembley Park Station Car Park

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 proposed development achieves a 36% reduction in regulated CO₂ through lean measures, the incorporation of a CHP engine and associated site-wide heat network and the provision of PV panels on some of the roofs. As such, the proposal exceeds the London Plan target reduction in CO₂ of 25 %.

The Section 106 heads of terms should incorporate the requirement to submit details of how the measures and CO₂ reductions (total reduction in regulated CO₂ from 2010 TER and the reduction in CO₂ associated with on-site renewables) that are set out in the Energy Statement hereby approved, including the incorporation of CHP, will be incorporated into the development, or other such measures as are subsequently approved in writing by the Local Planning Authority.

CONSULTATION

The consultation process included initial notification letters sent on 14th January 2013 to 194 residents, ward members, Transportation, Landscape Design, Urban Design, Environmental Health, and Statutory Consultees. A press notice has been published on 17th January 2013, and site notices posted on 15th January 2013. The following comments have been received. Further consultation letters were sent out to Barn Hill Residents Association and Elmstead Avenue Residents Association and the Ark Academy.

On receiving revised plans, re-consultation was carried out by letters dated 27th February 2013, giving 14 days notification.

As a result of all consultations, the following responses were received:

Objection from Councillor Harshadbhai Patel on the following grounds:

- The proposals represent a gross over-development of the site in question
- It will detrimentally affect the street scene and also result in the removal of a substantial number of trees
- There will be insufficient car parking the area
- Extra traffic will be generated in an already busy road

Objection from Councillor Choudhary on the following grounds:

- The proposal comprises tall blocks of flats which are considered to be an outdated form of residential development in London, as well as all over Europe and America
- Two sites in Brent are examples of this – Chalkhill and Stonebridge
- The approach adopted in Chalkhill would be more appropriate for Brook Avenue

Councillor Michael Pavey (Barn Hill Ward), has made the following comments:

- Environmental Impact – in relation to the proposed removal of mature trees and the consequent impact on habitat (bats and nesting birds)
- Has asked for clarification with regard to the protection of habitat, and provision of bat and bird boxes
- Is concerned that the removal of natural woodland habitat to replace it over a 20 year period

- Is concerned about the impact the proposed development would have on parking, and believes that the submitted Green Travel Plan is inadequate, as it does not go far enough to reduce the number of cars likely to be owned by residents of the new development.
- The Green Travel Plan should be rewritten to give much greater emphasis to attracting residents who do not have cars and are drawn to the development by its public transport connections.
- The proposed development would result in the displacement of commuter car parking to streets further away, exacerbating existing parking problems on those streets.
- In conclusion, I am not opposed to this application in principle and warmly welcome the increase in housing units. However, the existing woodlands must be sensitively preserved and provisions made for local wildlife, and much more work is needed to strengthen the Green Travel Plan

Objection from Barn Hill Residents Association, on the following grounds:

- The loss of the car park at Wembley Park Station
- The consequent increase in parking (for the station as well as more residents) in an already heavily parked road
- 8 and 9 storeys are far too high in this mainly residential area of domestic dwelling houses. Even the 5 storeys is over bearing
- 27 car parking spaces for 113 dwellings are insufficient. Future residents are still likely to have cars which would result in them parking on the road.
- The proposal would be an overdevelopment of the site
- Has questioned whether the density range of the site is too high
- The area to the North and West of Wembley Park station has always been mainly of traditional suburban 3/4 bedroom dwelling houses with leafy aspects. A large development on this site, of this high density of flats, would be detrimental to the neighbouring houses and residents along Brook Avenue
- Even with careful landscaping the impact on the surrounding area would be overpowering. It would take many years for trees/shrubs to mature enough to mitigate the extra pollution which would ensue
- Development in Wembley should have more regard for the existing character of the area, which is mainly 1920s and 30s design of dwellings.

Barry Gardiner MP for Brent North

- Has raised a concern about notification letters regarding the previous planning committee meeting and site visit.
- Is concerned about the serious impact on local traffic management. Brook Avenue is already one of the most densely parked roads in the constituency. The proposed development could require, up to 137 car parking spaces but has only proposed 27 spaces, which would lead to overspill and parking and inconvenience to local residents, which is intolerable.

A 28 signature petition was received, via email. The accompanying email cites online objections received which raises the following issues:

- The 9-storey building will be over-imposing when viewed from the other side of the road, despite the proposed woodland buffer, as the car park is already elevated above the road.
- The 9-storey flats at the end of the road adjacent to the Premier Inn should not be used as a precedence for the rest of the road as this building is next door to another 9-storey building and steps down in height
- All the other recent housing developments in the immediate area (Forty Lane/Elmstead Avenue) have all been limited in height to blend in with the existing low level houses and low level blocks of flats. Even the Chalkhill development has been re-developed without buildings of such a height as that proposed here
- Brook Avenue is a residential road with mainly private house owners- we would be looked down on from these flats
- The over-imposing scheme will affect the re-sale value of the existing houses – the proposal looks no better than a council housing estate block with fancy coloured balconies
- The proposed parking provision is insufficient, and there is only one vehicular access into the development- which will exacerbate existing traffic on Brook Avenue during rush hour and during Events
- The existing car park which the new development will occupy currently takes a lot of parking burden. However, the new development having insufficient parking will mean the existing parking problems will be exacerbated.
- Litter will also present a problem – as is already the case especially on Event Days. With extra 113

flats from this development, in addition to those recently been approved on Brook Avenue would effectively quadruple the residents on Brook Avenue- hence additional litter generated

- It is hoped that the proposal to enhance the woodland is carried out with respect for the wildlife habitat

21 letters of objections were received, raising the following additional concerns (not already listed above):

- Concerns have been raised over the existing traffic congestion on Brook Avenue, particularly during rush hours, with drivers seeking parking spaces. The proposal will result in this being exacerbated.
- The loss of the car park will be particularly adversely affect elderly and disabled people who rely on the parking facilities due to making this more accessible to use Wembley Park Station.
- The car park is also essential for those concerned about street crime who rely on the ability to park close to the station so that they are able to drive safely home, instead of walking a long distance late in the evening to areas such as Barn Hill. The loss of the car park may potentially result in the increase in crime.
- The loss of the car park, and increase in cars on Brook Avenue, would mean nearby streets will be more congested and heavily parked
- One resident considers that the car park site was intended for use for parents to drop off their children attending the nearby Ark Academy
- There will be noise and pollution during construction work
- Views during construction work as well as after the construction work is complete will be adversely affected.
- There is concern raised that the development may affect the nearby Ark Academy in terms of overlooking
- As the site is in close proximity to the underground and high speed railway lines, - the noise levels as a result of this should be mitigated against for future residents.
- The residential blocks proposed are too tall, due to a number of factors, including the affect on health and fear of crime and anti-social behaviour.
- The successive tall blocks can cast shadows preventing the habitable rooms receiving adequate daylight
- Energy use of tall buildings is greater than for low rise development
- A low rise development would be more appropriate.
- The development would have a harmful impact on the visual amenities of the area – including views from the Barn Hill Conservation Area.
- It is not ideal having housing so close to the railway lines

Environmental Health:

No objections subject to conditions regarding contaminated land and further information on the Air Quality and CHP Assessments. This information has since been provided, and is considered acceptable, with appropriate conditions. A condition is also recommended ensuring the provision of both suitable ventilation and good sound insulation for bedrooms and living rooms. A condition requiring sound

Landscape/Tree/Biodiversity Officers:

The proposed landscaping and woodland management plans for this scheme are supported.

Recommendations to ensure that good quality schemes are implemented and retained are recommended by all officers. The collective comments from these officers are summarised as follows:

- The indicative planting proposals are acceptable, however a detailed planting scheme should include hard and soft landscaping details including planting schedules, all species, pot size number, density and locations. Green roofs should also be incorporated
- The woodland management plan should include a detailed 5 year landscape (hard and soft) maintenance plan and schedule to be submitted for approval
- Although a number of mature trees of relatively low value are to be lost, the proposed woodland planting is acceptable and sufficient in compensation.
- The Biodiversity officer has requested the planting of Alder Buckthorn (*Rhamnus frangula*) as a food source for the Brimstone butterfly, which could be incorporated into the woodland edge mix
- Extra bat and bird boxes are also requested, with a recommendation that a good quality product is used, such as those manufactured by Schwegler. The location and positioning of any boxes should also be overseen by a relevant expert.
- Other relevant biodiversity measures have also been recommended, details of which would be requested by condition.

- The Tree Officer has also provided a more detailed response to issues raised by consultation responses, which is related in the 'Remarks' section of this report

Highways Engineer

The Highways Officer has concerns due to the likely impact the development would have on parking in the area. The proposal could require up to 137 car parking spaces. However only 27 car parking spaces are proposed, including 10 disabled parking spaces. There will be a predicted demand for 94 spaces within the region of the site, which leaving an estimated overspill of about 67 cars. On street car parking on Brook Avenue is unrestricted other than on Wembley Stadium Event Days when residents parking permits are required between 10am and midnight. Parking along the southern side of the road is prohibited between 8am-6.30pm

As Brook Avenue does not currently lie within a Controlled Parking Zone (CPZ), a car free approach is inappropriate at this time. However, if Brook Avenue were to in the future have a CPZ, then this approach may be implemented. If officers are minded to recommend approval despite this objection, then contributions should be sought towards the provision of a car club with a 2 year membership package for all units proposed. A revised Travel Plan is also sought, as the one submitted has achieved a low score against TfL's ATTrBuTE programme. Further details were also requested, including a parking management plan; and a further parking survey.

If the application is to be supported, then a S106 Agreement would be sought withdrawing the right of future residents to apply for on-street parking permits in the area in the event that a CPZ is introduced in the future. During the interim period this can be enforced on the 30 or so days per year when there is an event taking place at the Stadium.

The following summarises all other comments from the Highways Engineer:

- The lack of a CPZ on Brook Avenue means that it is difficult to impose a car-free agreement. However, the applicants have agreed to a permit free scheme, so future residents cannot apply for parking permits
- The applicants have agreed to support the provision of a Car Club space, with membership packs for residents of the development
- Transport for London have requested at least 6 spaces be provided with electric vehicle charging points and this request is support by the Council's Highways Officer.
- The provision of 10 disabled car parking spaces and 136 secure bicycle storage spaces complies with relevant parking standards.
- A standard sum of financial contributions per proposed units for residential developments is also sought towards improvements to non-car access and parking controls.
- A condition will also be sought requiring the developer to meet the cost of the reinstatement of all redundant crossovers to the site to footway prior to occupation of the development via an agreement under S278 of the Highways Act 1980
- The proposed pedestrian lift is welcomed and addresses previous concerns regarding wheelchair access
- The further information provided with revised plans, includes parking surveys undertaken and also a revised Green Travel Plan – this needs further work and revision, and should be required within the S106 Agreement
- The submitted Parking Management Plan also requires further information/clarification with regard to parking allocation priorities, and a revised one should also be secured by the S106
- The proposed vehicular access gates should be set back 10m from the back of the footway, and a revised site plan is required showing this. [This plan has been provided]

Transport for London

No objections subject to recommended conditions, which include the provision of 6 spaces to be provided with electric vehicle charging points and a revised Travel Plan. (see Highway's Engineer's Comments)

Network Rail

No objections subject to conditions relating to future maintenance, installation of a highways approved barrier, trespass proof fencing and noise and vibration. The applicants are also advised to contact Network Rail for assistance on managing construction.

Environment Agency

No objections. The site is not located within a high risk flood zone, and is less than 1.0 ha in size, and

therefore a flood risk assessment is not required.

REMARKS

Introduction

This application has been deferred from the previous planning committee, held on 13th March 2013, to allow extra time for consultation responses. Since this previous committee meeting, there have been no further revisions to the development. However, there have been further objections to the scheme, which have been summarised in the 'Consultations' section of this report.

This application proposes a new residential development on the NCP Car Park Station on Brook Avenue.

The key considerations arising from the proposed development are as follows:

- Principle of development
- Visual impact
- Impact on neighbouring residential amenity
- Standard of accommodation and types of units proposed
- Parking, access and traffic and impact
- Landscape, trees and biodiversity
- Response to objections

Principle of development

The application site is located within the Wembley Growth Area, and is identified in *the Wembley Area Action Plan- Preferred Options (Public Consultation August 2012)* as a suitable site for residential development, with an indicative development capacity of 100 units. The revised proposal is for a total of 109 units. Brook Avenue is a mainly residential street, and with the site being in close proximity to Wembley Park Station, has good links to public transport, with a PTAL rating of 4/5. A residential development on this site is therefore appropriate in principle.

Density

National, regional and local policies seek to optimise the potential of the site, with the NPPF and the London Plan encouraging the efficient use of land. Policy 3.4 of the London Plan aims to optimise the housing potential of a site taking account of local context, London Plan design principles and public transport capacity. Policy 3.4 also provides density matrix which gives a range of appropriate density ranges related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). Core Strategy policy CP6 seeks to ensure developments have proper regard to the London Plan and states that "a notional density figure is not the only consideration, and the quality of design, location of the site and the need to provide family housing are all important".

The site has an area of 0.92ha and a total of 328 habitable rooms, giving a density of 355.75 habitable rooms per hectare and it has good access to public transport (PTAL 4/5)

In terms of its characteristics the site lies between a suburban and urban environment as defined by the London Plan matrix, which gives a density range of 200-250hrh or 200-700hrh respectively.

In accordance with policy CP6, in order for a high density scheme to be acceptable, the application should provide a reasonable proportion of family housing, design of the highest quality, amongst other criteria more geared towards developments in growth zones. Whilst design is a subjective matter, the proposed scheme is supported by your design officers and is considered an appropriate response to the site specific circumstances. Furthermore characteristics often associated with overdevelopment are not apparent, for example, the scheme provides high quality external amenity space, with an enhanced woodland frontage. Policy CP6 also states that tall buildings are acceptable in the growth areas. In summary, the density of the development is considered acceptable.

1.3 Mix and tenure

The applicant is Network Housing Group, one of the Council's preferred Housing Association partners.

There are 111 residential units proposed in the revised scheme. The proposed mix was as follows:

- 56 Units for market sale – 10 x 1 bedroom; 43 x 2 bedroom; 3 x 3 bedroom;
- 55 Units for affordable housing, split as follows:
 - Affordable rent – 11 x 1 bedroom; 9 x 2 bedroom; 8 x 3 bedroom; 2 x 4 bedroom;
 - Intermediate units – 5 x 1 bedroom; 17 x 2 bedroom and 3 x 3 bedroom

There is a particular need for larger family homes of three bedrooms or greater in the borough and, across the whole scheme, larger family homes comprise 14% of the proposed units. The number of affordable units is 49% by unit numbers.

Visual impact

The built character of the surrounding area is mixed, with 2-storey residential properties located to the south. To the south east of the site, currently under construction, is a part 5-, 6- and 7-storey building comprising 33 flats (site at 29-31 Brook Avenue). Adjacent to this development is a part 5- storey part 10- storey block of 44 flats. To the east of the application site is a 3-storey block of flats, known as Pargraves Court, to the west is the staff car park for Wembley Park Station. The northern boundary of the site lies the railway tracks for Chiltern Railways, and Metropolitan and Jubilee underground lines.

It is acknowledged that housing directly opposite the site on Brook Avenue is characterised by the 2-storey residential properties. However, the application site, due its size, location in proximity to Wembley Park Station, with a good PTAL Rating of 4/5, and it being set in from the road frontage, with the Woodland buffer, the site provides an opportunity for a higher density development of an urban character.

Your officers consider that the context of the application site provides the opportunity for a well designed sustainable development which could create an identity for the area, with an attractive woodland setting.

Good design is a vital aspect of successful development and this has been reiterated by recent policy document including the National Planning Policy Framework 2011, the London Plan 2011 (specifically policies 3.5 Quality & Design of Housing Developments, 7.4 Local Character, 7.5 Public Realm and 7.6 Architecture) and Brent's Core Strategy 2010 (policy CP5), in addition to the existing policies requiring good design in Brent's Unitary Development Plan 2004 (saved policies) and Supplementary Planning Guidance No. 17 "Design Guide for New Development".

The application proposes 5 blocks of residential units, comprising of three blocks of flats at a height of 8-storeys, one block of flats at a height of part 4- part 5-storeys and a 3-storey block comprising a pair of semi-detached dwellinghouses.

Viewed from Brook Avenue, towards the western boundary of the site, Block 4 at a height of part 4-, part 5-storeys is to be located adjacent to the site at Pargraves Court, which is at 3-storeys in height. Blocks 1, 2 and 3 each at a height of 8-storeys are located centrally within the site. The vehicular gated access within the site separates the proposed 8-storey Block 1 from the 3-storey Block 5 (pair of dwellinghouses), which is adjacent to the Wembley Park Station staff car park.

The southern boundary of the site, fronting Brook Avenue, is to be an enhanced woodland strip along the embankment, providing a landscaped setting and ensuring that the biodiversity qualities of the site are retained / enhanced. The existing height of the embankment from street level (Brook Avenue) to the car park level, varies from 4.5m to 5.0m. The proposed development of the site essentially retains the embankment at this height.

The opportunity to improve the biodiversity conditions of the site within the woodland strip is welcomed, and would visually enhance the frontage of the site, as well as provide a good quality setting for the development.

The site is to have one vehicular entrance, also providing pedestrian access, including a pedestrian lift for wheelchair access, located between the proposed pair of dwellinghouses (identified on the submitted plans as 'Block 5') and Block 1. Two pedestrian accesses are also proposed, between Blocks 1 and 2 and between Blocks 2 and 3. The gaps between the proposed blocks allows for a landscaped setting for each block, allowing views between. The separation also helps to ensure that the potential for the blocks to be appearing over-bearing is reduced, and to allow for a light open feel to the development. The proposed colours and textures of the materials to be used of the blocks, including the green glazing for proposed balconies would complement the woodland setting of the scheme. The final proposed materials and colours for the development would be sought by condition. The contemporary design approach, using natural colours and use of textures to break up the mass of the building is considered to result in a visually pleasant scheme

for the site.

In terms of design, materials and bulk and scale your officers find the scheme acceptable.

Impact on neighbouring residential amenity

The Council seeks to protect the amenity of neighbouring occupants to acceptable standards whilst recognising the need for new development. On new developments such as this the main impacts on amenity to be considered are (i) overbearing impact of the size and scale of the building(s); (ii) loss of outlook, which is related to overbearing impact; (iii) loss of privacy; and (iv) loss of sunlight. The Council has published Supplementary Planning Guidance No. 17 "Design Guide for New Development" (SPG17) which establishes generally acceptable standards relating to these matters, although site specific characteristics will mean these standards could be tightened or relaxed accordingly. Overbearing impact arising from the height of blocks is controlled via 30 degree and 45 degree planes from neighbouring habitable rooms and relevant boundaries; privacy is quoted as distances between directly facing habitable windows and from boundaries. Neither outlook nor light have specific values, although light is generally controlled to BRE standards.

The scheme has been designed to comply with the guidelines of SPG17; the closest proposed residential block is Block 1, which, as revised, has been reduced to a height of 8-storeys. The height of this block complies with the 45 degree line, taken from the opposite side of Brook Avenue, when measured from the dwellings on the opposite side of Brook Avenue. The closest property, 20 Brook Avenue, is located over 40m away from the proposed Block 1. The views from the existing dwellings from Brook Avenue will also be mitigated by an improved Woodland strip. The proposed development is also to the north of the existing dwellings on Brook Avenue. The existing outlook for residents along Brook Avenue is a mainly hard landscaped site, with little visual amenity.

The applicants have submitted Daylight and Sunlight Assessment, which has assessed the impact of the development on existing nearby properties in terms of daylight, sunlight and overshadowing. The impact of the development in terms of daylight is within acceptable limits, and adequate taking into consideration the urban location of the site. The proposed development would also have no impact on sunlight access of the surrounding properties. In terms of overshadowing to amenity spaces, this passes the recommendations of the BRE standards.

In conclusion the proposal would not adversely affect the living conditions of the existing properties in proximity to the proposed development.

Standard of accommodation

A good standard of accommodation is a combination of several factors including basic space standards, outlook, privacy, daylight and sunlight and amenity space. A good living environment is subject to more subjective matters such as the quality of that amenity space, the design of the scheme and the relationship with car parking, cycle storage and external factors such as noise and pollution.

The scheme has been designed to comply with the Interim London Housing Design Guide, Lifetime Homes and Building for Life. The scheme is also designed to meet Code for Sustainable Homes Level 4. Twelve of the units are designed to be wheelchair accessible.

All accommodation in the scheme meets the standards in policy 3.5 of the London Plan 2011, which exceed the minimum sizes in SPG17. The houses have kitchen/dining rooms and separate living rooms and the flats are laid out coherently and each would be dual aspect or benefit from good outlook to the west or east.

Where possible all flats have private amenity space as either terraced areas/ gardens or balconies and communal amenity space is provided in general accordance with SPG17 standards. The two proposed dwellinghouses have private gardens.

External factors such as noise disturbance from the railway lines along the northern boundary, are not likely to be detrimental to the living standards of future occupants. The application is accompanied by a Noise and Vibration Assessment, which has been assessed by the Council's Environmental Health officer. A condition requiring bedrooms or living rooms facing the north should be fitted with trickle vents to allow the rooms to be ventilated with the windows closed or that mechanical ventilation could be used to ventilate these rooms. A further condition requiring all residential premises to be designed in accordance with BS8233:1999 'Sound Insulation and noise reduction for buildings Code of Practice, requiring details of noise tests to be carried out meeting these standards, will also be attached.

Your officers are satisfied that the scheme would provide a good standard of accommodation at a density suitable for this type of urban location and would, as a result, offer a good living environment for future occupants.

Parking, access and traffic impact

The proposal results in the loss of the NCP car park at Wembley Park Station. The site does not lie within a controlled parking zone, apart from on Wembley Stadium Event Days, when residents parking permits are required between 10am and midnight. Public transport access to the site is good at a PTAL level of 4 and increasing to PTAL 5 where the site is closer to Wembley Park Station.

The proposed parking provision for the revised level of 111 residential units is to be 27 off street car parking spaces, including 10 disabled parking spaces. 136 cycle parking spaces are to be provided. The Council's Transport Officer has specified in his response that the maximum car parking standards for the development is up to 137 spaces. However, this standard is a maximum, not a minimum standard, and therefore this level of parking is not a requirement. On a site where there is good public transport access, a much lower level of carparking provision is acceptable, and in many cases, on a site such as this, if the area lies within a Controlled Parking Zone (CPZ), an entirely car-free scheme may be expected.

The application is supported by a Transport Statement which has been assessed by the Council's Transport Officer. A Travel Plan has also been submitted, but this achieves a low score against TfL's ATTrBuTE programme. A revised Travel Plan has been submitted, and has been assessed by the Transport Officer. Further details have been requested, and a revised Travel Plan will be required within the S106 Agreement. A Parking Management Plan is sought within the S106 Agreement.

All other details submitted to address the Transport Officer's initial comments, including tracking for wide vehicles accessing the rear access road, are now considered acceptable.

A passenger lift is proposed, located adjacent to the proposed gated vehicular access and an additional pedestrian access from Brook Avenue. These address some of the issues raised with regard to pedestrian and wheelchair access for future residents.

If the application is to be supported, then a S106 Agreement would be sought withdrawing the right of future residents to apply for on-street parking permits in the area in the event that a CPZ is introduced in the future. During the interim period this can be enforced on the 30 or so days per year when there is an event taking place at the Stadium. Revisions to the Travel Plan and Parking Management Plan will also be sought.

Transport for London have requested at least 6 spaces be provided with electric vehicle charging points and this request is supported by the Council's Highways Officer. This will be secured by condition. Other relevant transport conditions and informatives will be attached in line with recommendations from consultation responses from the Transport Officer and Network Rail.

Your Officers consider that the application site is ideally located for a scheme with low level parking provision due to its proximity to good transport access. There are currently no parking controls on Brook Avenue, other than on Wembley Stadium Event Days. However, should there be sufficient support from the existing residents of Brook Avenue and the nearby area of Barn Hill for the implementation of a Controlled Parking Zone may be introduced. The Council's Transport Officer has stated that in the past there had been insufficient local support for a CPZ in this area. However, this may be re-considered by the Council's Transport department if there is local support for one to be introduced.

Landscape, trees, biodiversity

The application is accompanied by a detailed landscape strategy; Tree Bat survey; a Woodland Management Plan and an Arboricultural Report. The landscape, tree and biodiversity officers are satisfied with the details submitted, subject to recommended conditions. A more detailed response to concerns raised from the consultation responses has been provided by the Tree Officer.

Each of the upper floor flats have private balconies (minimum 5sqm) the ground floor flats have private terraced areas/private garden areas, and the two proposed dwellinghouses have private gardens. In addition, the proposal will provide approximately 924sqm of communal amenity space in five locations around the site, including within the gaps between the proposed blocks. This does not include the woodland strip.

In general the hard landscaping proposals are acceptable, subject to further details, which will be required by planning condition.

Your landscape and tree officers are satisfied with the broad principles of the proposals however they recommend several conditions be added to any consent to secure further details of the landscaping, to include a detailed planting plan, details of all hard materials (permeable where possible), street furniture and boundary treatment (type/colour/finish), construction details and specification of living roof and a landscape maintenance and management plan. Relevant biodiversity conditions are also recommended by the tree and biodiversity officer, as well as details of green/biodiverse roofs for Blocks 3 and 4.

Response to particular issues raised regarding the loss/replacement of the existing vegetation on the site

In response to concerns raised about the Woodland Strategy and the impact on Bat and Bird Habitat on the site, the Tree Officer has made additional comments:

- The mature trees are large previously pollarded short lived species such as poplars and crack willows, most of which have partially collapsed or are coming towards the end of their SULE (safe use and life expectancy). Their removal and replacement with much longer lived specimen trees and woodland is welcomed by the Council's specialists.
- There will be minimal risk to birds, bats and foraging animals as any removal works will take place outside the bird nesting season and trees that could possibly have bat roosts will be dismantled accordingly in line with best practice. This should be overseen by a specialist from Middlemarch Environmental Ltd.
- Recommendations made by specialists from Middlemarch and the Council's own specialist officers have been implemented including the installation of bat and bird boxes and provision of log piles for habitat and specifics such as lying oak logs to encourage the endangered Stag beetle.
- The southern boundary of the site with Brook Avenue could not realistically be described as woodland, more an unmanaged and extremely overcrowded area of scrub that if left will decline still further, with the majority of self set trees collapsing or dying off well before the end of their natural life expectancy.
- The majority of the trees on the north west boundary including the mature Oak trees will not be touched, in fact this area again will be enhanced with new under planting providing habitat for a much richer and more diverse range of wildlife. The removal of the overcrowded stand of young ash may well be inevitable if Chalara Fraxinea (Ash die back disease) takes hold in Brent
- The 20 year period is the typical time allocated to create a new woodland. (once again I must stress this is not currently a woodland).

The Council's Tree Officer, in consultation with the Biodiversity officer, has recommended a number of conditions regarding the Woodland Strategy, and to take into consideration the protection of habitat on the site.

Your Officers consider that, subject to the submission of further details, the proposed Woodland Strategy and landscape scheme, supported by various reports, for this development, would visually enhance the site as well as improve the biodiversity values of the site.

Conclusion

The application would provide a significant contribution to much-needed family accommodation for social rent within a mixed tenure development whilst providing a good living environment for future occupants and making a positive contribution to the visual amenities of the area. The development is not expected to materially harm the amenity of neighbouring occupants. The scheme is judged to be sustainable development which optimises the use of a site close to good transport links within the Wembley Growth Area, and as such is in general accordance with the objectives of the National Planning Policy Framework, the London Plan 2011 and the Brent development plan documents and approval is recommended.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent Unitary Development Plan 2004
Brent Core Strategy 2010
London Plan 2011
Central Government Guidance: the NPPF
Council's Supplementary Planning Guidance Nos. 3, 12,17 and 19 and Supplementary Planning Document s.106 obligations

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.

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

PL0 00	PL4 100 Rev D
PL0 01 Rev J	PL4 101
PL 100 Rev B	PL4 102 Rev A
PL 101 Rev B	PL4 200 Rev C
PL 400	PL5 100 Rev C
PL 401	PL5 101 Rev C
	PL5 200 Rev D
PL 402	2383 GMP 01 Rev G
PL 403	2383 LA01 Rev C
PL 404	2383 LA02 Rev C
PL 405	Design & Access Statement by PCKO (Rev A, dated February 2013)
PL 406	Planning Statement by JLL
PL1 100 Rev E	Affordable Housing Statement by JLL
PL1 101	Sunlight/Daylight Report by XC02 Energy
PL1 102	Energy Strategy by Calford Seaden
PL1 103 Rev A	CfSH Ecological Assessment by Middlemarch Environmental Ltd
PL1 104 Rev A	Extended Phase 1 Habitat Survey by Middlemarch Environment Ltd
PL1 200 Rev D	Tree Bat Survey by Middlemarch Environmental Ltd
PL1 201 Rev D	Transport Assessment by Conisbee
PL2 100 Rev D	Transport Addendum by Conisbee
PL2 101	Revised Travel Plan by Conisbee
PL2 102	Fire Tender Plan C601 Rev P2
PL2 103	Pantehnicon Plan C603 Rev P3
PL2 104	Air Quality Assessment by Phlorum Dated December 2012
PL2 200 Rev B	Landscape Strategy by Allen Pyke Associates (Rev G)
PL2 201 Rev B	
PL3 100 Rev D	New Woodland Management Plan by Allen Pyke Associates
PL3 101	Planting Schedule by Allen Pyke Associates
PL3 102	Woodland Planting Plan (Rev A);

PL3 103 Rev A
PL3 104 Rev B
PL3 200 Rev C
PL3 201 Rev C

Arboricultural Report by Broad Oak Tree Consultants Limited
Report on Tree Inspections by Broad Oak Tree Consultants Limited

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

(2)

- (3) No external lighting shall be installed on site without the prior written approval of the Local Planning Authority. Details to be submitted shall include: a lighting contour plan, lux levels, light angles and baffles which shall be submitted prior to installation, approved and thereafter installed and maintained in accordance with the approved details

Reason: To safeguard local residential amenities, and highway safety

- (4) All openable windows on the North facing facades of blocks 1 - 5 shall be fitted with sound attenuated air vents unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenity of residents.

- (5) No development shall commence unless the tree protection measures within the approved Arboricultural Report (in accordance with BS 5837:2005 – Trees in relation to Construction;) are undertaken/ installed and implemented in accordance with the approved details for the duration of construction on site.

Reason: To ensure that existing landscaping features are retained and protected from damage during the course of construction works.

- (6) All existing vehicular crossovers rendered redundant by the development hereby approved and the construction of the new site access to include a raised entry treatment, shall be made good, and the kerb reinstated, at the expense of the applicants, prior to the first occupation of the development.

Reason: In the interests of highway and pedestrian safety.

- (7) Any site clearance works should take place outside the main breeding period for birds (March to August) unless preceded by a survey, to be submitted to and approved in writing by the Local Planning Authority, to check for the presence of breeding birds. Should nesting birds be identified, all works to the trees shall stop until the young birds have left the nest.

Reason: To ensure that birds and their habitats are not disturbed or destroyed during the nesting period March-August inclusive. Birds and their habitats are protected under the Wildlife and Countryside Act 1981 as amended.

- (8) Nocturnal and dawn bat surveys must be undertaken in accordance with recommendation R1 set out within the Middlemarch Environmental Tree Bat Survey dated September 2012.

Reasons:

Bats and the places they use for shelter or protection receive European protection under The Conservation of Habitats and Species Regulations 2010 (Habitats Regulations 2010). They receive further legal protection under the Wildlife and Countryside Act 1981, (as amended).

To ensure that bats and their habitats are not disturbed or destroyed during clearance works of both trees and ground vegetation.

- (9) Two trees have been identified as having limited potential to support bats. Both trees have been given a BCT category 2 rating.

During the course of removal of the two cat 2 listed trees, the trees will be removed in accordance with recommendation R2 set out within the Middlemarch Environmental Tree Bat Survey dated September 2012.

Reasons:

Bats and the places they use for shelter or protection receive European protection under The Conservation of Habitats and Species Regulations 2010 (Habitats Regulations 2010). They receive further legal protection under the Wildlife and Countryside Act 198, (as amended).

To ensure that bats and their habitats are not disturbed or destroyed during clearance works.

- (10) Care will be taken throughout the course of all tree and vegetation removal and remedial works. If works are to be carried out to trees during the winter months, these works must be carried out in accordance with recommendation R2 set out within the Middlemarch Environmental Tree Bat Survey dated September 2012.

Trees other than those previously identified within the site may have the potential to support bats. Therefore, all works to trees exhibiting features such as Woodpecker holes, cracks/crevices, loose or flaking bark, deadwood in the canopy or stem, snagged branches, hollow stem or limb, hole in branch or trunk, buttresses or hollow core should be dismantled in accordance with recommendation R2 set out within the Middlemarch Environmental Tree Bat Survey dated September 2012. If bats are found during felling or pruning operations, all works must cease and a Natural England licence obtained.

Reasons:

Bats and the places they use for shelter or protection receive European protection under The Conservation of Habitats and Species Regulations 2010 (Habitats Regulations 2010). They receive further legal protection under the Wildlife and Countryside Act 198, (as amended).

To ensure that bats and their habitats are not disturbed or destroyed during clearance works.

- (11) Notwithstanding details annotated on the submitted drawings, no development shall commence unless details of materials for all external work (including walls, doors, windows, balcony details), with samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development carried out in accordance with the approved details.

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

- (12) No development shall take place until a remediation strategy has been submitted to and approved by the Local Planning Authority. The strategy must include all works to be undertaken to remove, treat or contain any contamination found on site; proposed remediation objectives and remediation criteria; and an appraisal of remedial options.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004

- (13) Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the 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 prior to the commencement of any site clearance, demolition or construction works on the site. Any approved planting, turfing or seeding included in such 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. Such a scheme shall include, but not limited to:-

- (a) the identification and protection of existing trees and shrubs not directly affected by the building works and which are to be retained;
- (b) existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling
- (c) Full details of hard-surfacing materials for all areas of hard surface within the site including paths, ramps, steps, parking areas, indications of the surfacing delineation of different users within any shared surface areas, and consideration of sustainable urban drainage systems (SUDs)
- (d) All planting including location, species, size, density and number with a soft landscaping planting schedule and layout plan. This shall include details of proposed trees, their locations and species;
- (e) proposed walls and fences indicating materials and heights;
- (f) screen planting along all the site boundaries;
- (g) adequate physical separation, such as protective walls and fencing between landscaped and paved areas;
- (j) details of the proposed arrangements for the maintenance of the landscape works.

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, and the interests of the amenities of the occupants of the development.

- (14) Details of all (appropriately aged) play spaces shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such playspace works shall be completed prior to occupation of the building(s). Such scheme shall indicate but not be limited to:
 - (a) Any proposed boundary treatments including walls and fencing, indicating materials and heights.
 - (b) Details of types of equipment to be installed.
 - (c) Surfaces including details of materials and finishes.
 - (d) Existing contours and levels and any alteration of the ground levels, such as earth mounding.
 - (e) All planting including location, species, size, number and density.
 - (f) The location of any proposed signage linked to the play areas

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory appearance and setting of development so that the facilities provide a benefit to the local community and residents.

- (15) No development shall take place unless there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected or retained. The boundary treatment shall be completed before occupation of the buildings, or commencement of the use, or in accordance with a programme agreed in writing with the Local Planning Authority. Any existing boundary treatment shall not be uprooted or removed except where in accordance with the approved plan and shall be protected from building operations during the course of development. Boundary details shall include but not be limited to:

- a) All external boundaries of the site
- b) treatment of the balconies/ terraces, including methods of screening the areas to limit overlooking and safeguard future occupiers' privacy
- c) a method of screening the ground floor units between the parking area/ paths and habitable windows

Reason: To safeguard the character of the area and the reasonable residential amenities of local residents.

- (16) Prior to development commencing, further details of
- a) the proposed refuse and recycling facilities for the residential units
 - b) the proposed private secure bicycle storage facilities at a scale of at least 1:100
- shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development shall be carried out and completed in all respects in accordance with the details so approved before the buildings are occupied.

Reason: These details are required to ensure that a satisfactory development is achieved to prevent the accumulation of waste and in the interests of sustainable development.

- (17) The residential units hereby approved shall not be occupied unless details are submitted to the Local Planning Authority which confirms that all units have been constructed to lifetime homes standards and a minimum of 10% wheelchair residential accessible units have been provided within the development.

Reason: In the interest of providing accessible and adaptable accommodation for future users.

- (18) In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, details of communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority before commencement of the development. The approved details shall be fully implemented.

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

- (19) No development shall commence unless the applicant submits details of proposed living roofs on the roofs of proposed Blocks 3 and 4. Such living roof details shall be submitted to and approved in writing by the Local Planning Authority prior to development commencing and thereafter shall be installed prior to occupation and maintained as brown roofs. The details shall include:

(i) General arrangement of hard and soft landscape; construction details of roof; drainage; waterproofing; proposals; indicative sections across roof.

(ii) Substrate depth to soft landscape – to be a minimum of 100mm for sedum/wildflower; 150mm for turf; 300-450mm for shrubs. Areas of soft landscape/planting should cover at least 70% of total roof space.

(iii) All hard surfacing including locations, materials and finishes.

(iii) Proposed boundary treatments including railings, balustrades, parapets, screens etc. indicating materials and dimensions.

(iv) All planting including location, species, size, density and number. Native, suitable plants should be specified as much as possible, where appropriate.

(v) A detailed (min 5 year) landscape management plan showing requirements for the ongoing maintenance of hard and soft landscape. Water points should be provided as necessary

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally

planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and the interests of both local biodiversity and amenity are maximised. Also to promote sustainable design, sustainable drainage, and urban cooling.

- (20) The site shall be remediated in accordance with the approved remediation strategy. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation strategy and the site is permitted for end use. The soil on site is not suitable for reuse in areas of sensitive end-use, such as soft landscaped areas. The quality of any soil imported to the site for the purposes of landscaping and the creation of the amphitheatre, must be tested for contamination and the results included in the Verification Report.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004

- (21) No development shall commence unless details of a Construction Management Plan and Construction Logistics Plan are submitted incorporating:

- a) details of the proposed site compound
- b) methodologies that ensure air quality on site is safeguarded during construction
- c) a Site Waste Management Plan
- d) demonstration that construction activities on site would not cause adverse impact to the safe and smooth operation of London Underground services. Routes, including vehicular and pedestrian access to Wembley Park Station must not be obstructed at any time.
- e) construction and delivery should be carefully planned and co-ordinated to avoid the AM and PM peaks due to congestion at Wembley Park Station at these times

This shall be submitted to and approved in writing by the Local Planning Authority, London Underground and Network Rail, prior to the commencement of works and thereafter the details of the plans approved shall be complied with

Reason: In order to safeguard local residential amenities, sustainability measures and air quality, and the smooth operation, and safe access to, of London Underground and Network Rail services.

- (22) The Combined Heat and Power unit installed shall emit no more than 500mg/m³ of Oxides of Nitrogen and have an air discharge velocity of no less than 7.9m/s. Prior to the commencement of the use the applicant shall submit to the Local Planning Authority details of tests undertaken on the installed unit to demonstrate that these standards have been met, and shall maintain the unit thereafter in such a way as to ensure that these standards continue to be met, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect local air quality, in accordance with Brent's Unitary Development Plan (2004) policies EP3 and EP4.

- (23) Prior to commencement of works, details of six bat and six bird boxes, to be positioned on existing mature trees by an experienced ecologist, shall be submitted to and approved by the Local Planning Authority. The installation of the approved nesting boxes shall be undertaken prior to occupation of the development.

Reason: In the interest of wildlife preservation

- (24) No development shall commence until detailed design and method statements for the foundations, basement and ground floor structures that are below ground level, including piling (temporary and permanent) have been submitted to and approved in writing by the local

planning authority, in consultation with London Underground.

Reason: Due to the proximity of the site to the London Underground Infrastructure and to safeguard the smooth operation of London Underground services

- (25) Notwithstanding the plans hereby approved, further details of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority, prior to first occupation. Such details shall include:
- (i) Provision of electric charging points for at least 6 of the proposed car parking spaces (i.e. active), with a further 5 spaces capable of being provided with electric charging points in the future (i.e. passive).

The works shall be carried out in accordance with the approved plans, prior to first occupation, and retained thereafter unless otherwise agreed in writing with the local planning authority beforehand.

Reason: In the interests of climate change mitigation and to comply with London Plan policy.

- (26) Notwithstanding the plans hereby approved details of the installation of a vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing, shall be submitted and approved in writing by the Local Planning Authority, in consultation with Network Rail, prior to commencement of any works on site.

The works shall thereafter be carried out in accordance with the approved details, prior to the commencement of any works on site.

Reason: In the interests of health and safety along the adjacent railway, to ensure no damage is caused to the adjacent land owned by Network Rail, to ensure that the ability of any maintenance work required to be carried out by Network Rail within their land is not compromised, and to generally ensure the smooth running of Network Rail services.

- (27) Notwithstanding the details of the location of the proposed vehicular gates shown on approved landscape drawing no. 2383-LA-02-C, further details of the proposed vehicular gates, in the location shown on approved drawing no. PL_0_01 Revision J, shall be submitted and approved in writing by the Local Planning Authority, prior to first occupation.

The gates shall thereafter be carried out in accordance with the approved details, prior to first occupation of the development.

Reason: In the interest of highway and pedestrian safety.

- (28) Prior to the commencement of work, details of a trespass proof fence, to a minimum height of 1.8m, shall be submitted and approved in writing by the Local Planning Authority. The agreed details shall thereafter be provided at the expense of the developer/applicant, and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing/wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way.

Reason: In the interest of health and safety, and ensure the smooth running of Network Rail services.

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}
Good resting conditions	Living rooms	30 dB (day: T = 16 hours 07:00 – 23:00)
Good sleeping conditions	Bedrooms	30 dB (night: T = 8 hours 23:00 – 07:00) L _{Amax} 45 dB (night 23:00 – 07:00)

A test shall be carried out prior to the discharge of this condition to show the required internal noise levels have been met and the results submitted to the Local Planning Authority for approval.

Reason: To obtain required sound insulation and prevent noise nuisance
(29)

- (30) The creation of the proposed Woodland area shall be carried out in accordance with the approved 'New Management Plan' dated December 2012, Ref: 2383-RE-01A, the Woodland planting plan dated 19/09/12, Ref: 2383-PP-01A, the Woodland planting plan dated 19/09/12, Ref 2383-PP-01 and Planting Schedule, , Ref: 2383-PS-01. Short-long term management of the woodland and its associated areas shall be carried out in accordance with specification set out within the New Woodland Management Plan dated December 2012, Ref: 2383-RE-01A.

In addition to the above, the following will be required, unless otherwise agreed in writing with the Local Planning Authority:

- (i) The wood land shall be subject to regular management /intervention from appropriately trained, accredited and experienced contractors and/or a relevant volunteer organisation such as Groundwork Trust.
- (ii) The woodland shall Include Alder Buckthorn within the native woodland mix
- (iii) Subject to the provision an addendum to the planting plan and woodland management plan which shall include the addition of Alder Buckthorn as woodland edge planting and/or under storey planting. To include any revisions based around the addition of the extra entrance.
- (iv) All preliminary tree clearance works shall be carried out by an Arboricultural Association approved contractor in accordance with principles set out in BS 3998:2010 Tree works-Recommendations and BS 5837:2012 Trees in relation to design, demolition and construction-Recommendations.
- (v) Tree removal works are subject to the attendance of a suitably qualified arboriculturalist in conjunction with the Local Planning Authority tree officer during all major tree removal works.
- (vi) The Local Planning Authority will be given 14 days prior notice of any works to trees

Reasons:

- (i) To ensure a satisfactory standard of appearance and setting for the development and to ensure the viability and health of existing and newly planted woodland trees and vegetation, in the interests of the occupants and general public.
- (i) To encourage the presence of local biodiversity through the creation, enhancement and management of appropriate habitats.
- (i) To ensure the retention of suitable mature specimen trees where appropriate (this reason connected to the retention of consultant on site).
- (i) To ensure the presence of the Local Planning Authority Tree Officer or Arboriculturalist Consultant on site during any sensitive operations within 5 metres of the root protection areas of retained trees.

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) Developers should ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers. If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if unacceptable risks are identified, appropriate mitigation measures must be provided. Environment Agency recommend that developers follow the risk management framework provided in their guidance for 'Piling into Contaminated Sites' and also refer to the document: 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention
- (3) With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or surface water 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 08454 850 2777. Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- (4) The applicants / developer are advised to contact Network Rail to ensure any future maintenance work can be conducted solely within the applicant's land. For any construction and maintenance work which is to be carried out within 3m from Network Rail's boundary (including their land and air-space), the applicants/ developer are required to receive approval for works from the Network Rail Asset, Protection Engineer. The applicants are advised that any such request is required to be made at least 20 weeks before any works were due to commence on site and they would be liable for costs
- (5) If the fox earth identified within the woodland on the south western boundary (indicated on Middlemarch Environmental Ltd Drawing C112170-01-01 in Appendix 2) is affected by the proposed works, it should be dealt with in accordance with recognised best practice set out within section 6.3 of the Middlemarch Environmental Extended Phase 1 Habitat survey.

The Fox is not protected by the Wildlife and Countryside Act 1981 (as amended). However, working with the recommendations will ensure ecological best practice is adhered to.

Any person wishing to inspect the above papers should contact Avani Raven, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5016