



Planning Committee Map

Site address: 39 & 41, Hillside, Stonebridge, London, NW10 8LY

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This map is indicative only.

RECEIVED: 10 May, 2013

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: 39 & 41, Hillside, Stonebridge, London, NW10 8LY

PROPOSAL: Construction of 47 new dwellings comprising 11 one-bedroom flats and 24 two-bedroom flats within a 7-storey building fronting Hillside with vehicular access from Shrewsbury Road (Site 22b) together with 3 one-bedroom flats and 9 two-bedroom flats within a 4 storey building fronting Shrewsbury and Johnson Roads (Site 24c), new road connecting Shrewsbury Road and Johnson Road and new access, on-street and off-street car parking, cycle storage, landscaping and ancillary development.

APPLICANT: The Hyde Group

CONTACT: Terence O'Rourke Ltd

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:-

1. Payment of the Council's legal and other professional costs in a) preparing and completing the agreement and b) monitoring and enforcing its performance
2. A contribution of £47,000 (£1,000 per unit), index-linked from the date of committee and due on Material Start towards childrens' play and recreational facilities and/or improvements to open space in the locality.
3. 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. Unless otherwise agreed in writing, this shall demonstrate:
 - a. 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);
 - b. How the indicated Brent Sustainability Checklist measures will be implemented within the scheme (or other such measures approved by the Council which meets or exceeds the score achieved by the submitted Sustainability Checklist).
 - c. How the scheme will achieve the CO2 reduction of at least 25 % below 2010 Building Regulations Target Emission Rate;
4. 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.
5. 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.
6. 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:
 - d. the submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
 - e. 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.

7. The submission and approval of a Residential Travel Plan prior to first occupation and the implementation of that 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, including monitoring and annual reviews of the Travel Plan for the first 5 years from occupation.

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 is £146,073.36is £816,400.00.

EXISTING

The site falls within the area previously designated as the Stonebridge Regeneration Area and the buildings that were previously on site were demolished some time ago as a part of this regeneration scheme.

The site adjoins the shopping parade that was constructed as a part of the Stonebridge regeneration scheme and also includes the Hillside Housing offices. Opposite the site, on the northern side of Hillside lies the Stonebridge Park Hotel (a Grade II Listed Building) and the relatively recently constructed Stonebridge Hub, the latter comprising a PCT Medical Clinic, community hall, community rooms, retail unit (Tesco) and flats.

A Canal and Riverside Trust (previously known as British Waterways) Canal feeder runs along the western boundary of the site (outside of the site). The element of canal next to the site runs below ground. However, it returns to the surface to the south of the site. On the opposite site of the canal from the site lies the Stonebridge Adventure Playground, an open space, the Stonebridge School, Our Lady of Lourdes Catholic Primary School and the Welsh School.

The ground level increases from west to east and from south to north within 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	

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0	0	0	4082	4082

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0	0	0	4082	4082

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. 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, with planning consent granted for site 10 and this application relating to 22B and 24C. Almost all of the parks and all of the community facilities have been provided, including the Hillside Hub and the Fawood nursery and the shops that adjoin this site. 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.

Application history:

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.

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

This application is accompanied by a Sustainability and Energy Statement and a Code for Sustainable Homes Pre-Assessment summary report which confirm that the proposal will achieve a Code level of 4 and that the scheme will achieve a 41 % reduction in CO2 emissions from 2010 Building Regulations TER through “be lean” (building fabric) measures and a further 21 % reduction through on-site renewables (PV Panels).

The site is not situated within a designated Growth Area and as such, the proposal goes beyond the

minimum requirement of Code Level 3 as set out within the LDF Core Strategy. Furthermore, the 40 % target reduction in CO2 that is required by the London Plan only comes in to effect once the 2013 Building Regulations have been adopted and as this has not occurred yet the 25 % target reduction in CO2 still applies. As such, the proposal also goes well beyond the current requirements for the reduction in CO2 associated with a proposed development.

The submission contends that the level of heat loss that is experienced within site-wide heat networks is far greater than the standard SAP calculations account for and as such, CHP is not feasible for the site. The same argument was put forward for Site 10. At this point of time, the GLA do not necessarily agree with this view which would probably render site wide and district wide heat networks unviable in most situations. However, given the size of the scheme officers consider it unlikely that CHP would be feasible and the proposal goes well beyond the minimum requirements for both CO2 reduction and Code for Sustainable Home and as such, the proposed measures are considered to be acceptable.

The applicants have submitted a TP6 Sustainability Checklist which they have scored at 38.6 %. Your officers have assessed the checklist and have scored it at 44 % having excluded some selected measures that aren't proposed, adding some that are proposed but that have not been highlighted in the TP6 and reducing the maximum achievable score by subtracting those measures that are not applicable. This still falls below the minimum score that is sought (50 %). However, given that the applicant is proposing to achieve Code for Sustainable Homes Level 4 when they are only required to achieve Level 3, your officers consider the TP6 Sustainability Checklist to be acceptable.

CONSULTATION

Letters sent: 30 May 2013

Site Notices: 21 May 2013

Press Notice: 23 May 2013

Letters were sent to 173 adjoining and nearby owners and occupiers.
No comments were received.

Internal consultees:

Safer Streets / Environmental Health:

No objections. Conditions are recommended regarding NOx levels for boilers, air quality, soil contamination and noise.

Highways:

Highways do not object to the proposal subject to the submission and approval of a revised Travel Plan and minor alterations to the layout including the provision of a door to the refuse storage area leading to Hillside and alterations to the inside kerb radius for the new road. Section 106 contributions are requested and the new highway and works to the existing highway should be secured through Section 38/278 agreements (of the Highways Act).

Revised drawings were received and Highways have commented that the amendments are acceptable and address their previous comments.

[Section 106 contribution are no longer sought for "the standard charge" as the Council's CIL charging schedule has now come into effect. The revised Travel Plan is to be secured through the Section 106 agreement.]

Recycling and Waste:

The recycling and waste team concur with the comments from Highways that the doors should be added so that waste for the Hillside buildings (Site 22) is collected from Hillside.

External consultees:

English Heritage:

English Heritage do not wish to offer any comments. The application should be determined in accordance with local policy and guidance.

REMARKS

1. This application seeks approval for the construction of two new buildings within land that previously formed a part of the Stonebridge Regeneration Area and the associated Outline Planning Consent. This application proposes a 6- to 7-storey building within the Hillside frontage which will adjoin the existing 4-to 7-storey building (site 22b). The proposed 4-storey building which fronts Shrewsbury and Johnson

Roads completes the existing block which comprises 3-storey houses and 4-storey blocks of flats.

General principle of development

2. The principle of the redevelopment of this site for residential purposes has been accepted with the 1997 consent for the regeneration of Stonebridge. The original outline scheme included the potential to deliver retail uses at ground floor level within the Hillside frontage. However, Hyde / Hillside Housing experienced difficulties letting the retail units due to a lack of demand and therefore have proposed building services and facilities (cycle storage, entrance etc) at ground floor level.
3. 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, Hyde housing 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. 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.
4. 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.
5. 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 in this instance.
6. With regard to the mix of units, the proposal only includes 1- and 2-bedroom flats and does not include any with 3 or more bedrooms. While family units are normally required for schemes of this size, the proposed mix is considered to be acceptable in this instance due to the very high proportion of family homes that Hyde/Hillside Housing have previously delivered in this area.

Layout

7. The layout of the site 22B building (Hillside frontage) mirrors that of the existing element of site 22, providing a strong frontage to Hillside and projecting south toward the rear of the site at the western end of the Hillside frontage. The south projecting wing of the building overlooks the open space adjacent to the site, providing a good outlook for residents and significant improvements to the natural surveillance (and thus security and safety) of that open space. Car parking is provided at ground level to the back (south) of the site and under the building. It adjoins the parking area for the existing element of Site 22, within the Shrewsbury Road frontage. Whilst your officers consider that this is the appropriate location within the site for car parking, the adjoining element of the site is not considered to be visually successful as it appears overly hard and lacks soft landscaping. To address this, the applicant has proposed that the parking area within the application site is broken up with soft landscaping.
8. The layout of the site 24C building (Shrewsbury and Johnson Roads) simply fills in the last remaining element of the block in a form that generally similar to that of the remainder of the block.

Design and massing

Site 22B

9. Within the hillside frontage, the proposal seeks to achieve the sense of verticality and the rhythms established within the existing block by breaking this elevation down into four elements (terracotta

cladding, deck access, glazed core then terracotta cladding). The terracotta cladding is carried around the curved end of the building and along the façade facing the open space to the side of the site. That frontage is broken up by the use of a varied arrangement of fenestration and recessed balconies.

10. These elevational treatments sit above the ground floor “plinth” and below the recessed top floor of the building which define the base and top of the building. The ground floor looks to provide a buffer between the noise and activity along Hillside and the open space to the side whilst the recessed top floor reduces the visual mass of the building and typically increases external amenity space. “Hit and miss” brick work is proposed at ground floor level to provide some visual interaction and activity in a location where alternative commercial uses may not be viable and residential uses to ground floor may suffer from a poor environment or issues of security and safety.

Site 24C

11. The rear block includes a curved corner as well, with the facades broken down with steps in the external façade together, projecting balconies and through the arrangement of fenestration. The height of the building (4-storeys) is in keeping with the treatment of other buildings situated on corners or bends in the road that have been delivered to date within the locality.

Materials

12. The quality of material is critical to the success of the buildings. The overall approach to the materials is considered to be acceptable, with the plot 22B block comprising bricks at ground floor level, terracotta cladding for the middle section and zinc cladding for the upper floor and the plot 24C block comprising bricks. However, further details of the material are to be secured through condition.

Public Realm

13. The new element of street simply connects the ends of Shrewsbury and Johnson Roads, following a similar design rationale to the other streets in Stonebridge with on-street parking spaces separated by street trees and the standard arrangement of carriageway and footway. The existing footway that leads from Hillside to Johnson Road remains in place and is situated outside of the application site. This footway, which is already lit, will benefit from additional natural surveillance as discussed above.

Landscaping

14. The proposal incorporates landscaping within the new street, along the northern and western sides of Plot 22B and within the off-street car parking area. However, the proposal provides limited scope for planting within the site. As such, Section 106 contributions towards planting, amenity space (improvements to open space) and play/recreational space have been sought. The latter two points are discussed later in this report.

Quality of Accommodation

Internal floorspace and accessibility

15. The proposed units meet or exceed the standards for internal floorspace that are set out within the London Plan. 10 % of the units have been designed to be wheelchair accessible and all units will be built to Lifetime Homes standards.

Light, outlook and privacy

16. The layout of the development of the two sites is such that the proposal is unlikely to have an unduly detrimental impact on the light or outlook of surrounding flats. The applicants have submitted an internal daylight assessment which looks at the levels of daylight received by the proposed units. It concludes that the proposal will achieve a daylight credit under the Code of Sustainable Homes subject to some minor changes to the scheme as assessed for the daylight assessment (which have been incorporated by the proposal).
17. Given the arrangement of the proposed development the habitable rooms within the proposed development will have acceptable levels of outlook. The proposal includes some habitable rooms windows adjoin the deck accesses. However, where this is the case, the associated room has large windows within the opposite side of the room to ensure that the future residents can have good levels of

light and outlook while maintaining their privacy. The rear facing windows within Plot 24C are set closer to the boundary than SPG17 suggests as a minimum. However, such relationships are typical within the Stonebridge Regeneration Area (including the block that this plot forms a part of) and the proposal represents that typical situation with respect to outlook for the ground floor units and privacy for the adjoining gardens.

External amenity space and play space

18. The proposal incorporates balconies for units but does not provide any communal amenity space or play space. Open spaces and play equipment was provided as a part of the Stonebridge Regeneration Scheme. However, this proposal looks to deliver a greater number of homes than those originally approved on the site. Furthermore, current policies require the provision of a greater amount of play and recreational space for young people. As such, it does not meet the Council's requirements for external amenity space or the London Plan requirements for play and recreational space. Nevertheless, the site is adjacent to an area of public open space and close to several others. Your officers accordingly consider it appropriate to seek contributions towards the provision and/or improvement of public open spaces and play/recreational space in the vicinity of the site to mitigate against the impacts of this deficit. A total of £47,000 has been sought (£1,000 per unit).

Proximity to Listed Building

19. The proposed development is on the opposite side of Hillside to 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

20. The submitted drawing detail a total of 33 off-street parking spaces with plot 22B and 10 on-street spaces resulting in a total parking provision of 43 spaces. The UDP maximum parking standard for the development is 53.6 spaces and the proposal equates to an average of 0.915 spaces per unit. Highways estimate car ownership to be approximately 75 % of the maximum standards, resulting in a figure of around 41 cars in this case. The level of car parking for the Stonebridge Site 10 scheme (situated on the opposite side of Hillside and approved by committee earlier this year) was 0.9 spaces per unit. A total of 5 wheelchair accessible spaces is proposed, which meets the UDP standard of one per wheelchair accessible unit.
21. The proposed car parking provision is considered to be acceptable, being below the maximum standards but above the likely level of car ownership. The proposed provision of 36 secure, weatherproof cycle spaces for Plot 22B and 12 for Plot 24C is in accordance with UDP Parking Standard PS16. Refuse collection for Plot 22b was initially proposed with access from Shrewsbury Road. However, in response to comments from Highways and Waste, this was amended so that refuse for this plot is collected from Hillside. Refuse collection from plot 24c is undertaken from Shrewsbury Road, which is considered to be acceptable. Refuse storage areas are situated internally within each of the buildings.
22. The new road connection through the site between Johnson Road and Shakespeare Road and the footway connections are welcomed. Amendments to the kerb radii on the inside of the bend in the road were requested by Highways and revised drawings have been submitted demonstrating this. Highways have commented that the revisions are acceptable. The new road, footways and parking bays will all need to be adopted as public highway through a Section 38 agreement (of the Highways Act).
23. The application has been accompanied by a Transport statement and a draft Travel Plan. The level of traffic anticipated within the Transport Statement is not considered sufficient to have a noticeable impact on the local road network. However, the draft Travel Plan has failed to achieve a PASS rating, due mainly to shortcomings in the proposed targets. Highways have recommended that a revised Travel Plan is submitted and your officers have included this within the Section 106 Heads of Terms.

Air Quality

24. 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. Levels of NO₂ are approaching the air

quality standards for NO₂ at the proposed units that are close to the Hillside. However, mechanical air inlets for the homes are to be situated on the roof to improve air quality for those homes. Measures to mitigate against the potential impacts of air quality during construction are to be implemented. Environmental Health have recommended that conditions are attached regarding NO_x levels for boilers and measures to mitigate against the air quality impacts during construction.

Noise

25. 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 for some future residents and recommends measures such as the inclusion of suitable glazing and ventilation systems with heat recovery so windows can be kept closed if needs be. Your officers accordingly recommend that a condition is attached regarding the noise mitigation measures.

Contamination

26. A site investigation has been submitted for this development. The submitted investigation discovered a hot spot of elevated lead (human health concern) and elevated levels of zinc (which may impact plant growth). Environmental Health / Safer Streets therefore recommend that a remediation strategy is secured through condition to ensure that the soil in the landscaped areas is suitable for use.

Summary

27. The proposal looks to provide 47 homes within the former Stonebridge Regeneration Area. The building within Plot 22 front Hillside and the adjoining open spaces and are urban in its character, reinforces the street frontage and provides natural surveillance of the adjoining open space. While the rear block (Plot 22) looks to emulate the form and massing of the blocks of flats that are situated on many street corners within the Stonebridge Regeneration Area. The proposal is considered to exceed the minimum levels of parking considered necessary for this location but remain sufficiently below the maximum parking standards. Cycle parking is in accordance with the Council's standards. The provision of amenity and play space falls below Council and Mayor of London Standards so Section 106 contributions have been sought to mitigate against the impacts of this on the local open spaces in the vicinity.

28. Your officers consider that the scheme is acceptable and recommend that planning permission is granted subject to conditions and a Section 106 agreement.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

National Planning Policy Framework
London Plan 2011
Brent Local Development Framework Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

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):

001
003 Rev P1

009 Rev P1
010 Rev P2
011 Rev P2
012 Rev P2
013 Rev P2
014 Rev P2
015 Rev P2
016 Rev P2
018 Rev P1
020 Rev P2
021 Rev P2
022 Rev P2
1000 Rev P2

Supporting reports:

Air Quality Assessment by Phlorum dated May 2013
CSH Pre-assessment summary report by Max Fordham dated 21 Feb 2013
Design and access statement dated May 2013
SUDS Strategy
Phase 1 habitat report
Internal daylight assessment by NRG Consulting dated 8 May 2013
Phase 1 habitat survey and Code For Sustainable Homes Assessment by Applied Ecology Ltd dated April 2013
Planning supporting statement
Interpretative report by RSA Geotechnics Ltd dated May 2013
Noise impact assessment revision B by Max Fordham dated 10 May 2013
Arboricultural Survey: Stonebridge Sites 22b and 24c by ACS Consulting dated 10 April 2013
Sustainability and energy statement revision B by Max Fordham dated 10 May 2013
Sustainable development checklist dated 9 May 2013
Transport statement by Mayer Brown Limited dated May 2013

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) 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 new roads and footways connecting Shrewsbury and Johnson Roads within the site boundary under an Agreement pursuant to Section 38 of the Highways Act 1980 in general accordance with drawing no. 010 Rev 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.

- (5) 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 on the Superstructure of the building 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.

- (6) 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 prior to commencement of any works on the Superstructure of the building 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;
- 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) 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.

- (7) Detailed drawings which show the layout of cycle storage areas and types of cycle stands shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development and the development shall be carried out in full accordance with the approved details prior to first occupation 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.

- (8) 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 piling of foundations and the development shall be carried out in full accordance with the approved details prior to occupation.

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.

- (9) Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority in prior to the commencement of any works on the Superstructure and the approved details shall be implemented in full prior to occupation 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.

- (10) A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the flats hereby approved demonstrating that the on-site soil quality is suitable for use. The report shall verify that soil remediation has been carried out in accordance with a remediation scheme agreed with Brent Council's Safer Streets service and that any imported soil is suitable for use.

Reason: To ensure that the development does not pose a risk to end users

- (11) 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, or other such level as is agreed in writing by the Local Planning Authority. The approved details shall be implemented.

Reason: To protect local air quality.

- (12) 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 LAeq, 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); LAmax 45 dB (night 23:00 – 07:00) should not normally be exceeded |

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.

- (13) 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.

- (14) Details of any air-conditioning, ventilation and flue extraction systems including particulars of noise levels, any associated noise mitigation measures and locations and design of ducts, flues and intake/termination points shall be submitted to and approved in writing by the Local Planning Authority before any works commence on the Superstructure. The approved details shall thereafter be fully implemented.

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

- (15) Works shall not commence on the Superstructure unless 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.

- (16) Prior to first occupation of the development, confirmation that all dwellings have been built to the Lifetime Homes standard and 5 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.

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