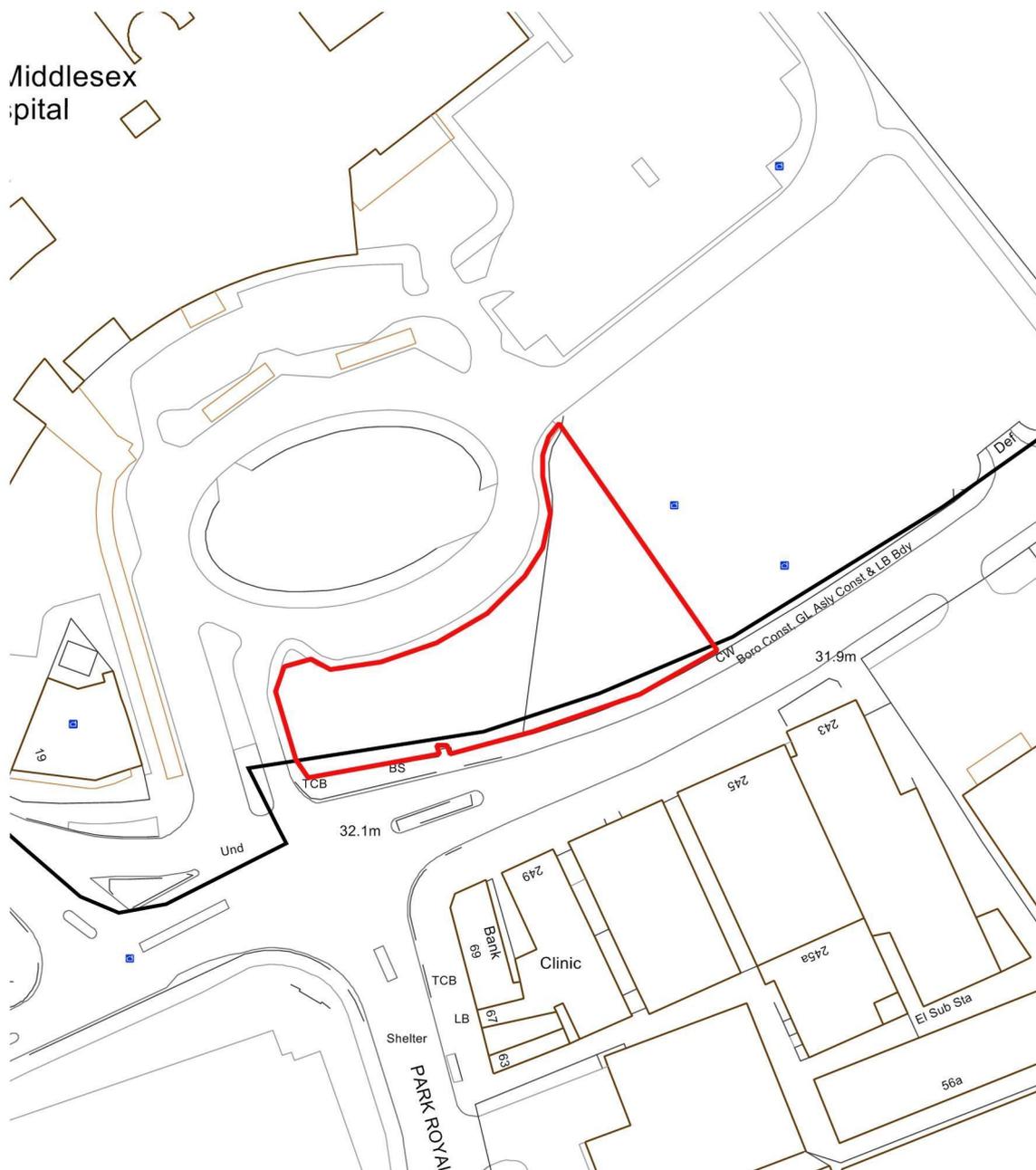


 **Planning Committee Map**
Site address: Land next to Victoria Centre, Acton Lane, London
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This map is indicative only.

RECEIVED: 27 September, 2013

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Land next to Victoria Centre, Acton Lane, London

PROPOSAL: Erection of 9-storey building comprising 99 units of Extra Care Accommodation (Use Class C3(B)) with ancillary facilities, 754 square metres of Use Class A1/A3 Floorspace at ground floor, ancillary car parking and landscaping.

APPLICANT: ASRA Housing Association

CONTACT: CgMs Ltd

PLAN NO'S:
See condition 2.

RECOMMENDATION

To resolve to grant outline planning permission subject to referral to the Mayor of London and 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. All of the residential units (Use Class C3) shall be delivered as Affordable homes and shall be subject to an Affordable Housing nominations agreement that shall be submitted to and approved in writing prior to first occupation and may thereafter be amended through agreement by the Council.
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. This shall demonstrate:
 - a. How the development will achieve a minimum of BREEAM "Excellent" (submission of a design stage assessment by a BRE approved inspector) in relation to the non-residential unit(s) or Code for Sustainable Homes Level 3 in relation to residential homes (Use Class C3);
 - b. How the indicated Brent Sustainability Checklist measures will be implemented within the scheme (or other such measures approved by the Council which meet a level of at least 50%).
 - c. The incorporation of Combined Heat and Power;
 - d. How the scheme will achieve a minimum CO2 reduction of 25 % from 2010 TER (regulated) including a minimum of reduction of 20 % through on-site renewables (after "be lean" and "be clean" measures have been applied) or other such revised measures as approved by the Council which achieve the same levels of CO2 reduction;
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 and completion certificates) shall be submitted on the scheme as built, to verify the achievement of at least BREEAM "Excellent" and Code for Sustainable Homes Level 3.
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:
 - e. the submission and approval in writing by the Local Planning Authority of measures to

- remedy the omission; or, if this is not feasible,
- f. 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. Training and employment
- g. To prepare and gain approval of a Employment, Enterprise and Training Plan prior to commencement and to implement the Plan
 - h. To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
 - i. To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
 - j. From material start, to provide monthly verification of the number of Brent Residents employed or provided training during construction and if the above targets are not being met, to implement measures to achieve them
 - k. Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the London Plan 2011, Local Development Framework Core Strategy 2010, Unitary Development Plan 2004 and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

Community Infrastructure Levy

A CIL liability notice will be generated for this proposal and the figures shown in this report reflect the total floorspace of the development. However, the extra-care housing component of the scheme will be Affordable Housing and will be eligible for the CIL Social Housing exemption. The retail units on the ground floor on the ground floor are the only element of the scheme that is likely to be CIL liable.

EXISTING

The subject site is situated adjacent to the Central Middlesex Hospital in Park Royal. It is situated near to but not within the designated Park Royal Strategic Industrial Location. It forms a part of a site for which planning permission was granted for the construction of three linked buildings comprising care facilities with retail / food and beverage units on the ground floor. The central building that was approved through that consent adjoins this site and has recently been completed (The Victoria Centre). The Victoria Centre consists of a care home with ancillary facilities.

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	shops	
2	restaurants and cafes	
3	dwelling houses	

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0		0	374	374
2	0		0	374	374
3	0		0	8664	8664

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
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PROPOSAL

See above.

HISTORY

As discussed above, planning permission was granted for the redevelopment of this site to provide 17,842 square metres of care floorspace within three linked buildings with retail and/or food and beverage floorspace at ground floor level.

Works commenced and have now been completed on the central plot (the Victoria Centre) and the remaining two plots could still be constructed pursuant to this planning consent.

10/2164 – Granted 29 November 2010

Erection of 3 linked buildings for mixed-use development on land next to Central Middlesex Hospital, to provide 891m² of retail/food & drink (Use Class A1 or A3) and 17,842m² of care & treatment or secure hospital floorspace (Use Class C2/C2A – residential institutions or secure residential institutions), with formation of refuse storage, loading bay, cycle storage, car-parking and associated landscaping and subject to a Deed of Agreement dated 25th November 2010 under Section 106 of the Town and Country Planning Act 1990, as amended

POLICY CONSIDERATIONS

NATIONAL

National Planning Policy Framework

REGIONAL

The Mayor of London

The London Plan 2011

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

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 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
- 5.13 Sustainable Drainage
- 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
- 7.15 Reducing Noise

They Mayor's Transport Strategy
Supplementary Planning Guidance – Sustainable Design and Construction (May 2006)
Supplementary Planning Guidance – Accessible London: Achieving an Inclusive Environment (April 2004)

LOCAL

Brent Local Development Framework Core Strategy 2010

CP 1 Spatial Development Strategy
CP2 Population and Housing Growth
CP3 Commercial Regeneration
CP5 Placemaking
CP6 Design and Density in Placemaking
CP12 Park Royal
CP15 Infrastructure to Support Development
CP16 Town Centres and the Sequential Approach to Development
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
H12 Residential Quality Layout Considerations
H13 Residential Density
H14 Minimum Residential Density
H22 Protection of Residential Amenity
EP2 Noise and Vibration
EP3 Local air quality management
EP5 Development affecting existing potentially polluting development
EP6 Contaminated land
EP15 Infrastructure
TRN2 Public transport integration
TRN3 Environmental Impact of Traffic
TRN4 Measures to make transport impact acceptable
TRN10 Walkable environments
TRN11 The London Cycle Network
TRN22 Parking Standards – Non-Residential Developments
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
SH10 Food and Drink (A3) Uses
SH11 Conditions for A3 Uses
SH19 Rear servicing

Brent Council Supplementary Planning Guidance and Documents

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 energy assessment that was initially submitted proposed that the London Plan carbon reduction targets are achieved through the use of building fabric measures (e.g. insulation and air tightness) together with PV panel on the roof. Space and water heating was to be electric.

The applicant has now submitted a revised energy assessment which proposes that a 25.9% reduction in CO2 from 2010 Building Regulations target emission rate will be achieved through fabric measures, the incorporation of a 15kWe CHP engine and 67 square metres (11kW) of photo voltaic (PV) panels, which corresponds to a 6.6 % reduction in CO2 through on-site renewables after fabric measures and CHP have been taken into account. While the reduction through on-site renewables is below the 20 % London Plan Target, this is considered to be acceptable given that the scheme meets the overall target for CO2 reduction of 25 %. The energy statement also confirms that the communal heating system allows for the connection to a district wide heating system should one be delivered in the future. Whilst the Council does not have any plans to seek the introduction of a district wide heat network in this location at present, the fact that it could be connected is considered to be positive in terms of the sustainability of the scheme.

The submission also confirms that the scheme will achieve a minimum score of 50 % on the Council's TP6 Sustainability Checklist and will achieve a Code for Sustainable Homes Level 3.

CONSULTATION

Letters sent: 30 September & 2 October 2013
Site Notices: 3 October 2013
Press Notice: 10 October 2013

Letters were sent to 9 adjoining and nearby owners and occupiers.
No letters of objection were received from third parties.

Internal consultees:

Safer Streets / Environmental Health:

No objection. Conditions are recommended relating to air quality, plant noise, the submission of an updated noise assessment, extraction for cooking (e.g. restaurant) and the approval of a Construction Method Statement.

Highways:

No objections on highways grounds subject to the renewal of the obligations secured through the previous consent, including the Travel Plan and highways works (including the offering of land within the site frontage for adoption).

The comments from Highways are discussed in more detail within the Remarks section of this report.

External consultees:

The Greater London Authority

London Plan policies on housing, inclusive access, sustainable development and transport are relevant to this application. While the application is broadly acceptable in strategic planning terms, on balance, the application does not yet comply with the London Plan.

- Housing: Considering the extra care nature of the housing, the proposals comply with London Plan housing policies.
- Inclusive Access: Further information is required on compliance with Lifetime Homes Standards, wheelchair accessibility and blue badge parking;
- Sustainable development: Further information and revision of the energy strategy, and further information on surface water management is required.
- Transport: Further information is required in relation to blue badge parking, electric vehicle charging points, cycle parking, PERS audit, Travel Plan, Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP)

Ealing Council

No objection.

Thames Water

No objection. Informatives are recommended.

REMARKS

1. The applicant, ASRA Housing Association, is looking to deliver a development which in many respects represents a variation of the approved scheme. The physical appearance of the building is identical to that previously approved. However, the extra care housing that is now proposed falls within Use Class C3(b) whereas the previous consent granted approval for a care facility within Use Class C2 or C2A. The envelope of the proposed building is the same as that previously approved, with the elevations that have been submitted being identical to those previously approved. However, the internal layout of the upper floors is different, with the proposal representing a number of self contained residential units (homes) with

communal facilities. Given that the approved scheme has not been built out (with respect to this plot), the applicant submitted a new full planning application rather than an application for a change of use.

General principle of the uses

2. The subject site is situated an area that is known as the “Heart of Park Royal”. It is situated next to Central Middlesex Hospital, the Asda store and other local shops. It is not within a designated Significant Industrial Location, but is in close proximity to such land. The extant consent granted permission for care and treatment floorspace on this and the adjoining sites. The rationale for that decision was partially based on the proximity to the hospital and the synergy that the proposed use had with the hospital.
3. While the proposed use falls within Use Class C3 (dwellinghouses), the applicant proposes to restrict this to C3(B) which relates to dwelling houses where care is provided for residents. The applicant has proposed that all of the units will be provided as Affordable Housing and that they will enter into a nominations agreement which prioritises those in need of greater levels of care. As such, your officers consider that the use that is now proposed also benefits from its proximity to the hospital. There is also a known need for Affordable extra-care housing within the Borough and the proposal will therefore provide a significant contribution towards addressing that need.
4. The Council's planning policies also look at the potential that the approval of sensitive uses that are close to existing polluting uses (e.g. noise pollution) may affect the viability of those uses. Park Royal is the largest Industrial Location within the Borough and any proposals that affect its viability may be harmful to employment provision within the borough. However, the proposed use is no more sensitive to the use that was previously approved. The previous consent was required to be designed to ensure that the future occupants were not significantly affected by the nearby industrial land. Safer Streets have recommended that a condition is attached which requires the approval of an updated noise assessment which examines current noise levels and proposes any measures that are required to ensure that the proposed uses will not be unduly affected by the nearby industrial land.
5. Your officers consider that the use will meet an identified need and is acceptable within this location given the restrictions on the use that have been proposed and the measures that are recommended to be secured through condition.
6. The commercial uses (flexible use within Use Class A1 and A3) were approved within the previous scheme and are still considered to be acceptable given their scale and the “Heart of Park Royal” location.

Layout, scale, massing and design

7. The scale, design and massing of the building do not differ from that of the extant consent and as such, this will not be discussed in detail within this report. The design of the building is considered to be acceptable and of considerably higher quality than the majority of the surrounding buildings. The internal layout is very similar to that previously approved, but not identical. Differences are minor, with retail / food and beverage uses on the ground floor together with the reception for the extra-care facility and the extra-care units and communal facilities on the upper floors.

Mix and quality of residential accommodation

8. The proposal includes 84 1-bedroom 2-person extra care units and 15 2-bedroom 3-person units. All units are to be built to Lifetime Homes standards and wheelchair accessible. Within standard housing schemes your officers would normally seek a higher proportion of 2-bedroom units and the inclusion of 3-bedroom units. However, the units are proposed as Affordable extra-care accommodation and the mix of units reflects the known demand for such units. As such, the proposed mix is considered to be acceptable.
9. No balconies have been proposed for the units and external amenity space is primarily provided on a 462 square metre communal roof terrace. This is significantly below the level suggested within SPG17. However, this is considered to be acceptable given the extra-care nature of the use. Play space has not been provided within the scheme. Again, this is acceptable given the nature of the use.
10. Many of the units only have a single aspect. However, they face north-west or south-east and as such, are not north facing. All units will exceed the London Plan minimum floorspace standards.
11. The GLA requested further information regarding the accessibility of units. This information has been provided and the GLA have commented that they are satisfied that the proposal meets the relevant requirements.

Highways

12. The proposal includes a total of 9 parking spaces, including two suitable for blue badge use. This is marginally below the maximum parking standards which would allow up to 13 spaces. The proposed level of parking is considered to be sufficient whilst remaining below the maximum standards and thus is considered to be acceptable. However, the GLA have commented that all parking should be provided as "blue badge" spaces. This would result in the loss of 2 parking spaces, reducing the total to 9 spaces. This is considered to be acceptable and it is recommended that the revised parking layout is secured through condition.
13. The proposal includes a total of 17 cycle parking spaces. Whilst below the normal levels for residential units, this is considered to be acceptable given the extra-care nature of the use.
14. No alterations are proposed to the vehicular or pedestrian access arrangements from those previously approved.
15. The GLA have requested that a PERS (Pedestrian Environment Review System) audit is undertaken. The applicant has confirmed that this will be submitted shortly. It will be discussed within the Supplementary Report.
16. Highways have recommended that a condition is attached which requires the implementation of the Travel Plan that was recently approved pursuant to the extant consent for the site (reference B6210 Rev A) and to secure the provision of the land to the front of the site to widen the public highway under a section 38/278 Agreement. The GLA have requested that a Construction Logistics Plan and Delivery and Servicing Plan are secured through condition. The GLA have also requested details of electric car charging points which are required at a rate of 20 % active and 20 % passive. It is also recommended that this is secured through condition.

Air Quality, Noise and Contamination

17. With regard to air quality, Safer Streets have recommended that conditions are attached in relation to the air quality implications of the CHP engine together with a Construction Method Statement. They also recommend that an updated noise assessment is secured through condition to ensure that internal noise levels are acceptable for future residents. Conditions have also been recommended regarding noise levels for building plant together with details of extraction systems for any commercial kitchen(s). Remediation of the land has already been undertaken as a part of the extant consent and Safer Streets have advised that no further remediation is necessary.

Surface Water

18. The GLA also requested further information regarding measures to reduce surface water run-off. The applicant has confirmed that they are compiling further proposals for this and the information will be submitted shortly. It will be discussed within the Supplementary Report.

Summary

19. The proposal largely reflects the extant consent relating to this site which can still be implemented. The design, massing and appearance of the building is identical to that approved while the layout is very similar. The key difference between the extant consent and the current proposal is the use of the upper floors. This application proposes a different use on the upper floors of the building, with Affordable "extra-care" housing within Use Class C3(B) instead of care and treatment within Use Class C2/C2A. The proposed Affordable "extra-care" housing will meet an identified need in the borough and will benefit from its proximity to the hospital. The proposed use is considered to be acceptable in this location and your officers recommend that the Planning Committee resolve to grant planning permission subject to the completion of a Section 106 and the Stage 2 referral to the Mayor of London.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

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

CONDITIONS/REASONS:

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

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

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

5213-S06 Rev C
5213-S07 Rev B
5213-S08 Rev C
5213-S09 Rev B
5213-S10 Rev A
5213-S11 Rev A
5213-S14 Rev C
050_030_revA
050_031_revA
S106_003

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

- (3) All parking spaces, turning areas, loading bays, access roads and footways shall be constructed and permanently marked out prior to commencement of use of each phase of the development as approved by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety within the site and along the neighbouring highway.

- (4) The loading area(s) indicated on the approved plan(s) shall be maintained free from obstruction and not used for storage purposes (whether temporary or permanent) unless prior written approval has been obtained from the Local Planning Authority. Suitable arrangements shall be made and agreed in writing by the Local Planning Authority for the storage and disposal of rubbish and waste. All loading and unloading of goods and materials, including fuel, shall, unless otherwise agreed by the Local Planning Authority, be carried out entirely within the curtilage of the property.

Reason: To ensure that vehicles waiting or being loaded or unloaded are parked in loading areas, so as not to interfere with the free passage of vehicles or pedestrians within the site and along the public highway.

- (5) Notwithstanding the provisions of the Town & Country Planning (Use Classes Order) 1987, as amended, residential dwellings hereby permitted shall only be used for purposes within Use Class C3(B) and for no other purposes within Use Class C3 of the schedule to the Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason: To ensure that the use remains appropriate for the building and site location and to ensure that the standards applied to the consideration of the approved development are maintained in connection with the completed development so approved.

- (6) Each phase of the development, as hereby permitted, shall not commence until further details of the following have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority:

i) infrastructure, including any roads, parking spaces, servicing areas, footpaths, street

furniture, including visitor cycle-parking spaces and planters;
ii) foul and surface water drainage;
iii) footpath layout including surface treatments;

The approved details shall be implemented in full.

Reason: In order to ensure a satisfactory development.

- (7) The cycle parking spaces shall be provided prior to first occupation of the development hereby approved and shall thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory facilities for cyclists.

- (8) A scheme of sound-insulation and ventilation for the building shall be submitted to and approved in writing by the Local Planning Authority prior to the piling of foundations for the development hereby approved and the approved scheme shall be implemented.

Reason: To safeguard the amenities of future occupiers.

- (9) The accommodation shall be designed to meet the acoustic criteria specified within the Department of Health's document: 'Health Technical Memorandum 08-01: Acoustics (2013)'. A test shall be carried out prior to first occupation of the units to demonstrate that the required internal noise levels have been met. Unless otherwise agreed in writing, the results of the test shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the units hereby approved.

Reason: To obtain required sound insulation and prevent noise nuisance

- (10) The development hereby approved shall not be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. The Delivery and Servicing Plan shall thereafter be implemented in full unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development that does not affect the free and safe flow of traffic.

- (11) Details of materials for all external surfaces of the buildings and all other external works shall be submitted to and approved in writing by the Local Planning Authority prior to the piling of foundations and the works shall be carried out in accordance with the approved details.

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

- (12) A scheme for the landscape works and treatment of the surroundings of the proposed development and the roof gardens/terraces (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to the piling of foundations. 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 the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) the identification and protection of existing trees and shrubs not directly affected by the building works and which are to be retained;
- (b) proposed walls, fences or other means of enclosure, indicating materials and heights;
- (c) areas of hard landscape works and proposed materials;
- (d) the detailing and provision of green or brown roofs/amenity roofs;
- (e) details of the proposed arrangements for the maintenance of the landscape works.

Any tree or shrub 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 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 to ensure that it enhances the visual amenity of the area.

- (13) Prior to the commencement of works, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development carried out in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway free-flow and safety.

- (14) Details of external lighting shall be submitted to and approved in writing by the Local Planning Authority, prior to the piling of foundations and the approved details shall be implemented in full.

Reason: In the interests of safety, amenity and convenience and in the interests of the amenities of the adjoining residents.

- (15) No impact piling shall take place unless a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure and the programme for the works) has been submitted to and approved by the Local Planning Authority in consultation with the relevant water or sewerage undertaker. Any piling must thereafter be undertaken in accordance with the approved details.

Reason: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- (16) Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be at least 10 dB below the measured background noise level when measured at the nearest noise sensitive premises. The method of assessment should be carried in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. It should be assumed that each item of plant incurs a +5dB(A) penalty to account for tonal qualities.

An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted and approved in writing by the Local Planning Authority prior to the installation of the plant. The plant shall thereafter be installed and maintained in accordance with the approved details

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2

- (17) Unless otherwise agreed in writing by the Local Planning Authority, a revised parking layout demonstrating that all parking spaces shall be provided as blue badge spaces shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented prior to first occupation of the building hereby approved.

Reasons: To ensure the development is sufficiently accessible.

- (18) Unless otherwise agreed in writing, prior to the installation of any CHP engine an Air Quality Impact Assessment demonstrating that the proposed CHP unit shall have no more than an imperceptible impact on neighbouring residents shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect local air quality, in accordance with Brent Policies EP3 and EP4

- (19) Details of the extract ventilation system and odour control equipment for the commercial kitchen, including all details of external ducting, must be submitted to and approved in writing by the Local Planning Authority prior to installation. The approved details shall thereafter be installed prior to the use of the relevant part of the building and the equipment shall be operated at all times during the operating hours of the use and maintained in accordance with

the manufacturer's instructions.

Reason: To protect the amenity of nearby residents

- (20) Prior to the commencement of the development a Construction Method Statement shall be submitted to and approved by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development and the approved Statement shall thereafter be implemented.

Reason: to safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- (21) Confirmation that all units have been provided to the Lifetime Homes Standards and as Wheelchair accessible units shall be submitted to the Local Planning Authority prior to first occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.
- (22) The development hereby approved shall be subject to the provisions, measures and requirements set out within the Travel Plan dated April 2013 (reference: B6210 Rev A) submitted pursuant to the Section 106 agreement relating to planning consent reference 10/2164 unless an alternative Travel Plan is submitted to and approved in writing by the Local Planning Authority and that Travel Plan is thereafter implemented in full.

Reason: To ensure a sustainable development and in the interest of the free and safe flow of traffic on the local highway network.

INFORMATIVES:

- (1) Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact David Glover, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5344