

**Committee Report**  
**Planning Committee on 20 July, 2010**

**Item No.** 2/01  
**Case No.** 10/0949

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**RECEIVED:** 5 May, 2010

**WARD:** Kensal Green

**PLANNING AREA:** Harlesden Consultative Forum

**LOCATION:** ELMWOOD HOUSE, Harlesden Road, London

**PROPOSAL:** Demolition of existing three-storey building and erection of new part four-, part five- and part six-storey building comprising 38 flats (8 one-bedroom, 18 two-bedroom, 12 three-bedroom, all affordable), with private amenity space at lower ground-floor level, terrace areas and balconies at upper-floor levels, 25 off-street parking spaces, communal garden, play space and associated landscaping to site

**APPLICANT:** Network Housing Group

**CONTACT:** Stephen Davy Peter Smith Architects Ltd

**PLAN NO'S:**  
See condition 2

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**RECOMMENDATION**

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Director of Environmental Services to agree the exact terms thereof on advice from the Borough Solicitor

**SECTION 106 DETAILS**

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
  - Affordable Housing (100%)
  - A contribution of £192,000 (£2.4k per additional AH bedroom), index-linked from the date of Committee and due on Material Start to be used for the provision of education/training, sustainable transportation, open space and sports within the local area
  - Sustainability - submission and compliance with the Sustainability check-list, ensuring a minimum of 50% score is achieved and Code for Sustainable Homes Level 3 in addition to adhering to the Demolition Protocol, with compensation should it not be delivered.
  - Offset 20% of the site's carbon emissions through on-site renewable generation. If proven to the Council's satisfaction that it's unfeasible, provide it off site through an in-lieu payment to the council who will provide that level of offset renewable generation.
  - Join and adhere to the Considerate Contractors scheme.
  - The provision of a pedestrian footpath to provide access to the Furness Road allotments
- And, to authorise the Director of Environment and Culture, 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 by 4 August 2010.

## **EXISTING**

The application site, an irregular shaped plot with an area of approximately 0.19 hectares, lies on the north-western side of Harlesden Road opposite the Cardinal Hinsley RC Boys High School. The site is bounded to the north by Willesden Ambulance Station, to the north-west by the Roundwood Centre and to the south-west by residential properties at 178 – 212 Harlesden Road.

Constructed in the 1970s, the existing two and three-storey building on the application site has now been internally gutted and currently lies vacant. The building had previously comprised of 12 units at ground-floor level and 18 units at first-floor level for use as sheltered accommodation, with a warden's flat, a common room and a laundry room at first-floor level. At second floor level, the building had been occupied by three one-bedroom flats.

## **PROPOSAL**

Demolition of existing three-storey building and erection of new part four-, part five- and part six-storey building comprising 38 flats (8 one-bedroom, 18 two-bedroom, 12 three-bedroom, all affordable), with private amenity space at lower ground-floor level, terrace areas and balconies at upper-floor levels, 25 off-street parking spaces, communal garden, play space and associated landscaping to site

## **HISTORY**

Full planning permission (04/4123) was approved by Planning Committee in March 2005 for the demolition of the existing building and the erection of a part four-storey and part five-storey building comprising of 38 flats (8 one-bedroom flats, 14 two-bedroom flats, 12 three-bedroom flats and 4 two-bedroom flats for disabled residents), with basement-level parking and associated landscaping. Permission (04/4120) for demolition only was also approved at the same time.

However, the applicants have been unable to implement this previous permission, largely due to the fact that it has been discovered that there are a number of service mains crossing a part of the site which was to be built over. These service mains cannot be built over as this would prevent access for maintenance. The applicants have also identified a number of inaccuracies in the approved plans which would make it impossible for them to implement the approved development. The current application, for a similar form of development on the site, seeks to overcome these issues.

Other planning applications that have been made on the site include a grant of planning permission (01/0584) to retain replacement uPVC windows in 2002 and a refusal (02/0998) to grant permission for a change of use from sheltered housing for the elderly to temporary housing for homeless families in 2003. This application was refused primarily on the basis that it would result in a loss of permanent residential accommodation, although other reasons related to the location of the site away from any Town Centre, the insufficient amount of on-site amenity space for the numbers of residents proposed and poor pedestrian access arrangements, considered unacceptable for use as a hostel for homeless people.

## **POLICY CONSIDERATIONS**

### **London Borough of Brent Unitary Development Plan 2004**

The development plan for the purposes of S54A of the Town and Country Planning Act 1990 is the Adopted Brent Unitary Development Plan 2004. Within that plan the following list of policies are considered to be the most pertinent to the application.

### Part1

- STR 11 Which seeks to protect and enhance the quality and character of the Boroughs built and natural environment and resist proposals that have a harmful impact on the environment and amenities.
- STR14 New development will be expected to make a positive contribution to improving the quality of the urban environment.
- STR15 Major development should enhance the public realm, by creating or contributing to attractive and successful outdoor areas.
- STR20 Maximum reasonable proportion of affordable housing should be provided on sites over 10 units.

## Part 2

- BE1 Urban Design Statements
- BE2 Townscape: Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for Disabled people.
- BE5 Urban Clarity & Safety
- BE6 Public Realm: Landscape Design
- BE7 Public Realm: Streetscape
- BE9 Architectural Quality
- BE12 Sustainable Design Principles
- H9 Dwelling Mix
- H12 Residential Quality - Layout Considerations
- H13 Residential Density
- TRN3 Environmental Impact of Traffic
- TRN4 Measures to Make Transport Impact Acceptable
- TRN10 Walkable Environments
- TRN11 The London Cycle Network
- TRN23 Parking Standards – Residential Developments
- TRN34 Servicing in New Development
- TRN35 Transport Access for Disabled People and others with Mobility Difficulties
- PS14 Car Parking Standards – Residential Development
- PS15 Parking for Disabled People
- PS16 Bicycle Parking

## **London Borough of Brent Supplementary Planning Guidance**

Supplementary Planning Guidance 17:- Design Guide For New Development  
 Supplementary Planning Guidance 19:- Sustainable Design, Construction & Pollution Control  
 Supplementary Planning Document:- s106 Planning Obligations

## **The London Plan (Consolidated with Alterations since 2004)**

### **SUSTAINABILITY ASSESSMENT**

#### **SUSTAINABILITY CHECKLIST**

The application is a Major Case proposing in excess of 10 residential units and consequently reference needs to be had to the Council's SPG19. As such, the applicant has completed the Council's Sustainability Checklist which, following review by the Council's Sustainability Officer, achieves a score of 38.5%. At present the proposal therefore fails to exceed the Council's required score of 50% and the development would be likely to achieve a 'Fairly Positive' rating. However, the Council's Sustainability Officer has suggested a number of realistic measures that could be implemented by the applicant to raise the checklist score to in excess of 50%. As such, it is recommended that provided a sustainability checklist score of a minimum of 50% is secured by way of a s106 legal agreement that the development would realise the full sustainability benefits of the proposal.

## CODE FOR SUSTAINABLE HOMES

As the proposal is for social housing it is considered that the development would be required to reach a minimum of Level 3 under the Code for Sustainable Homes, if Homes and Communities Agency (HCA) funding is to be secured. This would also be required by the Planning Service and would be secured by way of a s106 agreement

## ENERGY ASSESSMENT

The London Plan adopts a presumption that developments will achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible. The development would generally seek to meet this target through the provision of PV panels on the roof of the building. The applicants have submitted an energy statement for the proposed development, which has been checked by the Council's Sustainability Officer. The statement confirms that the development would achieve a reduction in carbon dioxide emission of 21.8% which should be secured in s106 agreement.

## DRAINAGE & FLOODING

A flood risk assessment has been submitted as part of the application. The report concludes that as the site is not within a EA Flood Zone that there are no significant flood risks to the site. Surface water will be collected and attenuated in underground storage before discharging into the Thames Water surface water sewer.

## CONSULTATION

### EXTERNAL CONSULTATION

Consultation letters, dated 13th May 2010, were sent to Ward Councillors and 86 neighbouring owner/occupiers. Site notices, dated 14th May 2010, were posted outside of the site and a press notice was published on the 20th May 2010. No external representations were received in response to the consultation.

### INTERNAL CONSULTATION

#### URBAN DESIGN TEAM

Initial comments from the Council's Urban Design Team raised some concerns regarding proposed materials for external finishes and elevational design. These issues have been addressed by the applicant.

#### LANDSCAPE DESIGN TEAM

No objection to the development in principle although some concerns were raised regarding the quantity and quality of the landscape proposals originally submitted with the application. In response, and following a meeting with the Landscape Officers, the applicant has amended the landscaping proposals for the site.

#### TREE PROTECTION OFFICER

The Council's Tree Protection Officer has highlighted the issue that there are TPO trees on the adjoining site which will require protection during construction of the proposed development. The Tree Protection Officer has recommended that conditions be attached to any permission to ensure that the proposed development would not harm the health of these TPO trees.

#### TRANSPORTATION UNIT

No objection subject to the removal of three parking spaces to allow refuse vehicles to turn within the site and a s106 agreement securing a financial contribution towards non-car access improvements within the vicinity of the site. The proposals have been amended to reflect the comments of the Transportation Unit.

## ENVIRONMENTAL HEALTH

No objection to the proposal provided the development is carried out in compliance with Building Regulations in terms of noise insulation.

## PROPERTY & ASSET MANAGEMENT/ALLOTMENTS

No objection to the proposals provided that an pedestrian access route and two parking spaces can be secured for the allotment users.

## STREETCARE

No objection to the proposed arrangements for the storage and collection of refuse/recycling, subject to acceptable vehicle turning circles to be checked by the Council's Transportation Unit (see above).

## OTHER

### THAMES WATER

Have requested that an informative be placed on any permission regarding the water main crossing the site.

## REMARKS

### APPLICATION BACKGROUND

As discussed in the 'History' section of this report, the current application seeks to address issues that have prevented the implementation of a previous permission for a similar development on the site. The current proposal seeks to provide the same quantity and mixture of units as the previously approved scheme but within a different building with a reduced footprint. In order to compensate for this reduced footprint whilst maintaining the dwelling composition, other physical changes have been incorporated into the current proposal including the introduction of a part sixth-storey and the replacement of basement parking with undercroft parking to the rear to allow six units to be located towards the front of the lower ground floor. Despite the differences in the form of the building it should be noted that there are still a number of similarities between the current and previous scheme which should be afforded some weight in the determination of the current application. For example the previous application established the principle of providing permanent affordable residential accommodation on a site previously used to provide sheltered accommodation. However, whilst some regard should be had for these similarities, it is clear that the current scheme constitutes a different form of development from that previously approved and there are many aspects of the current proposal that should be determined entirely on their own merits

## HOUSING ISSUES

### AFFORDABLE HOUSING

The scheme proposes to provide 100% affordable accommodation with all of the 38 flats to be let on a social rented basis through Stadium Housing Association. Policy STR20 of the UDP requires that housing developments capable of providing 10 or more units should provide the maximum reasonable proportion of affordable housing on site. The London Plan seeks to achieve a minimum of 50% affordable housing on sites of this nature. UDP policies and the London Plan strategy are elaborated in respective Supplementary Planning Guidance, but it is clear that any housing scheme proposing 100% affordable accommodation on a site is acceptable in policy terms.

### UNIT MIX

The proposed development would consist of the following unit mix.

Property Size	Total
1 bed (2 person)	8 (21%)
2 bed (3 person)	14 (37%)
2 bed (3 person w/c*)	4 (10.5%)
3 bed	12 (31.5%)

\*wheelchair accessible unit

Policy CP21 of the Council's Core Strategy sets out to provide a balance housing stock for the Borough and, in particular emphasis is placed on addressing the acute shortage of family sized accommodation (units with 3+ bedrooms). In this case, almost one third of the proposed units would be considered suitable for providing family sized accommodation. As such, the proposal is considered to respond appropriately to Brent's wider housing needs, including the desire for affordable family sized units.

## URBAN DESIGN

### CONTEXT

The surrounding area consists of various forms of development and is not defined by buildings of a consistent character. The existing three-storey building on site lies at the end of a terrace of four-storey flats, which continues around the corner of Harlesden Road and Longstone Avenue. Cardinal Hinsley RC Boys High School, a four storey building, is situated towards the south -east on the other side of Harlesden Road. Towards the north-east, the adjoining Ambulance Station is currently occupied by a one and a half storey building although planning permission has recently been granted for the demolition of this structure and the erection of a five-storey residential building. Beyond this lies Larix Court, a three-storey residential block with a pitched roof. In general, despite the variety of architectural styles present, there is an established rhythm of development of four-storeys within the area.

### SCALE & MASSING

The proposed building has been designed to provide a continuation of the four-storey building height where it adjoins the existing terrace of properties along Harlesden Road. The building would then step up to five, and then six, storeys as the building moves away from the adjoining terrace. Matching the height where the proposed building adjoins the existing terrace helps to provide a transition between the scale of the existing streetscene and the taller elements of the proposed building. The sixth-storey of the proposed building would be set back from the main building frontage by approximately 8m which would ensure that it appears subsidiary to the main bulk of the building. The sympathetic siting of the six-storey would help to reduce the perceived massing of the proposed building, to that resembling a five-storey building, when viewed from the street. Although it is acknowledged that in fact the proposed building would be taller than any other building in the surrounding area it is considered that the design measures that have been incorporated, including the stepped building heights and the siting of the sixth-storey, would result in a building of a scale that is compatible with the pattern of development within the surrounding area.

### ELEVATIONAL DESIGN

The facade of the proposed development would be unashamedly modern which within the context of the surrounding area is considered appropriate. The elevations are generally well considered incorporating elements of vertical emphasis which help establish an appropriate rhythm within the streetscene and reduce the perceived scale of the buildings. The elevations are also treated with a number of well proportioned windows and balconies which would add visual interest.

In terms of materials, the building elevations will be predominately finished externally with a

mixture of terracotta cladding and brown brick work. The sixth-storey would be finished externally with white render to lighten its appearance and emphasize its subsidiarity. The proposed balconies will be enclosed with textured glass balustrades. The proposed windows, many of which would be full height, would be constructed from an aluminium/timber composite. Where the full height windows are fixed the lower portions would be screened by several rows of terracotta tubes which would complement the proposed terracotta cladding. Whilst the proposed materials appear to be acceptable in principle, to ensure sufficient quality a condition should be attached to any permission requiring the submission of samples for approval.

## **SITE LAYOUT, ACCESSIBILITY & ALLOTMENT ACCESS**

The proposed development would comprise of a single block, with the main residential entrance within the frontage, along Harlesden Road. The on-site parking would be provided towards the rear of the site, which is welcomed in streetscene terms, and would be accessed by an existing service road which leads to Longstone Avenue. Access between floors would be provided by a single core consisting of a stairway and lift although access controls will be provided to subdivide the building into separate areas with no more than a maximum of 8-10 units per area. The applicants have discussed the proposals with the Crime Prevention Design Advisor and the proposed development is to comply with Secure By Design Standards.

All of the proposed units have been designed to be 100% Lifetime Homes compliant and in excess of 10% of the proposed units would be suitable for wheelchair access having been designed to meet the requirements of the Wheelchair Housing Design Guide. This is compliant with the London Plan target, set out in policy 3A.5 of the London Plan, that all new homes should be Lifetime Homes compliant and that at least 10% of all new housing should be wheelchair accessible.

At present, there is a private pedestrian access through the site to allotments at the rear. The impact on the access to the allotments during demolition/construction was considered as part of the approved scheme and a condition was imposed that the applicant should provide a written statement of such arrangements for agreement with the Planning Service. Although this permission cannot be implemented that applicant did provide a written statement regarding access to the allotments to the rear of the site during demolition and construction and this condition was discharged (09/3312). The approved written statement details discussions between the applicant and the allotment holders and an agreed method of work. One allotment holder is likely to be affected during the demolition work and has agreed not to use the allotment whilst works are being carried out. Access to the allotments will be maintained through the neighbouring community centre. The applicant has agreed to survey the closest allotments prior to the commencement of works and will provide compensation for any damage that occurs. As these details have already been agreed with the Planning Service, it is considered that should the current application be approved that a condition should be imposed referring back to, and securing, the previous agreement to ensure adequate access arrangements during demolition/construction.

In the longer term, the proposed development would include the provision of a new footpath providing pedestrian access for users of the allotment. This footpath would run along the north and eastern edge of the site. In addition the applicants have also agreed to make two parking spaces available for use by users of the allotments. Overall, despite some short term inconvenience, it is considered that the proposed development would improve on existing access arrangements for allotment users in the future.

## **LANDSCAPING**

### **TPO TREES**

Whilst there are no significant existing landscape features on the site, the Council's Tree Protection Officer has identified that there are TPO trees on the adjoining site which may be affected by the proposed development. In particular, there is a substantial weeping willow which would be located

approximately 6m from a new substation to be constructed on site. The applicant has supplied a Tree Survey and subsequent Methodology statement which set out how the proposed development will be carried out in such a way to ensure that the TPO tree remains unharmed. The proposed methodology has been inspected by the Council's Tree Protection Officer who is satisfied with the content of the proposed methodology. The Tree Protection Officer recommends that suitable conditions are attached to any permission to ensure that the works are carried out in accordance with the agreed methodology and under appropriate supervision.

**AMENITY SPACE & CHILDREN'S PLAY AREA**

Amenity space for the proposed development is provided in the form of a communal garden/play area and private gardens, balconies and terraces. The proposed communal garden/play area would have an area of approximately 145m<sup>2</sup>. The private balconies, terraces and gardens contribute a further 520.3m<sup>2</sup> of useable amenity space, taking the overall provision for the development to approximately 665.3m<sup>2</sup>. The guidance set out in SPG17 would require a total provision of 760m<sup>2</sup> (38x20m<sup>2</sup>) of amenity space.

Whilst, it is acknowledged that there is an overall deficit of 94.7m<sup>2</sup> of amenity space, it should be noted that the approved scheme also suffered from a similar deficit. In that case, the Officer referred to the factors set out in SPG17 that may be used to mitigate a deficiency in the overall quantity of amenity space (eg: larger flat sizes, proximity of Roundwood Park and S106 payments) and the same approach can be adopted here.

As discussed below, all of the proposed units exceed the minimum internal floorspace standards set out in SPG17 and all of the units have at least some form of private garden, terrace or balcony. The quantity and dimensions of these balconies have been increased by the applicant at the request of the Council's Landscape Design Team to ensure that they provide spaces that can be used to provide functional amenity space. It is also noted that the subject site is in close proximity to Roundwood Park and that financial contributions, which can be used in part to make public open space improvements, will be secured as part of any permission (see 's106 agreement')

On balance, giving consideration to the above factors, the development shows a proposal that would provide a reasonable range of useful, useable outside amenity areas to meet the likely differing demands of future residents. In order to ensure that these areas are suitably landscaped it is recommended that conditions are attached to any permission to ensure a high quality of landscape design. The development would be likely to afford future residents with a satisfactory standard of amenity.

**RESIDENTIAL QUALITY**

As Members will be aware, the Council's minimum internal floorspace standards are set out in section 3.5 of Brent's Supplementary Planning Guidance 17:- Design Guide For New Development. The table below sets out the average size of certain unit types within the proposed development.

<b>Property Size</b>	<b>Proposal Average (m<sup>2</sup>)</b>	<b>SPG17 (m<sup>2</sup>)</b>
1-bed	51.75	45
2-bed (3 person)	64.68	55
2-bed (3 person w/c)	77.5	65
3-bed	89.1	80

All of the proposed units would comfortably exceed the minimum standards set out in SPG17.



All proposed residential units are of an appropriate quality with good outlook and daylighting from most habitable room windows. Each unit has natural lighting to all rooms apart from the bathrooms and the kitchens to three of the three-bedroom flats. In order to compensate for the lack of direct lighting and outlook to these three kitchens, a wall opening has been provided to the adjoining area to alleviate this issue. Whilst, internal kitchens would not normally be accepted, given that this issue would only affect 8% of the units, that a wall opening would be provided and the fact that the previous approval include four internal kitchens, it is considered that, on balance, alone this issue would not justify refusal of the scheme. All units to the rear elevation will have an uninterrupted view of the sky, due to their position on an elevated site overlooking Roundwood Park and allotments to the north. All windows to the front elevation of the proposed building are situated at least 35 metres away from the school buildings at Cardinal Hinsley RC Boys High School and will benefit from sunlighting in the mornings.

Generally, there is an appropriate vertical stacking of the units, although there are a couple of areas between the lower ground and ground floors where differing room types overlap one another. However, as the units are all new-build, it is considered that an additional condition requiring enhanced soundproofing between units would be unnecessary in view of current Building Regulations requirements on sound deadening between units.

### **IMPACT ON ADJOINING OCCUPIERS**

Considering the proximity of the proposed development to the surrounding sites it is considered that the residential properties, adjoining the south-western side of the proposed building, are the only existing residential properties that are likely to experience any direct impacts from the proposed development. All other site are either non-residential or considered too far away from the subject site to be directly affected.

Where it adjoins the neighbouring properties the proposed building is to be located in a very similar position to the existing building on the site. The existing building on the site has an external stairwell which projects approximately 8m beyond the rear of the adjacent property at 178 Harlesden Road, a similar distance to the proposed building. Where it adjoins the neighbouring property the proposed building is of a similar scale to the previously approved scheme.

### **DAYLIGHT/SUNLIGHT & OUTLOOK**

The applicant has provided a daylight assessment report which examines the impact of the proposed development on the daylight and sunlight of the closest residential properties along Harlesden Road. The assessment methodology is based on the Building Research Establishment (BRE) guidelines on "Site Layout Planning for Daylight & Sunlight". The report concludes that the impact of the proposed development on the neighbouring properties would be small and in full compliance with the guidance on daylight and sunlight. The proposed development would also fully accord with BRE permanent overshadowing guidelines.

### **PRIVACY**

As there are no residential properties to the rear of the site it is not considered that any loss of privacy would occur. A number of secondary windows are proposed in the flank wall of the building facing the amenity area to the rear of the properties along Harlesden Road. These windows are primarily required to provide extra light to habitable rooms and can be conditioned to contain obscured glazing. At the opposite end of the building, facing the ambulance station, there are a number of habitable room windows and balconies which would face the site boundary at a distance of approximately 10-15m. Although not yet constructed, when considering the permission granted for a residential development on the ambulance station, it is considered that the distances between the habitable rooms and external terraces/balconies of each development would comply with the guidance contained in SPG17 in terms of maintaining privacy.

## **TRANSPORTATION**

### **CAR PARKING**

The subject site is located within Controlled Parking Zone "HW", operational between 8am and 6.30pm Monday to Saturdays with pay & display/residents permit holder bays along the site frontage. However, the site is located within an area of only moderate public transport accessibility (PTAL 2) and full maximum parking standards would apply. The maximum parking standard for the site is calculated as 48.8 spaces but considering that the accommodation provided will be 100% affordable the future demand from residents is expected to total around 50% of the maximum parking standard, which is 25 spaces. 25 parking spaces have been provided to the rear of the site. Two of these spaces will be shared with users of the allotments but this is unlikely to be problematic as the maximum demand for parking is likely to occur overnight when the allotment is closed.

### **REFUSE/RECYCLING & SERVICING**

The proposed development would provide a refuse/recycling store located at the rear of the lower ground floor with direct access to the car-parking area. Refuse/recycling vehicles would be able to access the store along the existing service road and then sufficient space has been provided for the vehicle to turn within the site so it can leave in a forward gear. The Council's Transportation Unit have raised no concerns regarding the access of refuse/recycling or emergency vehicles to the site.

### **CYCLE STORAGE**

A total of 38 secure cycle storage spaces located in two separate rooms on the lower ground floor of the development would be provided for potential occupiers. The overall cycle storage provision is therefore considered to satisfy the Council's requirement of one space per unit.

## **CONCLUSION**

The proposals are considered to accord with the policies set out within Brent's Unitary Development Plan 2004 and supplementary planning guidance, and on this basis, it is recommended that planning permission is granted, subject to a s106 legal agreement with the Heads of Terms referred to above.

## **REASONS FOR CONDITIONS**

**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

The London Plan (consolidated with alterations since 2004)

Supplementary Planning Guidance 17:- Design Guide For New Development

Supplementary Planning Guidance 19:- Sustainable Design, Construction & Pollution Control

Supplementary Planning Document:- s106 Planning Obligations

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment  
Housing: in terms of protecting residential amenities and guiding new development  
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation  
Transport: in terms of sustainability, safety and servicing needs

#### **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 drawings and documents:

#### Plans

0938 (PL) 01	0938(PL) 02 Rev B
0938(PL) 03 Rev B	0938(PL) 04 Rev B
0938(PL) 05 Rev B	0938(PL) 06 Rev B
0938(PL) 07 Rev B	0938(PL) 08 Rev B
0938(PL) 09 Rev B	0938(PL) 10 Rev C
0938(PL) 11 Rev C	0938(PL) 12
0901/01/01	

#### Documents

Design & Access Statement, April 2010 - (excluding plans)  
Site Waste Management Plan

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

- (3) Tree protection works shall be carried out in accordance with the details submitted by D F Clark Bioomique Ltd in the letter, dated 25th June 2005, and subsequent Arboricultural site supervision report, dated 6th July 2010, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the development does not cause harm to the health of the weeping willow, listed as T1 on the Harlesden Ambulance Station Tree Preservation Order.

- (4) During demolition/construction works on site access to the adjoining allotments shall be provided in accordance with the details agreed under application 09/3312 in pursuance to condition 14 of planning permission 04/4123

Reason: In the interests of the amenities of the users of the adjoining allotments.

- (5) In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, details of a communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning

Authority. 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

- (6) All parking spaces and turning areas shall be constructed and permanently marked out, in accordance with the approved plans, prior first occupation of the development unless otherwise agreed in writing 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.

- (7) The windows on the ground, first and second floors of the south-west flank face of the building shall be constructed with obscure glazing and be non-opening or with openings at high level only (not less than 1.7m above floor level). These windows shall be permanently maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupiers.

- (8) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (9) Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the site (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 construction works on the site. The approved landscaping details shall be completed prior to the occupation of any part of the development or in accordance with a programme agreed, in writing, with the Local Planning Authority. The approved details shall include, but not be 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) proposed walls and fences, indicating materials and heights;
- (c) screen planting along the site boundaries;
- (d) proposed tree planting along the site frontage;
- (e) existing contours and any proposed alteration such as earth mounding;
- (g) areas of hard landscape works and proposed materials;
- (h) details of the proposed arrangements for the maintenance of the landscape works.
- (i) details of the children's play area including play equipment and natural play features.

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

- (10) Further details of lighting and external illumination for the development 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 development.

Reason: In order to safeguard the general amenities of the local area and provide a secure residential environment

**INFORMATIVES:**

None Specified

**REFERENCE DOCUMENTS:**

London Borough of Brent Unitary Development Plan 2004  
Supplementary Planning Guidance 17:- Design Guide For New Development  
Supplementary Planning Guidance 19:- Sustainable Design, Construction & Pollution Control  
Supplementary Planning Document:- s106 Planning Obligations  
The London Plan (Consolidated with Alterations since 2004)

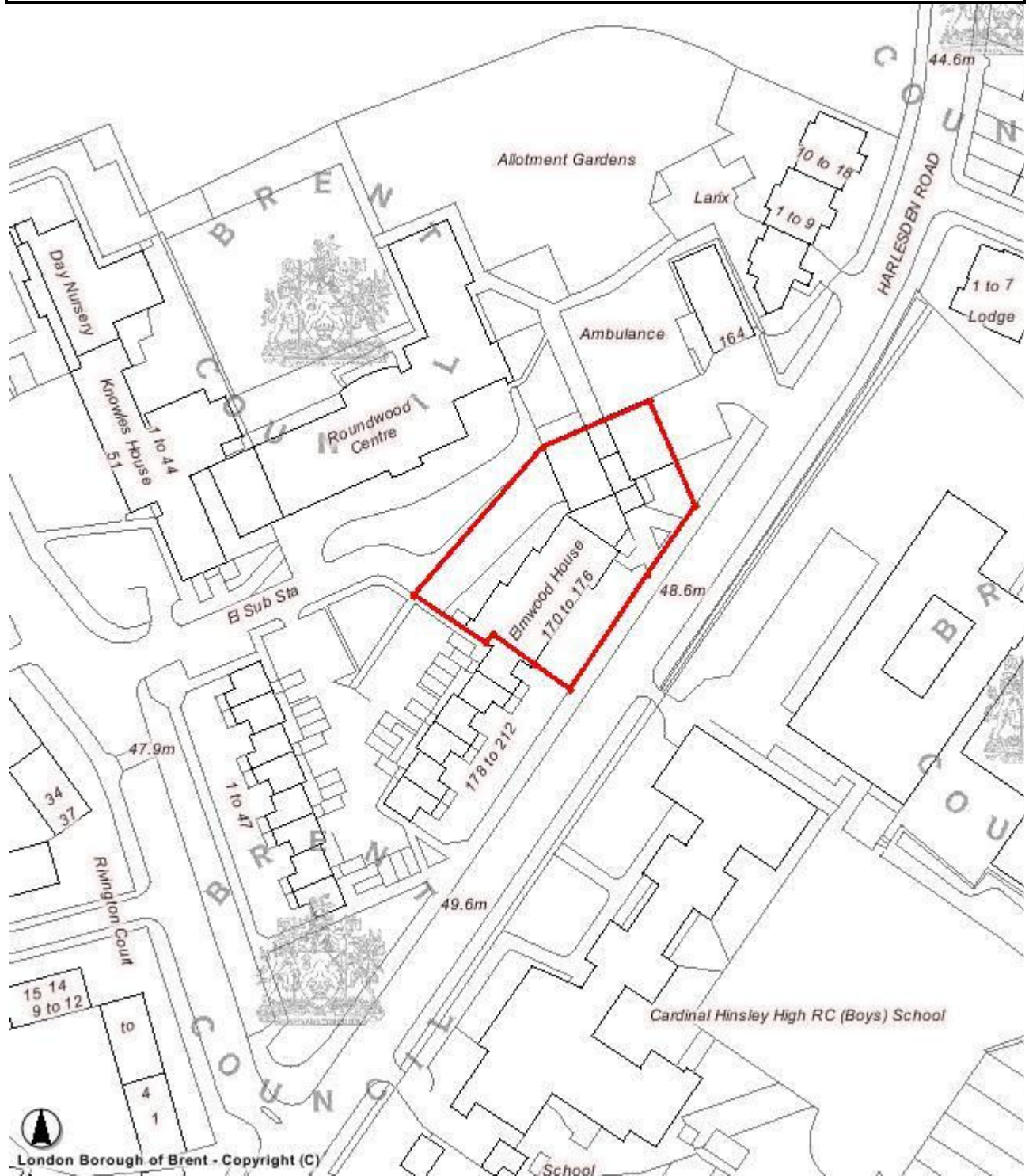
Any person wishing to inspect the above papers should contact Ben Martin, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5231



## Planning Committee Map

Site address: ELMWOOD HOUSE, Harlesden Road, London

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