

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

3 June, 2015

14/4719

SITE INFORMATION

RECEIVED: 3 December, 2014

WARD: Queen's Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: All Units, Queens Studio, 117-121 Salusbury Road, London, NW6 6RG

PROPOSAL: Change of use of existing offices (Use Class B1(a)) to residential (Use class C3) and construction of an additional two storeys to create 32 self-contained flats (1 x studio, 12 x 1 bed, 12 x 2 bed and 7 x 3 bed) and associated landscaping and external alterations.

APPLICANT: QS Land Ltd

CONTACT: Turley

PLAN NO'S: See condition 2

SITE MAP



Planning Committee Map

Site address: All Units, Queens Studio, 117-121 Salusbury Road, London, NW6 6RG

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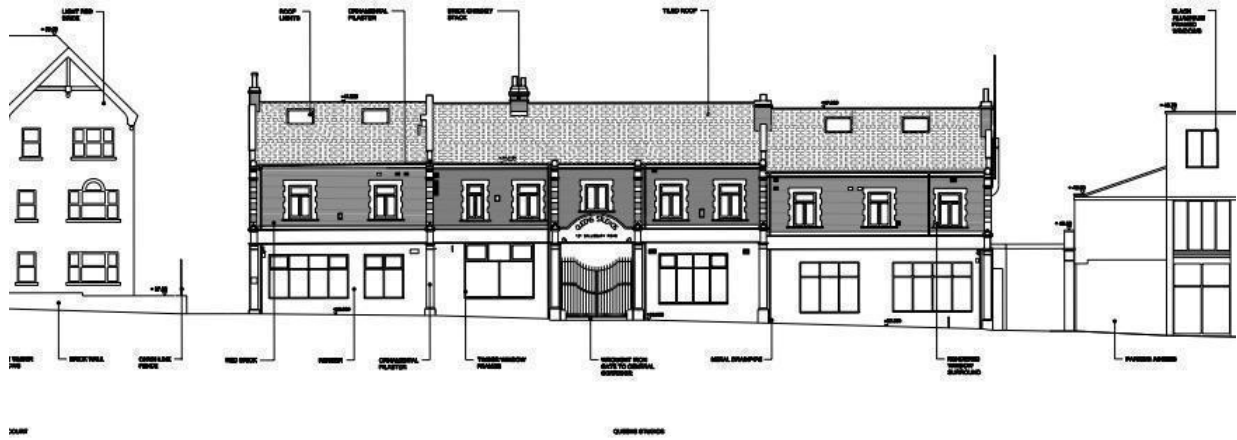


This map is indicative only.

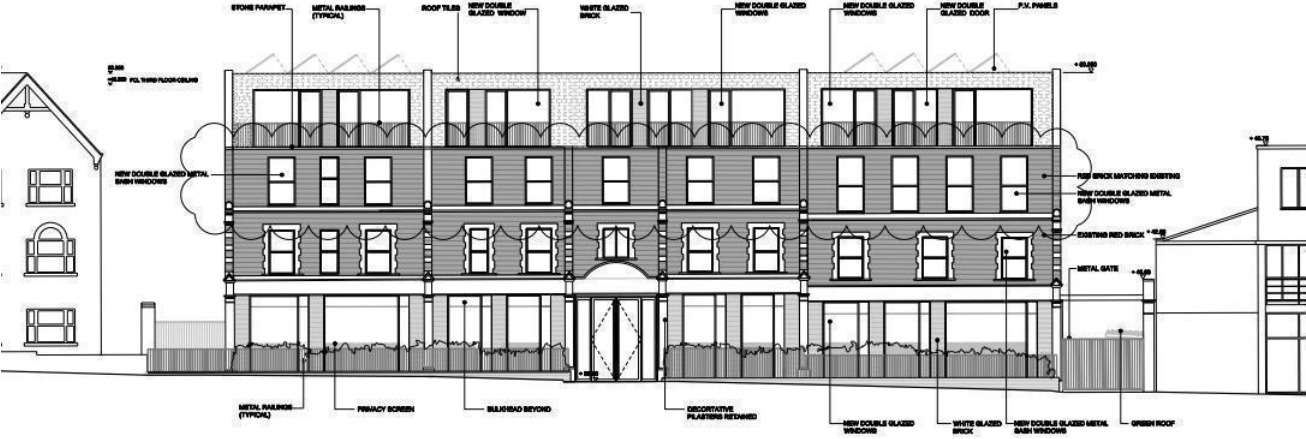
SELECTED SITE PLANS

The following extracts are some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.

Existing Front Elevation

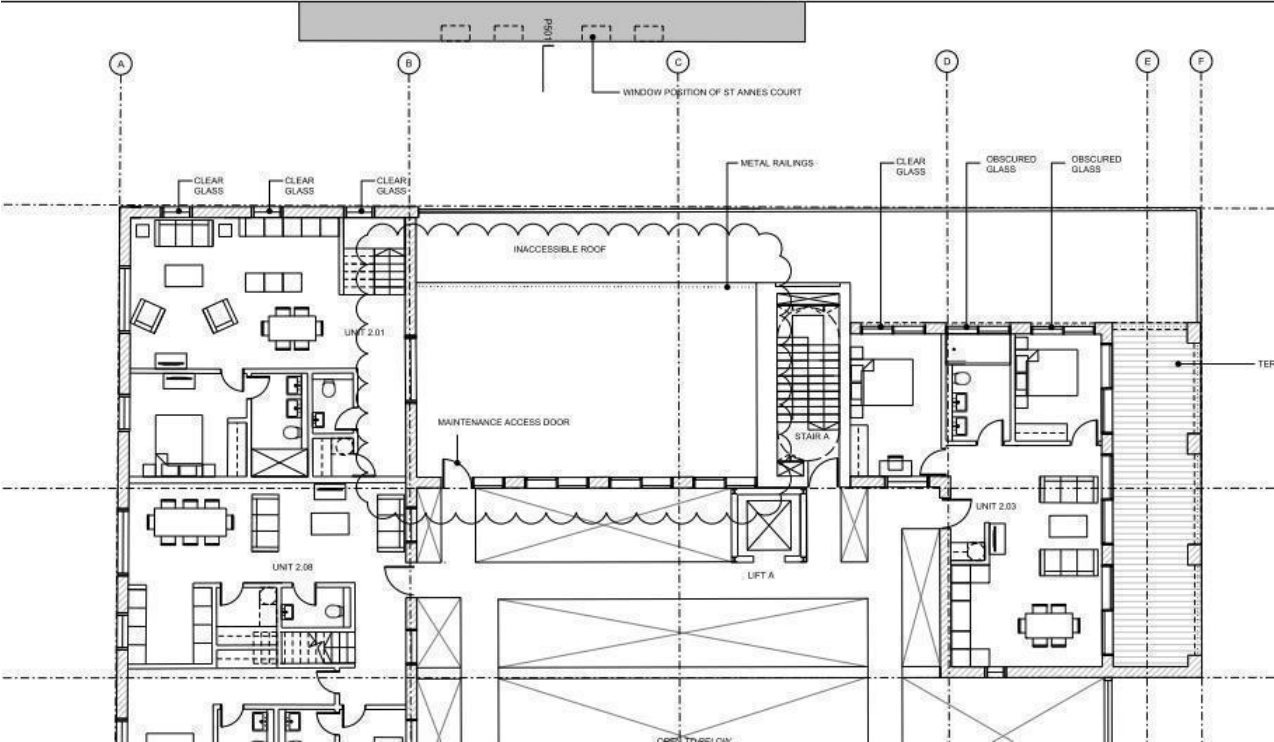


Proposed Front Elevation



QUEEN STUDIOS

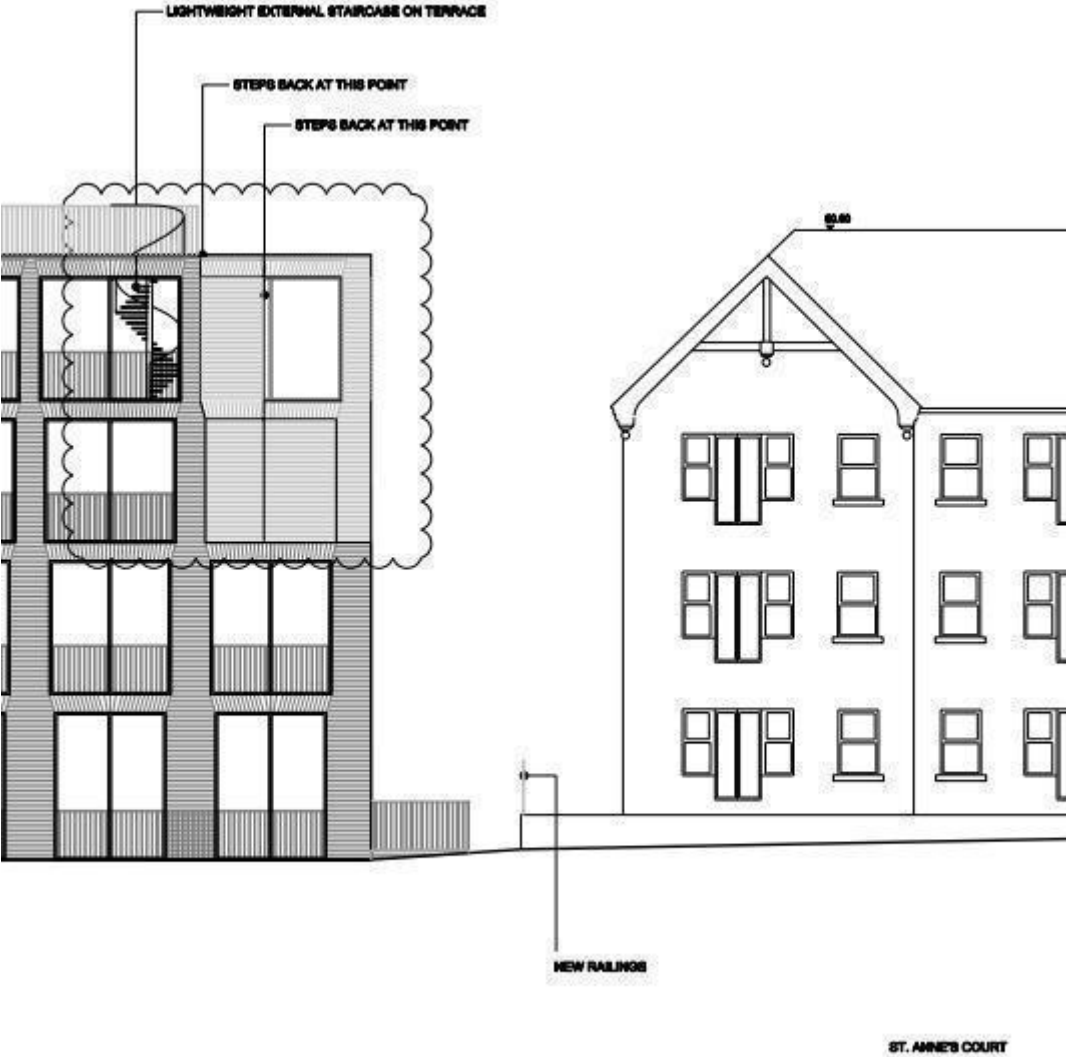
Proposed Second Floor (adjacent to St Anne's Court)



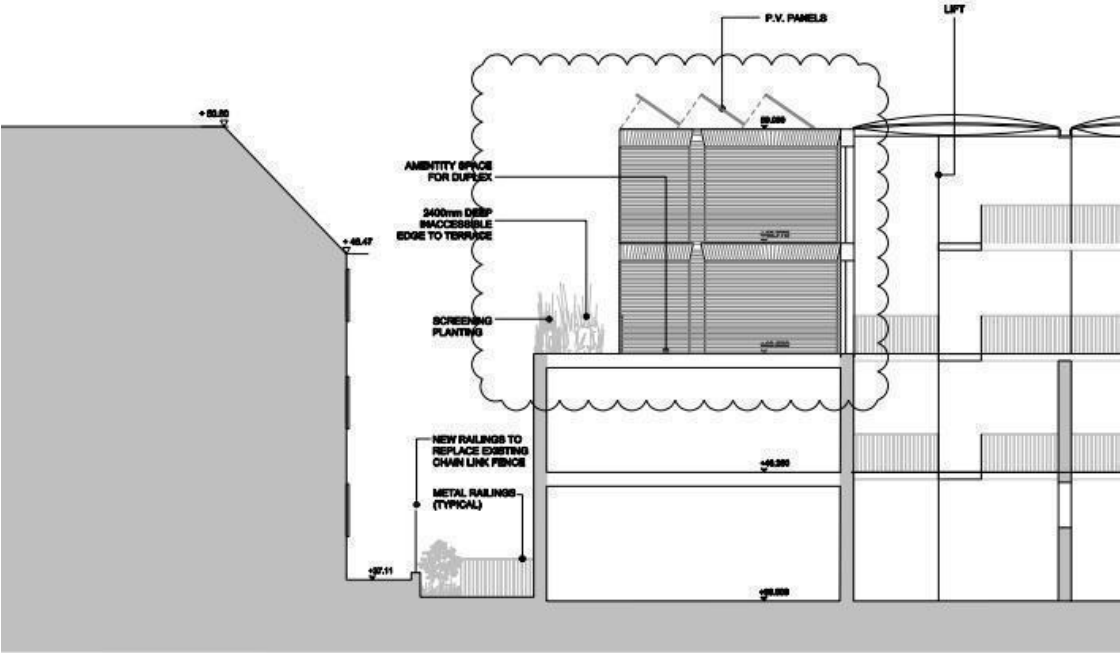
Existing Rear Elevation adjacent to St Anne's Court



Proposed Rear Elevation (adjacent to St Anne's Court)

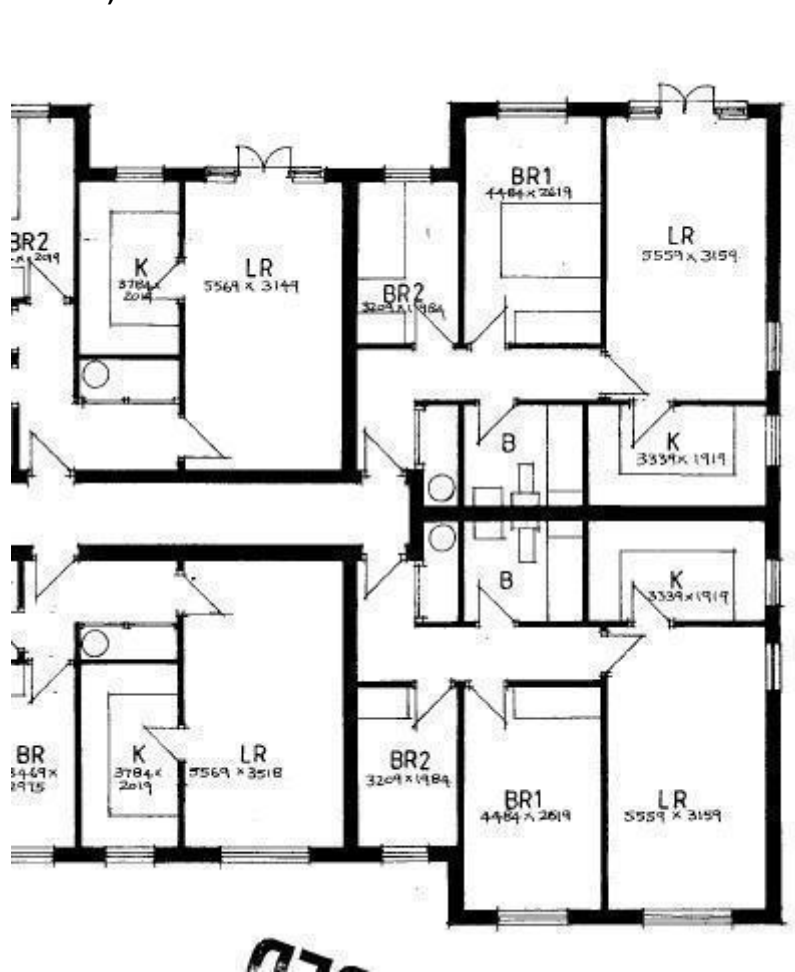


Section through cut out adjacent to St Anne's Court



ST. ANNE'S COURT

Layout of Units at St Anne's Court adjacent to proposed development (from planning application 95/1336)



Proposed side (north) elevation facing St Anne's Court



RECOMMENDATIONS

Grant planning permission subject to the recommended conditions set out in the draft decision notice at the end of this report and completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Planning or other duly authorised person to agree the exact terms thereof on advice from the Chief Legal Officer., subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

As above.

B) EXISTING

The subject site, located on the eastern side of Salisbury Road, is occupied by a two-storey commercial building. Vehicular accesses run along either side of the building leading to an existing parking area to the rear of the building.

To the north of the site lies St Anne's Court, a 3-storey residential block of flats with communal gardens to the rear. To the south of the site lies 111-115 Salisbury road, a three storey office building. To the rear the site adjoins Paddington Cemetery, a Conservation Area and Registered Park and Garden. Towards the centre of the cemetery lies two Grade II Listed chapels.

C) AMENDMENTS SINCE SUBMISSION

Follow submission the proposals have been amended by the applicant as follows.

- Scale of extensions at second and third floor level reduced adjacent to St Anne's Court
- Proportion of affordable housing delivered on-site increased from 0% to 41%
- Unit numbers reduced from 33 to 32 units.
- Windows to front elevation at 2nd floor level aligned to respect the alignment of windows below

D) SUMMARY OF KEY ISSUES

The subject site currently benefits from prior approval, granted in December 2013, which would allow through permitted development rights the change the use of the existing building from offices to 20 residential units without requiring planning permission. As such, whilst the Council would normally seek to protect local employment uses such as this, the circumstances of this case mean that it would not be possible to prevent the loss of the existing use even if the Council were to withhold planning permission for the current proposal.

The current proposal requires planning permission because it would involve more substantial changes including the erection to two additional storeys in order to accommodate an increase number of residential units. Following submission the proposals have been amended to introduce (41%) on-site affordable housing into the scheme and to reduce the bulk of the extensions adjacent to the neighbouring residential properties at St Anne's Court.

Following public consultation and assessment of the revised proposals Officers consider that the key issues in relation to the proposed development are:-

- Whether the impact of the proposed development on the outlook, light and amenity of occupiers of St Anne's Court would be acceptable
- Whether the affordable housing proposed is the maximum reasonable amount
- Whether a permit-free development can appropriately mitigate potential parking issues.

These matters are discussed in further detail in the remarks section of this report.

E) MONITORING

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

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Assembly and leisure	0		0	0	
Businesses / research and development	0		0	0	
Businesses and light industry	0		0	0	
Businesses and offices	2341		2341	-2341	0
Drinking establishments (2004)	0		0	0	
Financial and professional services	0		0	0	
General industrial	0		0	0	
Hot food take away (2004)	0		0	0	
Hotels	0		0	0	
Non-residential institutions	0		0	0	
Residential institutions	0		0	0	
Restaurants and cafes	0		0	0	
Shops	0		0	0	
Storage and distribution	0		0	0	

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Affordable Rent Flat)										
EXISTING (Flats û Intermediate)										
PROPOSED (Flats û Market)	4	10	5							19
PROPOSED (Affordable Rent Flat)	6		2							8
PROPOSED (Flats û Intermediate)	3	2								5

RELEVANT SITE HISTORY

Reference No	Proposal	Decision	Reason
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13/3310	Prior approval for change of use from offices (Use Class B1a) to residential (Use Class C3) to include 20 flats (10x1bed, 6x2,bed and 4x3 beds)	Prior Approval Granted	
13/2536	Full planning permission sought for installation of frameless glass entrance door behind existing front entrance gates, installation of new glass entrance door and screen to rear entrance, creation of two new windows at the first floor on southern elevation to match the existing adjacent windows and replacement of existing solid roof with new glazed roof as revised by plans.	Granted	

CONSULTATIONS

Letters dated, 15/12/2015, were sent to 335 neighbouring properties providing 21 days to comment on the application. Following revisions to the scheme a further letter, dated 02/04/2015, was sent to the same 335 properties offering a further 14 days to comment on the changes. The application was also advertised as being in the public interest by way of a site notice, erected on 12/02/2015, and a local press notice published on 19/02/2015. To date 25 letters of support, 22 letters of objection and 2 petitions against the proposal have been received (one signed by the residents of St Anne's Court and another signed by 52 other local residents). The grounds for objection are summarised below:-

Objection Raised	Response
The development would harm the amenity, privacy, outlook and light of neighbouring occupiers, particularly those at St Anne's Court	See paragraphs 11-15
Loss of employment space	See paragraphs 1-3
The development will cause parking problems within the local area	See paragraphs 18-21
The development would not provide sufficient affordable housing	See paragraphs 4-6
The proposed extensions would be harmful to the character and appearance of the existing building	See paragraphs 7-10
Lack of amenity space within the proposed development	See paragraphs 17
Disruption during construction	This can be mitigated through planning conditions. A condition requiring a Construction Method Statement has been recommended.
The development would place further pressure on local infrastructure and services	The development would be CIL liable and would therefore make an appropriate contribution towards infrastructure.

STATUTORY CONSUltees

QUEENS PARK RESIDENTS ASSOCIATION (QPARA)

Object to the proposal on the grounds of loss of employment space, the potential for the development to give rise to parking and traffic problems within the locality and the quality of the proposed design.

ENGLISH HERITAGE

Responded to confirm that there was no statutory requirement to consult English Heritage on the application.

TRANSPORTATION UNIT

No objection to the following subject to the development being secured as car-free. Transportation also recommend a condition on any permission requiring the reinstatement of redundant vehicular crossovers to the site.

ENVIRONMENTAL HEALTH

No objection subject to conditions relating to the control of contaminated land, noise, and construction.

QUEENS PARK WARD COUNCILLORS

No response received.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

National Planning Practice Guidance

London Plan 2011 (as amended 2013 and 2015)

3.9 Mixed and Balanced Communities

3.11 Affordable Housing Targets

3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

3.13 Affordable Housing Thresholds

Mayors Housing SPG 2012

London Borough of Brent Core Strategy 2010

CP2 Population & Housing Growth

CP21 A Balanced Housing Stock

London Borough of Brent Unitary Development Plan 2004 ('Saved' Policies)

BE2 Townscape: Local Context & Character

BE6 Public Realm: Landscape Design

BE9 Architectural Quality

EMP9 Local Employment Sites

TRN23 Parking Standards - Residential Developments

TRN34 Servicing in New Development

Supplementary Planning Guidance 17:-Design Guide for New Development

s106 Planning Obligations SPD

DETAILED CONSIDERATIONS

BACKGROUND AND PRINCIPLE OF DEVELOPMENT

1. The subject site currently provides employment floorspace in the form of offices occupied by a number of SME's. In 2013 the government amended the Town and Country Planning (General Permitted Development) Order to temporarily allow offices to be converted to residential accommodation without the need for planning permission. These permitted development rights currently apply until May 2016 and are subject to certain restrictions including the need to obtain the prior approval of the Local Planning Authority before the works can begin. In considering whether to issue prior approval the Local Planning Authority can only consider the matters of transport, contamination and flood risk.
2. In 2013 an application for prior approval for the conversion of Queens Studios from office to residential (20 flats) was submitted to and subsequently approved by the Local Planning Authority as the proposal was found to be acceptable in terms of transport, contamination and flood risk. Although the permitted development rights to convert the existing building to residential have not yet been implemented, there

remains an extant possibility that the existing building could be converted to residential without requiring planning permission. As such, although policy EMP9 of the Unitary Development Plan 2004 would normally seek to protect local employment sites such as this, in this particular case, preventing the loss of the existing employment use cannot be guaranteed even if planning permission is refused and therefore, on balance, it is considered that the proposed change of use from offices to residential should not be resisted. Where local employment uses are to be lost UDP policy EMP9 sets out that sites would normally be expected to provide housing, including where required by policy a substantial element of affordable housing.

3. Notwithstanding the planning position in respect of the proposed loss of the existing employment use, it is acknowledged that there will be some concern regarding the impact of the proposals on the existing tenants within Queens Studios. The applicant has confirmed that there are 5 existing tenants within the building on short leases, none of whom have objected to the planning application. If planning permission were to be granted this would allow a period of 3 years for the scheme to be implemented and, although it cannot be guaranteed through the planning process, the applicant has indicated that they would be willing to work with the existing tenants to programme the development to assist with the relocation of these businesses. As the provisions to change the use of the building under permitted development rights are currently set to end in May 2016, if the site were to be redevelopment under these provisions this would clearly place more pressure in terms of the timeframe to relocate the existing businesses.

AFFORDABLE HOUSING

4. The proposed development would provide 32 residential units comprising of 1 x studio, 12 x 1-bed, 12 x 2-bed and 7 x 3-bed units. Policy CP2 of the Council's Core Strategy sets a borough-wide target that 25% of new homes should be family sized (3+bedrooms). In this case 22% of the new homes would be family sized which is just below the 25% target. However, given that this is a borough-wide target this needs to be considered in the wider context of the overall housing provision of scheme and, in particular, in relation to affordable housing.
5. Initially the proposal was that no affordable housing would be provided as part of the development as, according to the applicants financial viability appraisal, it would not be viable to do so. Officers were keen to understand the offer more fully and, as a result, it was decided that the applicants financial viability appraisal should be subject to an independent review by BPS chartered surveyors on behalf of the Council. The review by BPS concluded that some of the key assumptions used in the applicants appraisal, particularly in relation to build costs and land value, were questionable and that as a result the maximum reasonable amount of affordable housing that could be provided would be 41%. Following negotiation over some time, the applicant agreed to accept the assumptions of BPS and revised the affordable housing offer to 41%. As such, the current proposal is that 13 of the 32 units would be for affordable housing. Although this is below the 50% target set out in the Council's Core Strategy officers consider that in respect of the viability of the proposed development this is the maximum reasonable amount that can be provided. It is also noted that under the prior approval scheme for the site no affordable housing would need to be provided.
6. Officers also sought through this period of negotiation to attempt to get some larger family units incorporated into the scheme. The applicants agreed to provide two 3 bed units on the ground floor as a result of this discussion meaning now that the 13 affordable housing units would comprise of 8 (62%) Affordable Rented units (6x1-bedroom and 2x3-bedroom) whilst 5 (38%) would be Shared Ownership units (1xstudio, 2x1-bedroom and 2x2-bedroom). This is broadly compliant with the London Plan target that 60% of new affordable homes should be for rent and 40% of new affordable homes should be delivered on intermediate tenures such as Shared Ownership. As such, the proposed affordable housing mix is considered to be appropriate.

CONTEXT, SCALE AND DESIGN

7. The proposed development would involve the partial retention of the facade of the existing two-storey building and erection of two additional storeys bringing the overall height of the building to 4-storeys. The windows on front elevation of the new second floor have been designed to align with and complemented the existing windows below. On the street frontage the top floor of the proposed building would be set back to respect the pitch angle of the existing roof, to be removed, in order to provide roof terraces on the top floor. This set back would help reduce the perceived mass of the proposed building within the streetscene. The set back and terraces would be flanked on either side by extending the existing gables to the pitched roof upwards which would help to minimise the sense of change when the site is viewed from further along Salusbury Road. The adjacent buildings are both 3-storeys in height but it is noted that

the highest part of the proposed development would be comparable to the ridge height of St Anne's Court. The opposite side of Salisbury Road is characterised by a terrace of 3-storey Victorian dwellings. Overall, in streetscene terms, the scale and massing of the proposed building is considered appropriate to its setting and context.

8. The rear facade of the building would be changed substantially to incorporate a uniform facade, with a strong vertical rhythm, constructed from yellow stock bricks. A similar treatment would be applied to the side elevation of the new upper floors with the existing side elevations being largely retained below. Much of the upper floors would be set back from the main facade in order to create inset terraces/balconies. Overall, the proposed treatment of these elevations is considered to be appropriate within the context of the surrounding area in terms of their appearance and materiality.
9. To the rear of the site lies Paddington Cemetery which is a designated Conservation Area and Registered Park and Garden. The cemetery also contains two Grade II Listed Chapels. The rear of both the existing and proposed buildings are between 9 and 13.5m from the boundary with cemetery. As such, the any additional impact on the setting of the cemetery would largely be a result of the proposed increase in height. In general, although the proposed building would be taller than some of the other buildings along Salisbury Road, the general scale of the proposed development would not be a significant departure from the general scale of other buildings that back on to all sides of the cemetery. As such, the proposed development is unlikely to have a significant impact on the setting of the Conservation Area.
10. The rear of the proposed development is approximately 140m from the Listed chapels. Although the chapels would be visible from the upper floors of the proposed development the setting of these Designated Heritage Assets is unlikely to be significantly affected given the scale of the proposals and the separation distance between them.

IMPACT ON NEIGHBOURING OCCUPIERS

11. As the building to the south is a commercial use it is considered that the main impact on residential occupiers would be on those residential units on the south side of St Anne's Court which lies immediately to the north of the application site. The impact on the communal amenity space to the rear of St Anne's Court also needs to be given consideration.
12. Officers assessment of the original proposals submitted with the application were that the scale of the proposed development would have an unacceptable impact on the residential units on the ground and first floor of St Anne's Court in terms of light and outlook. Concerns were also raised regarding the impact on the communal gardens. In response the applicant revised the proposals to cut away the extensions at second and third floor level where the extensions were most likely to affect the light and outlook of neighbouring occupiers.
13. On the southern elevation of St Anne's Court there are 6 windows (2 at each level) directly facing the application site. These windows serve small kitchens to each of the six units on this side of St Anne's Court, providing the sole form of light and outlook to these rooms. At ground and first floor level the separation between these windows and the flank wall of Queens Studios would remain unchanged at approximately 5.4m. Where they would directly face these existing kitchen windows the proposed extensions would be set back by a further 8.5m from the existing flank wall below. There are also rear facing french doors at all levels to St Anne's Court, which have the potential to be affected by the proposed development. In response, where Queens Studios projects beyond the rear of St Anne's Court, the proposed extensions at second and third floor level have generally been set back by 3.75m from flank wall below.
14. Following the revisions to the proposal a revised daylight and sunlight report has been submitted by the applicant. This concludes that whilst there would still be some impact to two of the properties at St Anne's Court that any impact on light would be within the acceptable levels as set out in the Building Research Establishment (BRE) guidance for daylighting and sunlight. The set backs that have been provided would also reduce the impact of the proposed extensions on the outlook from the side and rear of St Anne's Court and would reduce the impact of the proposed extensions on the communal amenity space. On balance, officers consider that the revisions to the proposals would result in form of development that would not harm the outlook or light of neighbouring occupiers to an unacceptable degree.
15. In terms of privacy, again, the main impact would be directed towards St Anne's Court. On the ground and first floor levels, whilst efforts have been made to reduce the number of clear glass habitable room

windows facing the site boundary with St Anne's and to avoid direct overlooking between units, there would still be some habitable room windows that would face the flank of St Anne's Court at the existing distance of 5.4m. However, on balance and giving consideration to the prior approval scheme which would enable similar, if not greater, levels of overlooking, this relationship is considered appropriate in terms of privacy. On the upper two levels side facing windows would generally set back further from the floors below and would be unlikely to cause any particular issues with privacy. Where the building has been set back at second floor level there is a maintenance door to the flat roof that has been created by the set back. It is recommended that a condition be applied to prevent any use of this flat roof as a terrace as this would result in unreasonable overlooking towards St Anne's Court.

QUALITY OF ACCOMMODATION

16. The proposed accommodation is generally arranged around a central atrium which allows the units to be dual aspect. All units are designed to comply with the space standards as set out in the Mayors Housing Design guide and would generally have sufficient forms of outlook and light to habitable rooms. The units, regardless of tenure, would share the same main entrance and would be accessed through a series of internal walkways within the atrium. Suitable facilities for the storage of refuse and cycles would be provided.
17. In terms of amenity space this would generally be provided through the provision of private and communal landscaped gardens to the side and rear of the building and through private terraces to most of the units on the upper floors. The overall provision of amenity space comfortably exceeds the guidance contained in SPG17. Further details of the landscaping for the scheme should be secured via planning condition.

TRANSPORTATION

18. The subject site is located on Salusbury Road, a local distributor road. The site lies within Controlled Parking Zone "KQ", operational between 8.30am-6.30pm on weekdays. On-street parking is prohibited at those times along the site frontage though, with loading also prohibited between 8.30-9.30am and 4.30-6.30pm. Pay and display parking is available on the opposite side of Salusbury Road to the south of the site though. Nearby residential streets, such as Windermere Avenue, Brooksville Avenue and Hopefield Avenue are all noted as being heavily parked at night and this is reconfirmed by recent surveys from 2013. Public transport access to the site is good (PTAL 4), with Queens Park (Bakerloo and London Overground) and Brondesbury Park (London Overground) stations and five bus services within 640 metres (8 minutes walk).
19. The existing building has a car-parking area located to the rear accessed from narrow passages located on either side of the building. As part of the proposal these areas would be stopped up and landscaped to provide private and communal gardens for occupiers of the proposed development. As such, the proposed development would not provide any dedicated car-parking for future occupiers and therefore the maximum parking standards for the site would not be exceeded. With the removal of all parking spaces from within the site, the building will no longer require use of any of the three crossovers to the site and these should therefore be returned to footway at the developers expense prior to occupation of the building as a condition of any approval.
20. However, as no parking would be provided consideration needs to be given to the potential for overspill parking from the site. As discussed above, the surrounding area is heavily parked and there is no capacity on the local highway network to accommodate any additional demand for parking. In order to mitigate from the possibility of unacceptable overspill parking from the development the applicant proposes that the development would be permit-free where, by way of a s106 legal agreement, future occupiers of the development would not be entitled to permits for the local on street controlled parking zone. UDP policy TRN23 does allow 'permit-free' developments in exceptional cases though, where the site is located within a CPZ and has good access to public transport services. This site meets those criteria and as such, a 'car-free' agreement is an acceptable solution in this case in terms of mitigating potential parking problems.
21. UDP Parking standard PS15 requires at least one disabled parking space to be provided, but the removal of all parking from within the site will prevent this. However, disabled Blue Badge holders are exempt from any 'car-free' agreement, so they would be eligible for permits to parking on the adjoining streets.
22. The provision of a secure bicycle parking space for each flat is required and the provision of covered storage for 40 bicycles within the proposed private, gated amenity space to the rear of the building would

satisfy this requirement.

23. Refuse storage is shown along the southern boundary of the site close enough to the front of the site to allow collection of refuse from Salusbury Road without refuse vehicles having to enter the site. Refuse carrying distances for residents are broadly within the maximum distance of 30m, as a passage is proposed through the ground floor block to shorten carrying distances. Fire access requirements are also met directly from Salusbury Road, with all pedestrian access through the central archway/courtyard. General servicing and deliveries would take place from the street outside of peak times when loading is prohibited (see above). It is considered that outside of peak times highway conditions are suitable for this to take place safely.

24. CONCLUSION

25. The proposed development presents many benefits in comparison to the scheme that could be implemented using permitted development rights. The current proposal would include a substantial element of affordable housing and would guarantee that the residential accommodation is designed to the quality expected of new development. The development would also be car-free reducing the impact on the local highway network to the benefit of the environment. Whilst it is acknowledged that there will be some impact on the amenity of neighbouring occupiers the scheme has been revised to ensure that any impact is kept to a reasonable level and, in any event, is in certain instances an improvement as compared to the approved Prior Approval development over which the Council has no control. Overall, it is considered that the proposed development would be in accordance with the policies in the local plan and the NPPF and therefore approval is recommended.

S106 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
- 13 (41%) Affordable Housing units of which 62% would be Affordable Rented units (6x1-bedroom and 2x3-bedroom) and 38% would be Shared Ownership units (1xstudio, 2x1-bedroom and 2x2-bedroom)
- Car Parking Permit Free development
- Join and adhere to the Considerate Constructors scheme.
- Sustainability measures to include a 40% reduction in CO2 emissions beyond the 2010 Building Regulations and achieve a 50% score on the Council's Sustainability checklist

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.

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£302,260.13** of which £257,078.57 is Brent CIL and £45,181.56 is Mayoral CIL.

It should be noted that the applicant may be eligible to claim social housing relief in respect of the affordable housing units which are proposed and therefore this may be deducted from the sums above.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====
Application No: 14/4719

To: Ms Anna Snow
Turley
17 Gresse Street
London
W1T 1QL

I refer to your application dated 03/12/2014 proposing the following:
Change of use of existing offices (Use Class B1(a)) to residential (Use class C3) and construction of an additional two storeys to create 32 self-contained flats (1 x studio, 12 x 1 bed, 12 x 2 bed and 7 x 3 bed) and associated landscaping and external alterations.
and accompanied by plans or documents listed here:
See condition 2

at All Units, Queens Studio, 117-121 Salusbury Road, London, NW6 6RG

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

London Plan 2011, as amended
Brent's Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17 - Design Guide for New Development

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
Transport: in terms of sustainability, safety and servicing needs

- 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:

13-096 P001	13-096 P201A
13-096 P002	13-096 P201
13-096 P100	13-096 P202E
13-096 P101	13-096 P203E
13-096 P103	13-096 P400A
13-096 P120	13-096 P401B
13-096 P121	13-096 P402B
13-096 P123	13-096 P203A
13-096 P130	13-096 P500
13-096 P131	13-096 P501C

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

- 3 The external areas so designated within the site shall be landscaped in accordance with a detailed landscaping scheme to be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented prior to the occupation of the development hereby approved or in accordance with a programme to be agreed as part of the approved details. The detailed landscape scheme shall include:-

- Details of all planting including species and density.
- Details of all means of enclosure or separation
- Details of all hard-landscaping materials.
- Details of any furniture or play equipment to be provided
- Details of the proposed arrangements for maintenance of the landscaping.

Reason: To ensure a satisfactory standard of appearance and setting for the development and in the interests of the amenities of the occupants of the development.

- 4 All existing vehicular crossings to the site that will become redundant as a result of the development shall be returned to kerb and channel prior to the occupation of the development.

Reason: In the interests of highway and pedestrian safety.

- 5 Access to the flat roof at second floor level on the northern side of the building shall only be provided for maintenance purposes only. This roof shall not be used as any form of terrace or sitting out area.

Reason: In order to protect the privacy of neighbouring occupiers at St Anne's Court.

- 6 The refuse/recycling and cycle storage facilities, indicated on the approved plans, shall be installed prior to the occupation of the development hereby approved.

Reasons:

- a) to ensure suitable facilities for the storage or refuse/recycling are provided for occupiers of the development in the interest of environmental health
b) to ensure that suitable facilities for cyclists are provided in the interests of promoting sustainable forms of transport

- 7 The rated noise level from all plant and ancillary equipment installed within the development, hereby approved, shall be at least 10 dB below the measured background noise level when measured at the nearest noise sensitive premises.

Reason: To ensure that any plant installed would not cause unreasonable noise disturbance to neighbouring occupiers.

- 8 Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority before any works to apply any external materials 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 a) Following the demolition of the buildings or structures and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present and a report, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. shall be submitted to and approved by the Local Planning Authority, The investigation shall be carried out in accordance with the principles of BS 10175:2011. The report shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

b) Any soil contamination remediation measures approved by the Local Planning Authority under paragraph a) of this condition shall be carried out in full and prior to any occupation of the development a verification report, stating that the remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: The land has been identified as having potentially contaminative historic uses by Brent Council.

- 10 The development, hereby approved, shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings to attain the following noise levels:

Time	Area	Maximum Noise Level
0700-23.00	Living Rooms and Bedrooms	35dB LAeq (16hr)
0700-23.00	Outdoor amenity	55dB LAeq (16hr)
23.33-07.00	Bedrooms	30dB LAeq (16hr)

Prior to the occupation of the dwellings a test shall be carried out in accordance with BS8233:2014 to ensure that these levels have been met and a report covering the findings of the test shall be submitted to an approved in writing by the Local Planning Authority.

Reason: To ensure that future occupiers are not subject to unreasonable noise disturbance.

- 11 Prior to the commencement of the development, hereby approved, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

Reasons:

- a) The development is within an Air Quality Management Area and construction is therefore likely to contribute to background air pollution levels.
- b) The development is in close proximity to residential properties

INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 2 The applicant is advised to contact the Council's Transportation Unit to arrange for the reinstatement of redundant vehicular crossings

Any person wishing to inspect the above papers should contact Ben Martin, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5231