

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 March, 2016

15/4496

SITE INFORMATION

RECEIVED: 8 October, 2015

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Land East of Victoria Centre, Acton Lane, London

PROPOSAL: Outline planning permission for erection six storey building comprising 103 self-contained one bed apartments as supported housing units (Use Class C2) with associated community facilities

APPLICANT: Montpelier Estates

CONTACT: Planning Co-Operative

PLAN NO'S: 0644/F25/001/ C

0644/F25/003/ A

0644/F25/L0/001/ I

0644/F25/L1/001/ G

0644/F25/L2/001/ G

0664/F25/L0/S03_rev-D

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124594

[When viewing this as an Hard Copy](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/4496" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

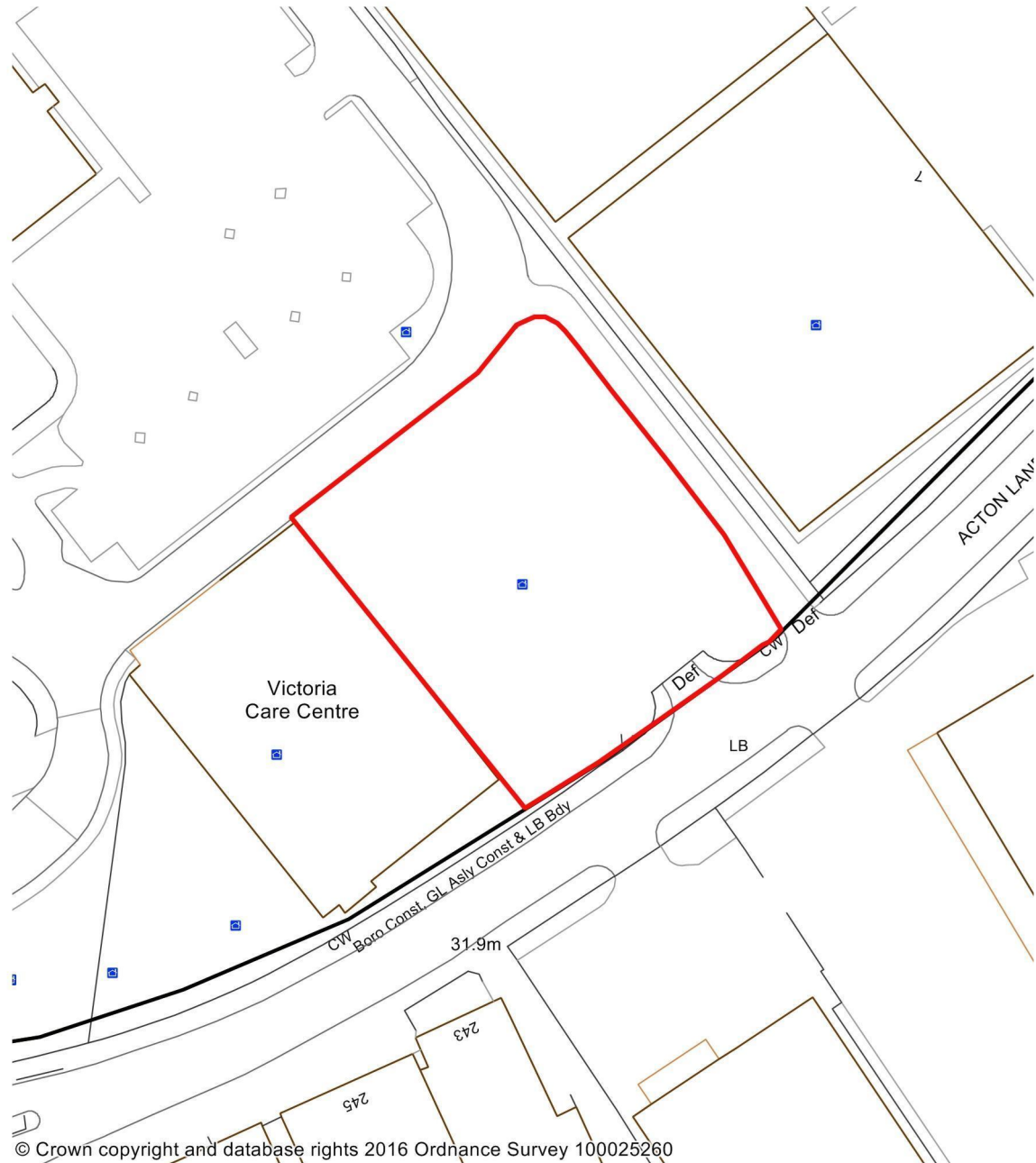
SITE MAP



Planning Committee Map

Site address: Land East of Victoria Centre, Acton Lane, London

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

Context elevations



① Front Elevation
1:200



② Rear Elevation
1:200

Elevations

STON LARIE
PARK ROYAL



1 Elevation Front
 1:200



2 Elevation Rear
 1:200



3 Elevation Side
 1:200



6 Elevation Courtyard Side
 1:200



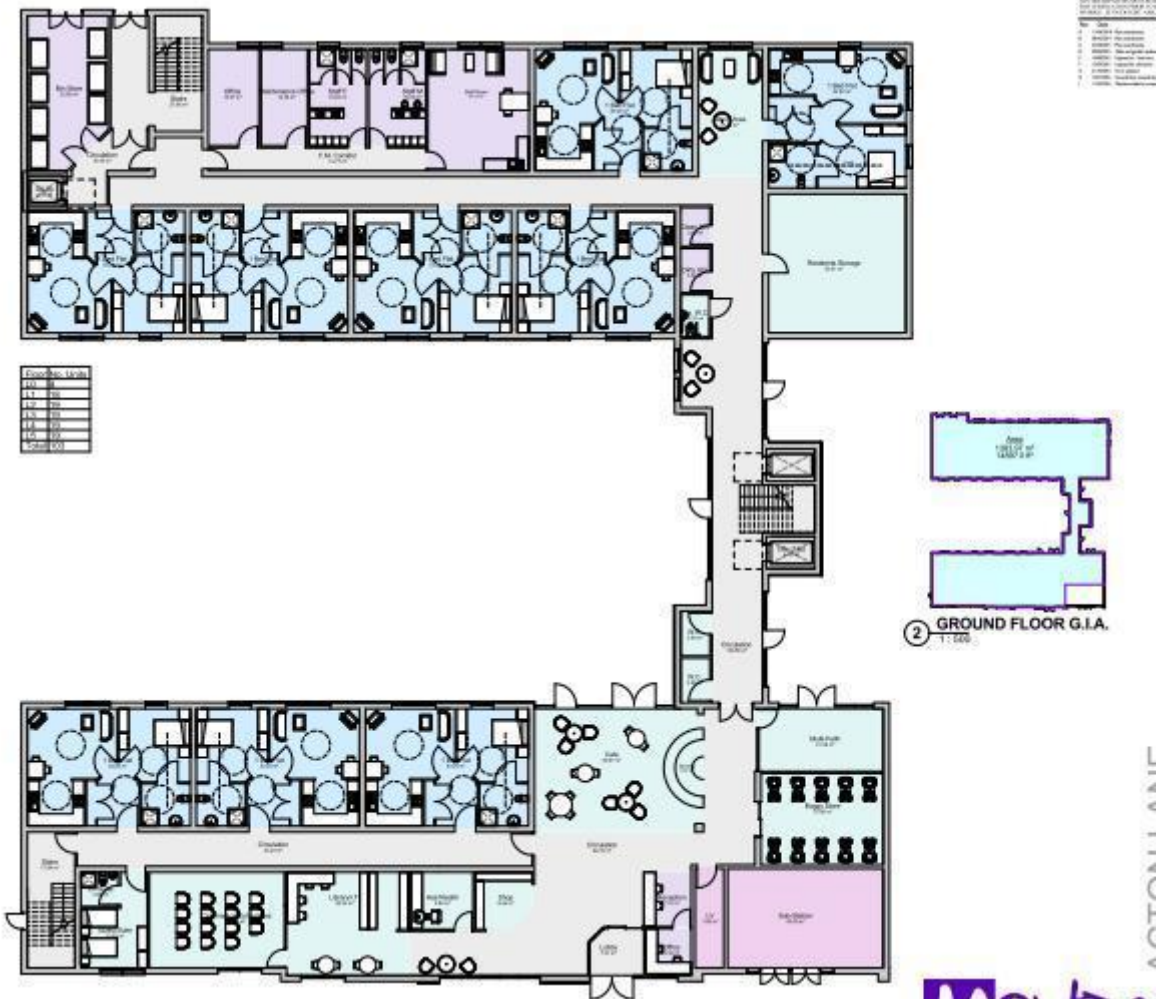
4 Elevation Courtyard 1
 1:200



5 Elevation Courtyard 2
 1:200

Montro

Ground Floor



ARCHITECTURE

First floor

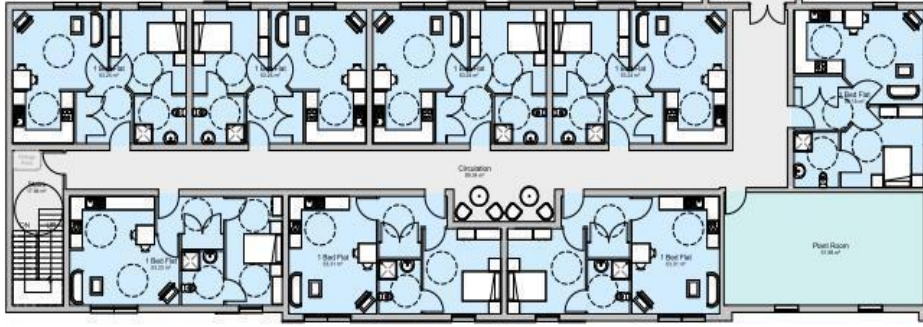
43 WORKING DAYS
 09:00 AM TO 05:00 PM
 09:00 AM TO 05:00 PM
 09:00 AM TO 05:00 PM



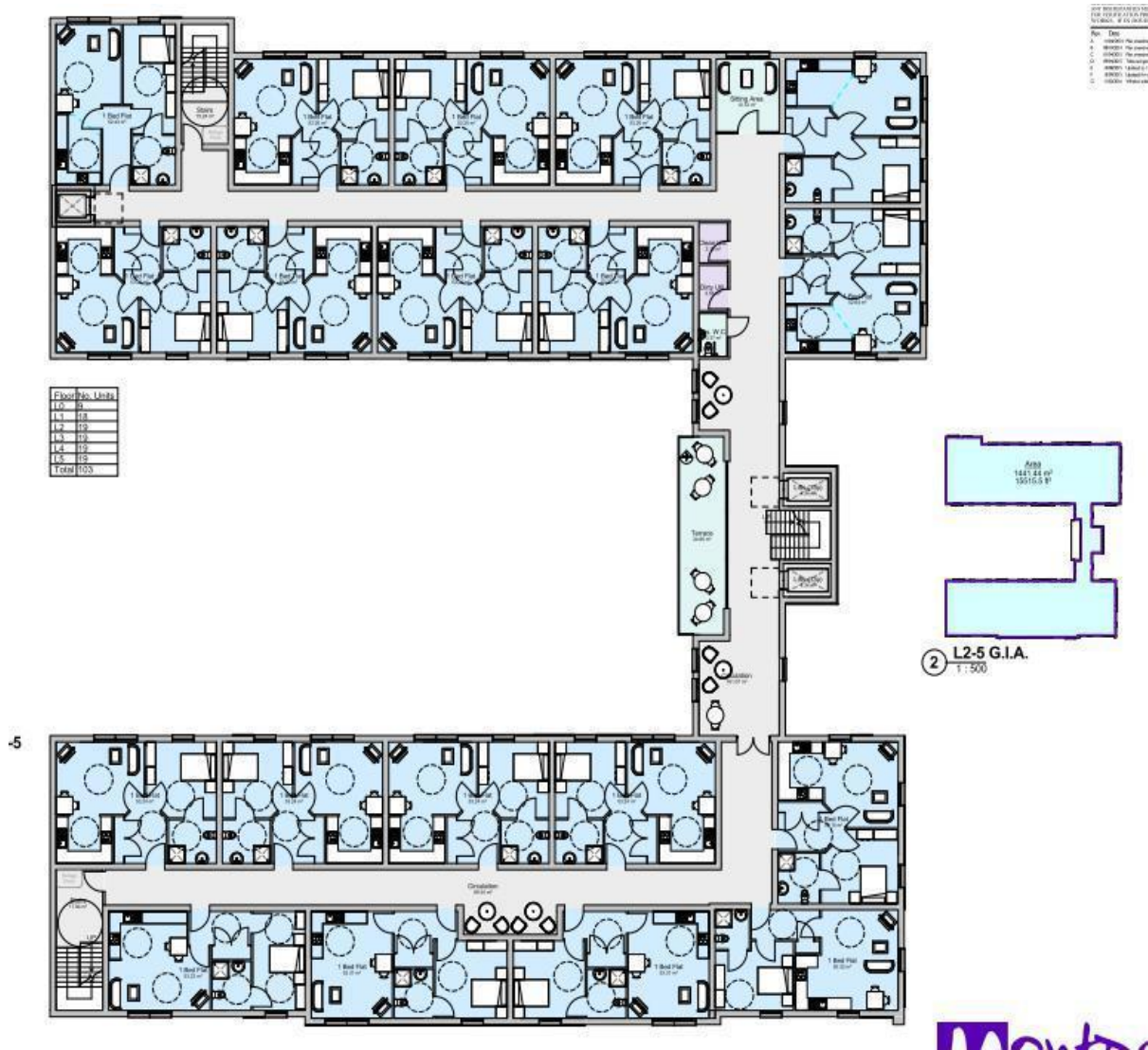
Floor	No. Units
L.0	0
L.1	18
L.2	19
L.3	19
L.4	19
L.5	19
Total	103



OR



Second to Fifth Floors



Site Plan



RECOMMENDATIONS

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Outline planning permission for erection six storey building comprising 103 self-contained one bed apartments as supported housing units (Use Class C2) with associated community facilities

B) EXISTING

The application site fronts Acton Lane and adjoins the car park and bus gyratory of the Central Middlesex Hospital to the rear of the site. It is situated near but not within the designated Park Royal Strategic Industrial Location. It forms a part of a site consisting of three adjacent plots 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.

C) AMENDMENTS SINCE SUBMISSION

D) SUMMARY OF KEY ISSUES

RELEVANT SITE HISTORY

14/2644 – Granted

Non material amendments as follows:

- 1) Reduction in height of windows from 1750mm to 1600mm.
- 2) Reduction in thickness of projecting elements of facade to 150mm.
- 3) Omission of timber effect spandrel panels & the introduction of metal effect panels.
- 4) Slight increase in height to Terrace parapet.
- 5) Omission of metal panels vertically between windows within projecting angled render element & the introduction of recessed grey render panel.
- 6) Feature panels to projecting curtain walling revised to opaque coloured panels with frame to match.
- 7) Transoms introduced to side returns of feature projecting curtaining walling.
- 8) Spandrel introduced to base of feature projecting curtain walling, to South West Elevation.
- 9) Curtain walling rationalised to North West Elevation .
- 10) Three small elements of solid render introduced to North East Elevation.
- 11) Number of windows to the North East Elevation revised from clear to opaque glazing.
- 12) Extent of timber cladding reduced to 2 storey element of the South West Elevation.

of full planning application reference 13/1296 dated 16/01/2014 for 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 and subject to a Deed of Agreement dated 15.01.2014 under Section 106 of the Town and Country Planning Act 1990, as amended.

13/1296 – Granted

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 and subject to a Deed of Agreement dated 15.01.2014 under Section 106 of the Town and Country Planning Act 1990, as amended.

10/2164 – Granted

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

10/2073 – Granted

Application for the approval of reserved matters relating to appearance, landscaping, scale and access, pursuant to condition 1 of planning permission reference 10/0140, granted 25/02/2010, which varied condition 10 of outline planning consent reference 08/1043, relating to the scale of the development.

(Outline planning consent 08/1043, granted 16/11/2009, was for erection of three linked buildings for mixed-use development on land next to Central Middlesex Hospital to provide up to 650m² of creche/primary health-care facility (Use Class D1), up to 2,160m² of retail (Use Class A1), up to 467m² of cafe/restaurant (Use Class A3) floorspace, up to 13,480m² of care and treatment facilities (Use Class C2/C2A - Residential Institutions/Secure Residential Institutions) and up to 5,370m² of Use Class B1(b)/additional care and treatment (Use Class C2/C2A), formation of refuse storage, loading bay, cycle storage and 32 car-parking spaces, to include 2 disabled parking spaces on ground floor and associated landscaping.)

10/0947 – Granted

Proposed non material minor amendments for the following:

- Wholesale minor internal adjustments to the Plot 2 layout in order to acknowledge current legislative requirements and operational needs of the Care Home on Plot 2.
- Plot 2 Bed numbers unamended at 115 beds. Building floor area slightly reduced as a consequence at ground floor. Slight enlargement of building at fourth floor level.
- Increases in height of plot 2 buildings of between 200mm and 300mm.
- Amendments to cladding and fenestration.

of Reserved Matters Permission reference 09/2415 dated 25 February 2010, for Approval of reserved matters relating to appearance, landscaping, scale and access of outline planning permission reference 08/1043

10/0140 – Granted

Variation of condition 10 (scale of the development) of outline planning permission reference 08/1043, granted on 16/11/2009, for the erection of three linked buildings for mixed-use development on land next to Central Middlesex Hospital

09/2415 – Granted

Approval of reserved matters relating to appearance, landscaping, scale and access of outline planning permission reference 08/1043.

Application 08/1043, dated 13/11/09 for erection of three linked buildings for mixed-use development on land next to Central Middlesex Hospital to provide up to 650m² of creche/primary health-care facility (Use Class D1), up to 2,160m² of retail (Use Class A1), up to 467m² of cafe/restaurant (Use Class A3) floorspace, up to 13,480m² of care and treatment facilities (Use Class C2/C2A) and up to 5,370m² of Use Class B1(b)/additional care and treatment (Use Class C2/C2A), formation of refuse storage, loading bay, cycle storage and 32 car-parking spaces, to include 2 disabled parking spaces on ground floor and associated landscaping.

08/1043 – Granted

Outline planning application for the erection of three linked buildings for mixed-use development on land next to Central Middlesex Hospital to provide up to 650m² of creche/primary health-care facility (Use Class D1), up to 2,160m² of retail (Use Class A1), up to 467m² of cafe/restaurant (Use Class A3) floorspace, up to 13,480m² of care and treatment facilities (Use Class C2/C2A) and up to 5,370m² of Use Class B1(b)/additional care and treatment (Use Class C2/C2A), formation of refuse storage, loading bay, cycle

storage and 32 car-parking spaces, to include 2 disabled parking spaces on ground floor and associated landscaping (matters to be determined: layout), subject to a Deed of Agreement dated 13/11/2009 under Section 106 of the Town and Country Planning Act 1990 (as amended)

CONSULTATIONS

Consultation period: 11/11/2015 – 02/12/2015

Thirty-seven neighbouring properties were consulted. To date no representations have been received.

Site notice erected - 18/11/2015

Stonebridge Ward Councillors notified

No objections

London Borough of Ealing

Transport related objection – the proposal would result in a detrimental impact to the road network and parking provision of the London Borough of Ealing.

In response to the transport objection from the London Borough of Ealing your officers are satisfied that the residents of the facility will not be in a position to avail of vehicles due to health reasons. In addition to this the staff and guests visiting the premises can avail of parking in the Central Middlesex Hospital carpark where pay and display services are available. The car park also has sufficient space for additional vehicles.

POLICY CONSIDERATIONS

NATIONAL

National Planning Policy Framework

REGIONAL

The Mayor of London
The London Plan 2015

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

LOCAL

Brent Local Development Framework Core Strategy 2010

- CP1 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

- 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

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

DETAILED CONSIDERATIONS

Introduction

1. The application proposes the erection of a six storey building comprising 103 self-contained one bed apartments as supported housing units and associated community facilities that include a cinema/activity/hobbies room, a library/IT room, a hair/health room, a shop, a café, a buggy store and a multi faith room which are all located at ground floor level.

2. The application is for outline planning permission with the following reserved matters being sought for approval:

- Access
- Appearance
- Layout
- Scale

As this is an outline application, all matters other than those relating to access, appearance, layout and scale are to be approved within Reserved Matters application(s) or pursuant to condition of the planning consent.

3. As outlined in the 'History' section of this report the application site benefits from a previous planning consent granted outline permission under reference 08/1043 for the provision of C2 and C2a development. This proposal involved outline consent for three linked buildings consisting of Plots 1, 2 and 3 with the current application site occupying plot 3. As part of this proposal the C2 and C2a facilities were contained on the first and second floors of the four storey building.

4. The current proposal is a result of Brent Council's Adult Social Care and Housing departments New Accommodation for Independent Living (NAIL) scheme to develop Extra Care and supported living accommodation in order to provide alternatives to residential and nursing care homes. Extra Care Housing is based on the idea of independent and self-contained accommodation but with on site access to care and support services for a range of elderly people with needs such as currently living in residential care, learning disabilities, mild to moderate dementia and physical disabilities.

5. The 103 units consist solely of one bedroomed units which are 100% affordable. The justification for the units solely being one bedroomed is based on a previous development west of Victoria Care Centre called Visram House. Visram House, which lies just fifty metres from the application site, currently has fifteen two bedroomed units. Brent Adult Social Care have found through analysis of the need for Extra Care accommodation that a significant number of potential users are single. Therefore there is a genuine need for one bedroom units and if more two bed units were constructed this would then result in an over supply of two bedroomed units within the borough. The proposal is designed to meet the borough's identified needs.

Land Use Principles

6. The proposed use falls within the C2 use class – Residential Institutions, the principle of which was previously established during application ref: 08/1043, as outlined in the 'History' section of this report. In principle the proposed use of the site for supported housing units and ancillary community facilities is therefore supported by officers subject to normal planning considerations which will be set out in the following sections of the report.

Access

7. No off-street parking or vehicular access is proposed within the plot however a lay-by is proposed to be created at the rear of the building for servicing which is accessed via the access road between Acton Lane and the Hospital. A secure store for seven bicycles has been indicated along the eastern side of the building. Pedestrian access to the site will be via the main entrance on Acton Lane via the existing footpath which has a set back of 3.5 metres from the road. Your officers consider that the proposed access to the building would be satisfactory in terms of pedestrian safety and the fact that no on or off street parking is proposed would limit any impact on the flow of traffic in the area.

Appearance

8. Revised drawings have been submitted which have simplified the overall appearance of the building and in particular the façade. The windows on the front elevation create a uniform linear appearance that corresponds with each floor. The same can be said for the side and rear elevations which also exhibit this particular style.

9. During the course of the application the applicant was asked to consider the size of the windows and the possibility of increasing them in particular in the eastern block. However your officers have given consideration to the clientele that will be utilising the facility and the fact that the windows have been design with this in mind. Therefore on balance your officers consider that the slightly smaller windows would be acceptable in this case to meet the identified needs of the user groups.

10. In terms of the overall appearance your officers consider that the building would reflect the neighbouring building in terms of its overall form whilst providing a different design approach to the existing warehouses across the road which are large industrial units and do not exhibit any particular design style.

Layout

11. The proposed building occupies the majority of the site and consists of a central courtyard area which is then enclosed by the front and rear parts of the main parts of the building which is then connected by a central atrium consisting of the stairs and lifts. The proposal will provide active frontages along Acton Lane whilst leaving a 3.5 metre gap for the existing footpath.

12. The proposal includes one main entrance on Acton Lane which leads into the lobby area of the ground floor. There are also a number of larger windows which will provide natural surveillance of this area of Acton Lane. An existing substation will be accommodated in the corner of the building fronting Acton Lane. Whilst reservations were initially expressed about the substation and its siting within the building, it has been incorporated well into the front and side elevation. Consideration has also been given to the practicality of removing this feature which in this case would not be possible as the substation also supports the neighbouring Nursing Home and soon to be completed extra care home in Plots 1 and 2.

13. The ground floor has been revised to provide better utilisation of space and access. This has included better access to the landscaped area in the eastern block and also from increasing the frequency and size of the windows allowing views into the seating and landscaped area. The multi-faith room has also been reconfigured with the buggy store. The multi faith room now has access to the landscaped/seating area on the eastern side of the building which will allow more connectivity between this area and better utilisation of space.

Scale

14. The proposed building reaches a maximum height of six storeys and will be located to the immediate north-east of a nine and five storey building consisting of Extra Care Units in plot 1 and a nursing home for dementia care in plot 2. Beyond this there are a number of four storey warehouse units again located to the north-east of the site but separated by an access road leading to the car park of the Hospital. The proposal constitutes an increase in scale from the previously approved proposal which consisted of four storeys. However in terms of the recently constructed five storey and soon to be completed nine storey building the scale of the proposed six storey building would not be out of place in this location. There are also a number of large four storey warehouses located to the north-east which highlight the fact that taller buildings are located in this area of Acton Lane.

15. The submitted plans detail a central courtyard which will be enclosed on all sides by the building including the street frontage on Acton Lane, the rear overlooking the Hospital carpark, the north-eastern elevation overlooking the warehouses and access road and the south-western elevation that will be built up to the side of the existing nursing home in Plot 2. Your officers are satisfied that the scale of the building would complement the existing, adjacent building in plot 2 and the soon to be constructed building in Plot 1. The proposed scale would make a positive contribution to the area but would require a high standard of materials and detailing to ensure success which can be adequately secured through the submission of reserved

matters and conditions.

Landscaping

16. Indicative landscaping drawings have been submitted which show proposed landscaping at the rear and side of the application site. The drawings also show landscaping located in the central courtyard area and between the site and access road leading to the Hospital carpark. However as the drawings are indicative and matters regarding landscaping are reserved further details will be secured by condition.

17. Your officers consider that, given the scale of the proposed use and the limited amount of space that would remain on-site for landscaping, especially in the front of the building, the quality of hard and soft landscaping should be exemplary and shall include a high quality of hard and soft landscaping within the public realm, the planting of large trees within the street, the retention of existing trees along the Acton Lane frontage and a high quality of landscaping provision within the central courtyard area.

Standard of accommodation

18. The application proposes the creation of 103 units each consisting of one bed two person flats set out over the ground to fifth floor. The Technical Housing Standards (2015) require units of this size to have a minimum Gross Internal Area of 50 sqm which all of the units exceed.

Floor	Unit – 1 bed 2 person	GIA sqm
Ground	9	53.2 sqm
First	18	52.9 sqm – 53.3 sqm
Second	19	52.4 sqm – 53.2 sqm
Third	19	52.4 sqm – 53.2 sqm
Fourth	19	52.4 sqm – 53.2 sqm
Fifth	19	52.4 sqm – 53.2 sqm

19. In terms of access to amenity space the residents will have access to a large communal area located on the ground floor. There are also terraces and seating areas located on all of the upper floors that residents can avail of as well as the community facilities.

20. Concerns were previously raised about the layout of the courtyard area however the two main parts of the building now have a separation distance of just over 19 metres and provide 660 sqm of usable communal space. Although this is below the required amount of 20 metres that is normally required it is an improvement on previous proposals and helps to alleviate concerns with overlooking from habitable room windows.

Transport & Highways

21. Considering this part of the overall redevelopment scheme in isolation, the car parking standard for the current proposal for “very sheltered” housing and for the previously approved scheme for care and treatment facilities (use class C2) and are almost identical, at one space per 10 units (as opposed to one space per 10 bedrooms) and one warden space (as opposed to one space per five staff). With an increased total of 103 self-contained units now proposed though, the parking allowance for this particular part of the overall site would rise from about 6 spaces to 11 spaces. The previously approved undercroft parking area has now been removed though, leaving no off-street parking space within the site.

22. Whilst this accords with maximum standards, consideration also needs to be given to the potential impact of overspill parking on traffic flow and road safety in the area. In this regard, stopping along the Acton Lane site frontage (which falls within the remit of Ealing Council) is prohibited due to the presence of a zebra

crossing in front of the site, whilst parking along Acton Lane generally is limited to the southern side of the road only. However, a large surface level car park is located to the rear of the site within Central Middlesex Hospital's grounds, which can be used for pay and display parking by staff (at a cost) and visitors to the site. Aerial photographs taken at various times over the last ten years invariably show the car park to have plenty of spare capacity.

23. A total of seven secure bicycle parking spaces are proposed along the eastern side of the building, accessed via the bus only street adjoining the eastern side of the building. This level of provision is welcomed. Internal storage is also shown for ten buggies, to help increase mobility for elderly and frail residents.

24. Standard PS22 requires suitably sized bus and/or ambulance facilities for the proposed client group. With the site forming part of the grounds of Central Middlesex Hospital, there are no requirements for ambulances. However, the rear of the building is nevertheless to be set 3.5m from the rear private hospital access road to provide space for an off-street loading bay. This is close to the bin store, so will be useful for refuse collection, as well as for general deliveries.

25. The loading bay (when occupied) would not leave any space for a footway along the rear of the site, but the original outline proposals for the site also did not include rear pedestrian access to the site (aside from a fire exit). This outline proposal does include a rear access door, but possibly only for use as an emergency escape/bin store access. Clarification on this is sought, as the introduction of pedestrian activity at the rear of the building would be of concern in the absence of footway links. Your officers therefore recommend a condition requiring further details of this entrance. Otherwise, the main entrance will be directly from Acton Lane, which is welcomed.

26. A Transport Statement has also been submitted with the application, to consider in more detail the impact of the proposal on local transport networks. In terms of the road network though, the absence of any on-site parking and the nature of the client group (who will not have their own cars) means that minimal vehicular traffic is expected to be generated by the facility, particularly during weekday peak hours. As such, it is not considered necessary to undertake any further quantitative assessment of trips to and from the site.

27. As a new planning application, the previously agreed terms of the Section 106 Agreement will need to be renewed. These included a requirement to submit for approval and subsequently implement a Travel Plan for each site. To this end, a draft Travel Plan dated 25th September 2015 has been appended to the Transport Statement.

28. This sets out a range of measures (notably provision of an information pack and provision of bicycle and mobility buggy parking) to be implemented by a Travel Plan Co-ordinator, in conjunction with the other building operators within the overall redevelopment (as well as with the hospital). This will aim to reduce the proportion of car-borne trips to and from the site by 2% each year for five years.

29. The Travel Plan has been assessed using TfL's ATTrBuTE programme and, subject to all future baseline and monitoring surveys being of sufficient quality to be i-TRACE compliant, is of sufficient quality to score a PASS rating. A condition requiring the implementation of the Travel Plan and liaison with operators of the adjoining buildings on an overall site-wide Travel Plan is therefore recommended.

30. The original S106 agreement also required the applicant to undertake highway works to the site frontage and thereafter offer the widened area of footway to the Council as publicly maintainable highway under a S38/S278 Agreement at no cost to the Council. With the CIL regulations making inclusion of such terms within a S106 Agreement difficult, it may now be better to secure these works by a planning condition instead, with the backstop of requiring these works to be completed prior to occupation of the development.

Other matters

31. The Councils Regulatory Services department have recommended that a number of conditions be attached regarding an Air Quality Impact Assessment; A Noise Intrusion Assessment; and Noise and dust control measures for the proposed community units. Your officers have therefore recommended such

conditions.

32. Thames Water have recommended that a condition is attached regarding the submission of a drainage strategy detailing any on and/or off site drainage works and that no discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed. Your officers have recommended that such a condition be attached.

33. Thames Water have also requested that an informative also be added to remind the applicant that A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Conclusion

34. The proposal will provide accommodation that meets a specific need within the borough and will be an acceptable addition in the context of the neighbouring care and health uses. The proposed unit sizes and facilities are also considered acceptable for the same reasons. A high standard of design and detailing will be required within the Reserved Matters and the submission of details pursuant to conditions. Approval is therefore recommended accordingly.

SUSTAINABILITY ASSESSMENT

The London Plan (2015) requires major developments to achieve a 35% saving on emissions compared to 2013 Building Regulations. Policy CP19 of the Core Strategy (2010) requires proposals of 10 units or more to include a Sustainability Statement detailing how the development would minimise carbon emissions and meet the requirements of the London Plan.

The applicant has submitted a detailed Sustainability Statement outlining the key sustainability features of the proposed development and an assessment of each feature within the development. The Sustainability Statement confirms that a 36.3% improvement on 2013 Building Regulations would be achieved for the whole development thus exceeding 2013 Building Regulations. In addition to this 11.5% of the total regulated CO2 emission reductions of this development would be achieved by the incorporation of renewable onsite.

The Sustainability Statement confirms that the proposed development would achieve a 66.5% compliance rating which exceeds the Brent Sustainability Checklist score of +50%. The Sustainability Statement confirms that the proposal would achieve a BREEAM rating of 'Very Good'. However Core Strategy policy CP19 requires a development of this size to achieve a BREEAM rating of 'Excellent'. Your officers therefore recommend a condition requiring the submission and demonstration of a pre-assessment demonstrating that BREEAM 'Excellent' can be achieved.

CIL DETAILS

The applicant would be eligible to apply for an affordable housing exemption

This application is liable to pay **£2,655,129.83*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 9197.21 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Residential institutions	9197.21		9197.21	£200.00	£35.15	£2,258,243.53	£396,886.30
			0	£0.00	£0.00	£0.00	£0.00

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	275	
Total chargeable amount	£2,258,243.53	£396,886.30

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/4496

To: Dave Carroll
Planning Co-Operative
30 Altenburg Avenue
West Ealing
London
W13 9RN

I refer to your application dated 08/10/2015 proposing the following:
Outline planning permission for erection six storey building comprising 103 self-contained one bed apartments as supported housing units (Use Class C2) with associated community facilities and accompanied by plans or documents listed here:
0644/F25/001/ C

0644/F25/003/ A

0644/F25/L0/001/ I

0644/F25/L1/001/ G

0644/F25/L2/001/ G

0664/F25/L0/S03_rev-D

at Land East of Victoria Centre, Acton Lane, London

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
For and on behalf of Old Oak and Park Royal
Development Corporation

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.

SUMMARY OF REASONS FOR APPROVAL

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

Brent Unitary Development Plan 2004
Central Government Guidance
Council's Supplementary Planning Guidance

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
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services
Park Royal: to promote the opportunities and benefits within Park Royal

- 1 In the case of any reserved matter, application for approval must be made not later than the expiration of three years beginning with the date of this permission, and that the development to which this permission relates must be begun not later than whichever is the later of the following dates:-

(i) the expiration of three years from the date of this permission; or
(ii) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To conform with the requirements of Section 92 of the Town and Country Planning Act 1990.

- 2 Notwithstanding the provisions of the Town & Country Planning (Use Classes Order) 1987, as amended, the extra care facilities hereby permitted shall only be used for the provision of residential accommodation and care to people in need of care or as a hospital or nursing home and for no other purposes within Class C2 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 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.

- 3 The loading bay, 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 developer shall implement the travel plan and continue to review it during the lifetime of the permission which shall include liaison with the operators of the adjoining building plots.

Reason: in the interest of sustainable travel

- 5 Any plant together with any associated ancillary equipment shall be installed, so as to prevent

the transmission of noise and vibration into neighbouring premises. A test shall be carried out prior to the discharge of this condition to demonstrate that the sound levels submitted with the planning application have been met. The results shall be submitted to the Local Planning Authority for approval.

Reason: To prevent increment of local area noise levels

6 During demolition and construction on site the following measure shall be put in place:

- The best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise from the site;
- The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 08:00 – 18:00 Mondays –Fridays, 08:00 – 13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;
- Vehicular access to adjoining and opposite premises shall not be impeded;
- All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only;
- A barrier shall be constructed around the site, to be erected prior to an demolition;
- A suitable and sufficient means of suppressing dust must be provided and maintained;
- A wheel washing facility shall be installed and operated to ensure that dust/debris is not carried onto the road by vehicles exiting the site.

Reason: to ensure that occupiers of neighbouring properties do not suffer a loss of amenity by reason of nuisance and pollution.

7 The loading area indicated on the approved plans 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.

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.

8 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development, the central courtyard and the terraces (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site clearance, demolition or construction works relating to each phase of the development. 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 associated phase 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 and fences, indicating materials and heights;
- (c) screen planting along the car-park façade;
- (d) adequate physical separation, such as protective walls and fencing, between landscaped and paved areas;
- (e) existing contours and any proposed alteration to ground levels;
- (f) areas of hard landscape works and proposed materials;
- (g) the detailing and provision of green roofs/amenity roofs;
- (g) details of the proposed arrangements for the maintenance of the landscape works.

Any planting that is part of the approved scheme that, within a period of five years after planting, is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season 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.

- 9 Details demonstrating that the developer or constructor has joined the Considerate Constructors Scheme shall be submitted to the Local Planning Authority prior to commencement of works on the relevant part of the development and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction for that part of the development.

Reason: In the interest of the amenities of the adjoining and nearby owners and occupiers.

- 10 Details of the reserved matters for each phase of the proposed development shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced on the associated phase of development and that phase of development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall include:-

landscaping

NOTE - Other conditions may provide further information concerning details required.

Reason: These details are required to ensure that a satisfactory development is achieved.

- 11 No development shall take place before a scheme of sound insulation and ventilation for the building(s) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the building shall not be occupied until the approved scheme has been fully implemented.

Reason: To safeguard the amenities of the occupiers.

- 12 A scheme detailing water efficiency and management measures for the development, including measures to limit the use of water, together with rainwater harvesting and grey-water re-use, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on the associated phase of development. Should any of these measures not be proposed, the reasons for excluding such measures should be outlined within the scheme. The development shall be carried out in full accordance with the approved details.

Reason: To ensure a sustainable development.

- 13 Details of external lighting shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of any works within the associated phase of development 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.

- 14 Within 3 months of practical completion of the development, an Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This review by an approved independent body shall verify that the development has met or exceeded the following:

(i) Minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;

If the review specifies that the development has failed to meet the above levels, and it has been satisfactorily demonstrated that it has not been possible or feasible to incorporate any of the measures proposed within the Energy Statement and/or the Sustainability Strategy then details of alternative measures or alternative means by which the impacts of the failure to implement the measures will be mitigated shall be submitted to and approved in writing by the Local Planning Authority within 2 months of the review, and implemented in full thereafter in accordance with a timescale agreed with the Local Planning Authority.

The approved Sustainability and Energy Strategies (or as amended) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing with the Council.

Reason: To ensure a satisfactory development which incorporates sustainability measures.

- 15 The developer shall enter into a S278 agreement with the Local Highway Authority and shall widen the footway by approximately 3 metres at the developer's expense along the Acton Lane Frontage of the site prior to the development being occupied. The development hereby approved shall not be occupied until a Certificate of Substantial Completion for the works have been issued.

Reason: To ensure that a safe arrangement for pedestrians and vehicles.

- 16 Prior to the commencement of the development the applicant shall provide an Air Quality Impact Assessment demonstrating that the proposed CHP and biomass units shall have no more than an imperceptible impact on neighbouring residents. The assessment shall be provided in writing for the approval of the Local Planning Authority.

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

- 17 Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- 18 Prior to the commencement of any works the applicant shall submit to the LPA a BREEAM pre-assessment demonstrating that BREEAM 'Excellent' will be achieved.

Reason: To comply with the requirements of Core Strategy (2010) policy CP19

- 19 Within three months of completion the applicant shall submit a BREEAM report demonstrating that they have achieved BREEAM 'Excellent'. If any shortfalls are identified the application shall set out complete mitigation measures.

Reason: To comply with the requirements of Core Strategy (2010) policy CP19

- 20 (a) 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.

- 21 Prior to the commencement of works, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority detailing measures that will be taken to control dust, noise and other environmental impacts of the development and the routing and timing of construction vehicles and the approved details 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 and to mitigate against highways impacts.

Any person wishing to inspect the above papers should contact Barry Henn, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5232