

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 May, 2016
06
15/3950

SITE INFORMATION

RECEIVED: 14 September, 2015

WARD: Alperton

PLANNING AREA: Brent Connects Wembley

LOCATION: 1C Carlyon Road, Wembley, HA0 1HP

PROPOSAL: Demolition of former print workshop and redevelopment to provide a part four, part five and part six storey building to accommodate 28 flats (8 x 1bed, 17 x 2bed and 3 x 3bed units) with associated vehicular crossover, car and cycle parking spaces, bin stores, amenity space and landscaping (revised description)

APPLICANT: Classgrade/Metropolitan

CONTACT: Planning Co-operative

PLAN NO'S: Refer to condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

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

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SITE MAP



Planning Committee Map

Site address: 1C Carlyon Road, Wembley, HA0 1HP

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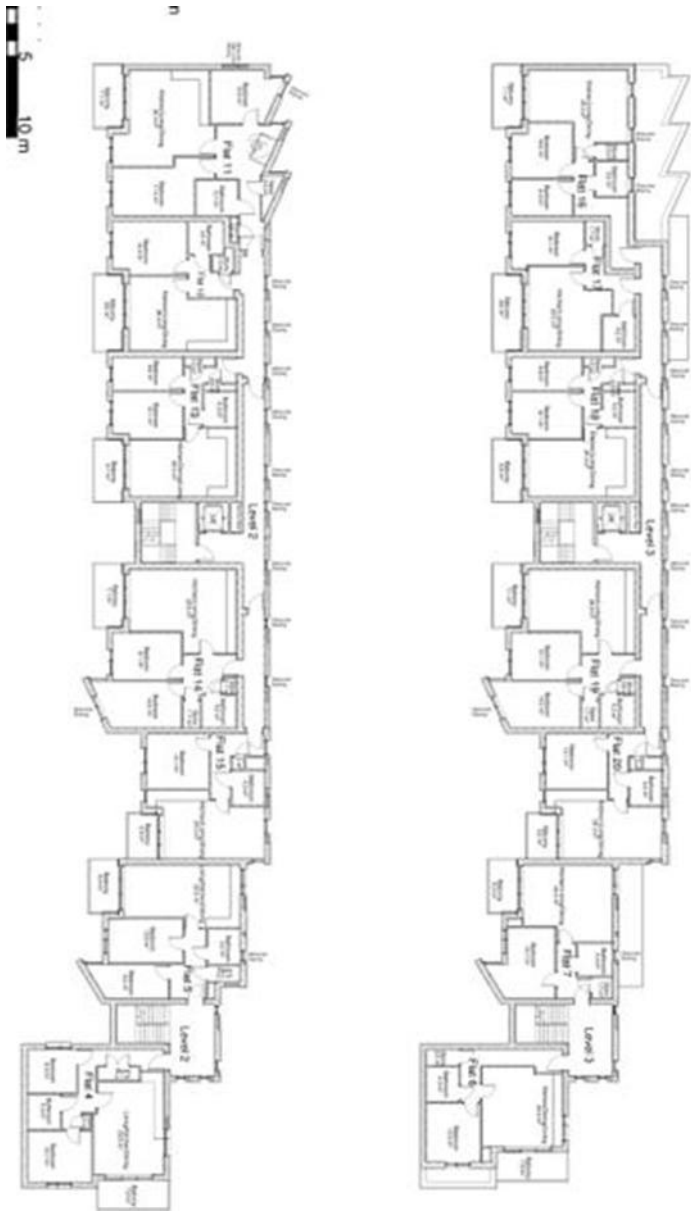
This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS



Site Layout Plan and First floor Plan



Second and Third Floor Plans

5 10 m



Fourth and Roof Plan



South Elevation



North Elevation



North and South Elevations



West Elevation



East Elevation



Elevations in wider context

RECOMMENDATIONS

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the North Area Planning Manager 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

Demolition of former print workshop and redevelopment to provide a part four, part five and part six storey building to accommodate 28 flats (8 x 1bed, 17 x 2bed and 3 x 3bed units) with associated vehicular crossover, car and cycle parking spaces, bin stores, amenity space and landscaping (revised description)

B) EXISTING

The application site comprises a single storey industrial building (use class B2) that is restricted to the processing and distribution of crushed glass that is brought to the site in a crushed state.

The site is a narrow linear site that faces onto Carlyon Road. To the west it abuts 255 Ealing Road that is a vacant site that has planning permission for a mixed use residential led redevelopment - see further details in the remarks section below. To the east it abuts 1 Carlyon Road and the rear service yard running along the back of 1 to 17 Carlyon Close. These are all two storey residential properties. To the north it abuts the access road to 253 and 253a Ealing Road. To the south on the opposite side of Carlyon Road are two storey residential properties.

The application site is located within the Alperton Growth Area and is allocated within the Site Specific Allocation Document (A.3 - Former B&Q and Marvelfairs House).

C) AMENDMENTS SINCE SUBMISSION

There have been a number of alterations to the scheme since the original submission. These are summarised below:

- Alteration to the mix of unit to increase the overall number of units from 27 to 28
- Alterations to form of development from two blocks to one linear block
- Reduction in the height of the development along sensitive boundaries
- Alteration in the external materials and design of fenestration facing Carlyon Close
- Increase in the distance of the building from the boundary with Carlyon Close and introduction of obscured glazed and angled windows
- Introduction of obscured glazed and angled window facing 255 Ealing Road

Alterations to the communal garden and hard/soft landscape arrangement within the site, together with the bin stores and bike stores

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

Principle of development: The opportunity for new homes and the contribution towards affordable housing on a site within the Alperton Growth Area and Housing Zone: The proposal accords with the uses set out within the SSA and helps to delivery the key objectives set out within planning policy, including the delivery of new homes.

Design and Scale of development: The proposal utilises good architecture with quality detailing and materials. The scale of the development is appropriate for its context.

Transportation: The scheme provides 14 car parking spaces , which is considered an acceptable level of car parking for this scheme. Sufficient cycle parking is provided together with storage for refuse. Minor alterations are required to the layout of two car parking spaces and the location of the temporary refuse storage area on collection dates. Such details will be secured as a condition to any forthcoming consent.

Quality of the proposed residential accommodation: The proposal accords with the London Plan standards for residential quality.

Impact on neighbouring occupiers: The proposal is considered to maintain acceptable levels of amenity for both existing residential occupiers and those within the emerging 255 Ealing Road development.

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)
Dwelling houses	0	0	0	2482	2482
General industrial	1067	0	1067	0	-1067

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Social Rented)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Market)										
PROPOSED (Flats û Social Rented)	2	4	3							9
PROPOSED (Flats û Intermediate)	2	3								5
PROPOSED (Flats û Market)	4	10								14

RELEVANT SITE HISTORY

13/1167: Full Planning Permission sought for change of use from light industry (Use class B1) to general industry (Use class B2, restricted to the processing and distribution of crushed glass that is brought to the site in a crushed state) - Granted, 17/07/2013.

CONSULTATIONS

Initial Consultation Period: 09/10/2015 - 30/10/2015

Re-Consultation Period on the revised plans: 10/03/2016 - 31/03/2016

Site Notice displayed on 27/10/2015

Press Notice: 15/10/2015

Public Consultation

190 neighbours consulted - objections received from 5 neighbouring properties on the following grounds:

- buildings at 5 to 6 storeys are too high and will block views from neighbouring properties
- natural light to neighbouring occupiers will be significantly reduced
- already higher levels of noise from new developments in area and this development will add further noise
- application does not specify what type of residents will occupy the development
- not enough parking in the area - this proposal will lead to increased congestion, more pollution and health and safety issues. Area has been significantly redeveloped over the last 10 years and there is not enough parking for existing residents.
- dust and loss of air quality will impact on health of existing residents
- building works will be noisy and increase vibrations
- amenities within the area already overcrowded, such as schools and doctors
- loss of privacy. Existing high rise development at 243 Ealing Road already overlook existing residents
- lack of open space, and another large development will make the area not an appealing place to live
- youth/young man gather in local area and this proposal will make this worse due to increased population

One response supporting the application received on the following grounds:

- it will fit in well with the neighbouring development at 255 Ealing Road, which is currently under construction, in terms of its aesthetics including the frontage, landscaping and height.
- It will help in the overall regeneration of area by making good use of what I believe is underutilised land.
- there is a housing shortage in the area and surrounding areas, and a development such as this contributes to alleviating this as part of the commitment to the Alperton Housing Zone.

External Consultation

Alperton Ward Councillors - no comments received.

Cromwell & Burns Road Residents Association - no comments received.

Internal Consultation

Transportation Unit - No objections raised subject to conditions relating to

- the submission and approval of further details of road surfacing, lighting, drainage and electric vehicle charging points within the site;
- minor amendments to the site layout to retain adequate turning space for car parking spaces 3 and 4 and to reposition the temporary bin storage area within 10m of Carlyon Road;

(iii) funding of the resurfacing of the footway along the Carlyon Road frontage of the site, including the removal of the existing crossover and guardrailing and construction of the proposed new crossover, together with a review of the waiting restrictions along the site frontage,

Environmental Health - No objections raised subject to conditions being secured in relation to contaminated land, air quality and noise.

Environment and Neighbourhood Services (Sustainability) - scheme meets London Plan carbon reduction target.

Landscape and Design Team - Full details of landscaping to be conditioned to any forthcoming consent.

Local Lead Flood Authority - No objections raised.

POLICY CONSIDERATIONS

National policy guidance

National Planning Policy Framework 2012

This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Regional policy guidance

The Further Alterations to the London Plan 2015

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications. The following policy is relevant:

Chapter 3 - London's People

Policy 3.3: Increasing Housing Supply

Policy 3.4: Optimising Housing Potential

Policy 3.5: Quality and Design of Housing Development

Policy 3.6: Children and Young People's Play and Informal Recreation Facilities

Policy 3.8: Housing Choice

Policy 3.9: Mixed and Balanced Communities
Policy 3.10: Definition of Affordable Housing
Policy 3.11: Affordable Housing Targets
Policy 3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

Chapter 5 - London's Response to Climate Change

Policy 5.2: Minimising Carbon Dioxide Emissions
Policy 5.3: Sustainable Design and Construction
Policy 5.6: Decentralised Energy in Development Proposals
Policy 5.7: Renewable Energy
Policy 5.9: Overheating and Cooling
Policy 5.12: Flood Risk Management
Policy 5.13: Sustainable Drainage

Chapter 6 - London's Transport

Policy 6.5: Funding Crossrail and other strategically important transport infrastructure
Policy 6.9: Cycling
Policy 6.13: Parking

Chapter 7 - London's Living Places and Spaces

Policy 7.2: An Inclusive Environment
Policy 7.3: Designing Out Crime
Policy 7.4: Local Character
Policy 7.5: Public Realm
Policy 7.6: Architecture
Policy 7.14: Improving Air Quality
Policy 7.15: Reducing Noise and Enhancing Soundscapes

Chapter 8 - Implementation, Monitoring and Review

Policy 8.3: Community Infrastructure Levy

Local policy guidance

Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP1: Spatial Development Strategy
CP2: Population and Housing Growth
CP8: Alperton Growth Area
CP19: Brent Strategic Climate Change Mitigation and Adaption Measures
CP21: A Balanced Housing Stock

Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

Built Environment

BE2: Townscape - Local Context & Character
BE5: Urban Clarity & Safety
BE6: Public Realm - Landscape Design
BE7: Public Realm - Streetscape
BE8: Lighting & Light Pollution

BE9: Architectural Quality
BE17: Building Services Equipment

Environmental Protection

EP2: Noise & Vibration
EP3: Local Air Quality Management
EP6: Contaminated Land

Housing

H12: Residential Quality - Layout Considerations
H13: Residential Density

Transport

TRN3: Environmental Impact of Traffic
TRN4: Measures to make Transport Impact Acceptable
TRN10: Walkable Environments
TRN23: Residential Standards - Car Parking
TRN35: Transport Access for Disabled People and Others with Mobility Difficulties

Brent's Site Specific Allocations DPD adopted July 2011

The above document forms part of Brent's Local Plan and sets out the planning policies and guidance for the future development of over 70 key opportunity sites around the borough. One of these sites is known as A.3 (B&Q and Marvellairs House).

Supplementary Planning Guidance and Design Guides

Government's Technical Housing Standards (March 2015)
Mayor's Housing SPG, November 2012
S106 Planning Obligations SPD, July 2013
Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001
Alperton Masterplan SPD 2011

DETAILED CONSIDERATIONS

1. Background and principle of development

Residential development

2. The application site is located within the Alperton Growth Area. Policy CP8 of Brent's Core Strategy relates to Alperton Growth Area where it identifies Alperton for mixed use regeneration along the Grand Union Canal. It seeks to provide at least 1,600 new homes to 2026, supported by infrastructure to be identified within the Infrastructure and Investment Framework. Anticipated infrastructure will include new and/or improved education facilities at nursery, primary and secondary school level, new health facilities, new and improved public open space and new community centre.
3. The Alperton Growth Area has also recently been designated as a Housing Zone, which reinforces its status of housing development.
4. To support Brent's Core Strategy the Council has produced and adopted its Site Specific Allocations Development Plan Document. This document sets out the planning policies and guidance for the future development of over 70 key opportunity sites around the borough. One of these sites known as A.3 is the "Former B&Q and Marvellairs House" site. Marvellairs House was the building that once stood on the application site which was recently demolished. Site A.3 is identified for a comprehensive mixed use development including residential, amenity space, B1 employment and A3 uses. There is indicative development capacity and phasing which is set out below:

Indicative development capacity	211 units	115 units	115 units
Indicative development phasing	2011-12	2013-14	2015-16

5. Planning permission has already been granted for the former B&Q part of the SSA for a mixed use development containing 440 flats and a dwellinghouse together with commercial and community space with associated landscaping and car parking (LPA Ref: 09/2116). This development is at completion. Planning permission has also been granted at 255 Ealing Road for construction of 3- to 9-storey building comprising 125 residential units and 277 sqms of affordable workspace (Use Class B1) and/or community floorspace (Use Class D1) and associated parking, access, landscaping and related ancillary works (LPA Ref: 14/2276). Works have not yet commenced on this scheme. The site also contains 245 to 253a Ealing Road which are yet to be redeveloped.
6. In addition to the above policy documents, the Council has produced and adopted the "Alperton Masterplan" Supplementary Planning Document. The purpose of the Masterplan is to set out in detail how the Council will bring about the transformation of this industrial area into a new, mostly residential neighbourhood. It is intended to provide clear guidance for developers, landowners and residents about the scale of change which the Council would like to see happen. The Masterplan vision is to create three distinctive new neighbourhoods linked by a high quality and lively stretch of canal, which are:
 - Alperton's core: a cultural centre
 - Waterside residential neighbourhood
 - Northfields Industrial Estate.
7. The application site lies just to the south of Alperton Core. The regeneration principles for Alperton Core is defined by
 - distinctive buildings up to 17 storeys in height in specific locations
 - high-density flatted development,
 - new housing promoted for smaller households.

8. The redevelopment of the application site proposes a residential redevelopment.

Loss of employment uses

9. The site currently contains a B2 use. The redevelopment of the site will not include any replacement employment floorspace. The SSA has already secured affordable workspace with 243 Ealing Road and 255 Ealing Road. As this site is a small site your officers are of the view that it is not practical to provide employment floorspace on site, but that an off site contribution to compensate for the loss of the employment use is required. Officers in the regeneration team have calculated this amount at £51,000, and this will be secured as part of the Section 106 Agreement for other employment projects within the Alperton Growth Area.
10. In summary, the scheme is considered to meet the objectives of Brent's Core Strategy, the SSA and the Alperton Masterplan. It is therefore acceptable in principle subject to the scheme providing an appropriate mix and quality of accommodation of residential accommodation, consideration of neighbouring sites and overspill parking onto surrounding streets.
11. Each of these matters is discussed in detail below:

Design, scale and massing

12. The new building is a linear blocks that runs from north to south. It main building varies in height from four to five storeys with elements that provide access to the roof gardens at six storeys in height.
13. The development has been designed to provide a transition in scale between the lower two storey existing residential properties and the emerging taller developments at 255 Ealing Road and 243 Ealing Road that step up to 9 and 14 storeys in height. It is considered that the scale of development represents a suitable transition between the existing and emerging built form.
14. A minimum set back of 4.3m is maintained to the road frontage with Carlyon Road with overhanging balconies at upper floor levels The building line will line up with 255 Ealing Road and the front of the

building is to be built up 255 Ealing Road. Further within the site a set in from the boundary with 255 Ealing Road is proposed.

15. At ground level towards the middle of the site is an undercroft car parking area. Access to the car parking area is via Carlyon Road. Access to the residential flats is also via Carlyon Road along the access road within the site, servicing two cores within the building and duplex flats towards the rear.
16. In terms of the external materials, the building has been simplified by the predominant use of brick work, with a bronze cladding for parts of the roof level, the balconies and canopy features. The massing of the elevations have been broken up through the use of projecting balconies and punctured brickwork, together with uniformity to the window design. This has allowed the elevations, particularly when viewed from neighbouring residential occupiers, to provide visual interest (even on the elevations with less active uses).

Residential Density

17. London Plan Policy 3.4 'Optimising Housing Potential' states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2, taking into account local context and character, design principles and public transport capacity. This site is located within PTAL 3 and is considered to be within an urban location. As such table 3.2 sets a guideline of up to 200 to 450 habitable rooms per hectare (Hr/Ha). However, the junction of Carlyon Road and Ealing Road is PTAL 4 which is only a very short distance (approximately 80 m) from the site, where the London Plan sets a guideline density of up to 700 Hr/Ha. The site is not significantly less accessible than a location 80 m from the site and a flexible approach should be taken to the density matrix in such instances.
18. The density of the proposed scheme is 726 habitable rooms per hectare which exceeds the density matrix. Whilst higher density developments are supported in principle in the Growth Areas, the scheme is still required to provide a high quality development taking into account factors such as high quality living environment for occupiers, adequate provision of amenity and play space, an appropriate level of affordable housing, good mix of unit sizes, high quality design, and addressing any transport and climate change issues. This is particularly important given the Housing Zone designation of the site. These factors are discussed in detail below.

Affordable Housing

19. Policy 3.13 of the London Plan requires affordable housing to be provided on sites which are capable of providing 10 or more homes. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of new homes to be delivered in the borough are affordable and in line with London Policy 3.12 the maximum reasonable amount of affordable housing will be sought when negotiating on individual private residential and mixed use schemes, with due regard to a number of factors including development viability.
20. The scheme is proposing 50% affordable housing (accounting for 14 units). These include 9 of which are for Affordable Rent (3 No 3-bed Maisonettes, 4 No 2-bed flats, 2 No 1-bed flats) and 5 are Intermediate (Shared Ownership) 3 No 2-bed flats and 2 No 1-bed flats.
21. The amount of affordable housing meets Brent's local requirement and is considered acceptable. The ratio is 65% affordable rent and 35% shared ownership which is in general accordance with London Plan and Brent policies.

Quality of residential accommodation

Size and mix of units

22. The application originally proposed 28 residential units. A breakdown of the unit mix is set out below:

	One bed units	Two bed units	Three bed units	Total Units
Overall scheme	8 (29%)	17 (60%)	3 (11%)	28
Private Units	4 (50%)	10 (58%)	0 (0%)	14 (50%)
Shared Ownership	2 (25%)	3 (18%)	0 (0%)	5 (18%)
Affordable units	2 (25%)	4 (24%)	3 (100%)	9 (32%)

23. Policy CP21 of Brent's Core Strategy seeks an appropriate mix of unit sizes within a scheme including a proportion of 25% of units to be three bedrooms or more. However, within The Alperton Core set out

within the Alperton Masterplan it promotes new housing to be for smaller households, with a predominance of one and two bedroom homes.

24. Furthermore, all of the family sized units are within the affordable rent.
25. Overall, the housing mix assists with achieving the wider housing objectives of the Borough.
26. The London Plan requires residential units to provide the following internal floor space standards:

1 bed 2 person - 50sqm
2 bed 3 person - 61sqm
2 bed 4 person - 70sqm
3 bed 4 person - 74sqm
3 bed 5 person - 86sqm
3 bed 6 person - 95sqm

27. Further guidance on the internal room sizes within the residential units are set out in the Mayor's Housing SPG that states that a minimum area of 7.5sqm should be provided for a single bedroom and 11.5sqm for a twin/double bedroom.
28. All of the units meet or exceed the requirements of the London Plan with the exception of Flat 22. However, both of the bedrooms for this flat meet or exceed minimum requirements and it has a balcony that meets London Plan standards. As such it is considered that this units meet an acceptable standard of accommodation and the shortfall in the overall size is not considered significant to warrant a reason for refusal.

Outlook and privacy

29. Out of the 28 units, 9 units are single aspect. These face in a southern direction and are smaller units (one and two bedroom units only).
30. At ground level, landscape buffers are proposed between residential windows and car parking spaces/pathways.
31. At first floor level, some windows to bedrooms are obscured glazed where they are close to more sensitive boundaries (facing Carlyon Close and 255 Ealing Road). Additional outlook away from these sensitive boundaries is proposed with splayed angle windows.
32. Due to the linear nature of the scheme, the units have been designed to not overlook one another. As such, it is considered that acceptable levels of privacy are provided for the units within the scheme.

Wheelchair units and lifetime homes

33. Three units within the scheme are proposed to be designed as wheelchair accessible housing (now known as Building Regulation (M4(3)). The number of wheelchair units account for approx. 10% of units, meeting the requirements of both the London Plan and policy CP21 in Brent's Core Strategy 2010. All homes will be built to lifetime home standards (now known as Building Regulation (M4(2)). These will be secured as a condition to any forthcoming planning consent.

External amenity space

34. SPG17 requires new development to provide 50sqm of private external amenity space per three bedrooms units on the ground floor and 20sqm for other units.
35. In this case the three duplex flats have access to at least 40sqm of external amenity space at ground level together with balconies that are at least 7sqm. Overall, each of these units have access to approximately 50sqm of private external amenity space.
36. All of the other units in the scheme have access to either a private ground level terrace or balconies at upper floors. In addition, the units have access to a communal garden at ground level that is 94.5sqm together with two roof gardens. The smaller roof garden is 56.4sqm and is located at the front of the development accessed via the front core. The second roof garden is 137.7sqm is located towards the rear of the site accessed via the second core.

37. Overall, the provision of private and communal amenity space amounts to 700sqm. Based on SPG17, the requirements for this scheme is 700sqm. The level of external amenity space meets SPG17 requirements.
38. The communal amenity space at ground level will include 77sqm of play space for under 5's in line with London Plan requirements.
39. It is recommended that full details of external amenity space are conditioned to any forthcoming consent.

Impact on adjoining occupiers

Privacy

40. SPG17 requires a distance of 10m to be maintained between habitable room windows and neighbouring rear boundaries and a distance of 20m to be maintained between directly facing habitable room windows.
41. In this case, the nearest sensitive boundary are the houses and gardens of the properties at 1 Carlyon Road and 1 to 13 Carlyon Close. No. 1 Carlyon Road abuts the application site. To address concerns with overlooking into their rear garden, an obscured glazed window is proposed to bathrooms. This will prevent overlooking. The bedroom windows within the development closest to 1 Carlyon Road face into the service road rather than directly into the rear garden, as and such are considered acceptable.
42. To the rear of Nos. 1 to 7 Carlyon Road, the new development is served by non habitable rooms which can be conditioned to be obscured glazed, and thus maintain acceptable levels of privacy for these occupiers.
43. Both Nos. 9 and 11 Carlyon Close have larger rear outbuildings. As such a distance of 10m is maintained from the undeveloped section of the rear garden of these properties, and this maintaining acceptable levels of privacy of these occupiers. Nos. 13 to 17 Carlyon Close do not have outbuildings in the rear gardens. Windows to bedrooms behind these properties that sit within 10m, have been designed to be obscured glazed with secondary windows facing away from these rear gardens.
44. Over 20m is maintained between directly facing habitable room windows, meeting the requirements of SPG17.
45. Consideration has also been given to the emerging development at 255 Ealing Road. The boundary with 255 Ealing Road contains a car park so there is not a requirement to provide 10m to the boundary. However, consideration needs to be given to the requirement of 20m between directly facing habitable room windows. Plans submitted with the application demonstrate that the majority of the scheme provides 20m between directly facing habitable room windows. Where this falls significantly short (in part 16.5m) an obscured glazed window is proposed with a secondary window facing at a splayed angle.
46. Overall, taking into account the emerging urban context of the area, the scheme provides acceptable levels of privacy for both existing neighbouring occupiers and those within emerging developments. It is recommended that full details of obscured glazed windows that are either fixed or opening at high level only (1.7m above internal floor level) are conditioned to any forthcoming consent.
47. The roof gardens are set in away from the edges of the building and will contain parapets at 1.2m high. Sections plans have been submitted showing the sightlines from the roof gardens.

Overbearing appearance and light

48. To ensure that a development does not appear overbearing from neighbouring occupiers, it is required to sit within a line drawn at 30 degrees from the nearest rear facing habitable room window (measured at 2m above internal floor level) and to sit within a line drawn at 45 degree from the edge of the rear garden (measured at 2m above garden level).
49. Sections plans have been submitted. These show the new building sit within the 30 degree line from rear windows in the properties on Carlyon Close. It also predominantly sits within 30 degree from the windows facing the development in 255 Ealing Road, with the exception of one section that serves the stair well in block 1 to the roof garden. However, this infringement is marginal with only the top 1m failing the guidance, and is not considered in itself sufficient to justify a reason for refusal.

50. The sections plans also show 45 degree relationship with residential gardens at 1 Carlyon Road and 1 to 17 Carlyon Close. These have either been taken from the edge of the rear garden or where outbuildings exist where the rear gardens adjoining the outbuildings. In the majority of cases, the building sits within the 45 degree line. The only exceptions are the stair wells to the roof gardens. In both cases, these exceed the 45 degree line by 1.3m and 1.9m in height, and only relate to a relatively small element of the proposed buildings (the cores) which are set back away from the edges of the building to reduce their overall appearance. Overall, it is considered that this infringement is not unduly detrimental when viewed in the emerging urban context of the site, and does not justify a reason for refusal.

Landscaping

51. The access road within the site will be a shared surface made up of brindle block paving with a contrasting colour of block paving for the car parking spaces and area for the bin store. New planting is proposed along the Carlyon Road frontage which will include three new trees. This will improve the appearance of the site from Carlyon Road compared to the existing situation.

52. A hedge is proposed along the site boundary with No. 1 Carlyon Road together with climbing plants along the boundary with the access way behind 1 to 17 Carlyon Close. The private and communal gardens will be predominantly grassed with ornamental trees. Screen planting is proposed in front of the entrances to the maisonettes to provide privacy.

53. The roof gardens will be laid out with pergolas, soft landscaping and paving.

54. Full details of soft and hard landscaping are recommended to be conditioned to any forthcoming consent.

Sustainability

55. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by London Plan policy 5.2 *Minimising carbon dioxide emissions* part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

56. The application is supported by an Energy Strategy. In summary, the proposal achieves an overall saving of 35.03% improvement on Part L 2013 Building Regulations. The policy requirement is 35% improvement.

57. Lean measures

- In terms of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. This includes wall, floor, roof and window u-values exceeding building regulation requirements, air permeability exceeding building regulation requirements, energy efficiency lighting and combi gas boilers with 90% efficiency.

58. The development is estimated to achieve a reduction of 2.81 tonnes per annum (7.90% improvement over Part L 2013 Building Regulations) as part of the lean measures.

59. Clean measures

- CHP has not been deemed a viable option due to it not being efficient for development that have less than 100 flats, especially if there is also no commercial unit present. This is because there is not enough of a constant load as a result of intermittent demand.

60. Existing district heating is not currently locally available, although future connections will be made available as it is in a 'potential' area.

61. Green measures

- The scheme is proposes PV panels, which will be located at roof level. The development is estimated to achieve a reduction of 9.65 tonnes per annum (27.13% improvement over Part L 2013 Building Regulations) as part of the green measures.

62. It is recommended that the sustainability measures are secured as part of the Section 106 Agreement.

Flood Risk and Surface Water Drainage

63. The site is less than 1 hectare in size and is located within Flood Zone 1, which means that it is at low risk of significant surface water flooding. It is currently occupied by an existing commercial/industrial building and hardstanding. It is currently 100% impermeable.

64. The Drainage Strategy has been reviewed by the Local Lead Flood Authority who has advised that the scheme complies with the London Plan and that the proposed development will reduce the impermeable area by 50%. This will be achieved through introducing new soft landscaped areas and below ground storage.

65. It is recommended that these measures are secured as part of a planning condition to any forthcoming consent.

Environmental Health Considerations

Contaminated Land

66. A Contaminated Land Assessment has been submitted. This has been reviewed by officers in Environmental Health who have advised that they are satisfied with the findings and recommendations. They recommend that further investigation is required to determine the extent of actual contamination and remediation works needed. Remedial works will also need to be validated. It is recommended that such measures are conditioned to any forthcoming consent.

Air Quality

67. As the site has the potential to expose future users to elevated pollution levels, a Air Quality Impact Assessment has been undertaken. This has recommended a number of mitigating measures for the ground floor units including mechanical ventilation or NOX filtration. This is to ensure that there is a clean supply of air for future residents, and to ensure that they are not exposed to high levels of air pollution.

68. Officers in Environmental Health have reviewed the assessment and confirmed that it is acceptable, subject to a condition being secured relating to the mitigation measures.

69. They have also advised that construction phase dust and noise needs to be managed, and have recommended a condition relating to this.

Noise

70. A noise impact assessment has been submitted. This recognises the guidance on sound insulation and the recommendation provided in BS8233:2014 for indoor ambient noise levels. It recommends a mitigation measures to meet the required internal noise levels through robust glazing specification. Officers in Environmental Health have advised that the assessment is acceptable, and recommend that a condition is secured requiring details of how the mitigation measures have been incorporated post construction.

Ecology

71. A habitat survey has been undertaken for the existing site which concludes that the site is of low ecological value and the presence of protected species is negligible. The report recommends that a sensitive landscape scheme could enhance the biodiversity potential of the site including native landscaping, bat and/or bird boxes.

72. Such measures are recommendation to be secured via condition.

Transportation

Car parking

73. The proposal for 28 flats (9 x 1-bed, 16 x 2-bed & 3 x 3-bed) will have a total allowance of 33 parking spaces, although this can be reduced by 50% for affordable housing by a registered social landlord

(Metropolitan Housing Trust in this case), taking the parking standard down to 17 spaces. Officers in Transportation have advised that the proposed provision of 14 car spaces accords with standards.

74. Three further spaces could be accommodated on-street along the yellow line along the Carlyon Road site frontage following the closure of the existing access, thus allowing the difference between on-site provision and the full affordable parking standard to be bridged in the evening, when residential parking demand peaks.
75. As the scheme proposes three wheelchair units, there is a requirement to provide three disabled parking spaces. The scheme proposed four disabled parking spaces close to building entrances to ensure easy access to an allocated Blue Badge space for each unit. The number of wheelchair parking spaces can be reduced to three, and the bays must be marked with hatching around them though, particularly in the case of space 12 where other cars may otherwise be tempted to try to squeeze into the area between space 12 and the undercroft car park, blocking access to the rear building entrance.
76. The 2.6m high rear undercroft car park will provide adequate headroom for high-top conversion vehicles for wheelchairs, with access via a sliding gate.
77. Two spaces should again be provided with electric vehicle charging points.
78. Officers in Transportation have advised that the two spaces at the front of the site do not have sufficient turning space to allow them to be easily accessed. They should therefore be moved 1.5m further back and it would therefore be necessary to divert the footpath to the front building entrance along the front of the spaces.
79. It is recommended that the above matters are secured as part of planning conditions to any forthcoming consent.

Cycle parking

80. There is a requirement to provide one cycle space per unit. This scheme proposes 47 spaces within two internal rooms, which remains more than sufficient to satisfy standards in a secure and protected manner. It is recommended that details of cycling are secured to any forthcoming consent.

Access road

81. The principle of using a shared surface to the car park and rear building entrances for this limited quantum of development is acceptable, with confirmation provided that permeable block paving will be used (with contrasting coloured blocks for the parking spaces). The width of the shared surface drive to the main car park and rear building entrance to 4.1m is sufficient for two cars to pass one another with care, subject to retention of 300mm margins on either side.
82. It is recommended that such details are secured to any forthcoming planning consent.

Refuse storage and Fire Access Strategy

83. Based on the current scheme at 28 units and the mix of units that is proposed, there is a requirement to provide 3060l of residual waste, 3060l of dry recycling and 644l of organic waste. A total of 3 x 1100l euro bins are required for residual waste and 3 x 1100l euro bins for dry recycling. One x 1100l bin is required for organics or this could be provided in 3 x 240l bins. The cores of the buildings show sufficient space to accommodate the refuse requirements.
84. As the bins will be collected from Carlyon Road, there is a requirement to accommodate a temporary collection area. This will need to be positioned 10m from the highway boundary, and the current location exceeds this distance. This will need to be amended to be closer to the front car parking spaces to meet 10m requirement.
85. It is recommended that such details are secured by condition together with management arrangements for collection.
86. A fire access strategy has been submitted. Officers in Building Control have advised that this is acceptable in principle but full details will need to be secured as part of a building control application.

Highway works and junction considerations

87. Officers in Transportation have advised that the existing redundant crossover to the site will need to be reinstated to footway and the opportunity should also be taken to resurface the footway along the entire site frontage to provide a more attractive setting for this residential development, including the removal of the redundant panels of guardrailling.
88. Such details will be secured as part of the Section 106 Agreement.
89. The Transport Impact of the development concluded that the scheme is too minimal to require further detailed junction modelling.

Response to Consultation

90. The following objections have been received:

Point of objection	Response
Buildings at 5 to 6 storeys are too high and will block views from neighbouring properties	The scale of the development is considered appropriate for its location – please refer to paragraph 12 above.
Natural light to neighbouring occupiers will be significantly reduced	The impact on neighbouring occupiers has been discussed within paragraphs 48 to 50 above. As the building sits within 30 degree line from neighbouring windows it is not considered to result in a loss of light.
Already higher levels of noise from new developments in area and this development will add further noise	Whilst there will be noise during the construction phase, this will be managed through a construction management plan.
Application does not specify what type of residents will occupy the development	The residential mix is discussed within paragraphs 22 to 25 above.
Not enough parking in the area - this proposal will lead to increased congestion, more pollution and health and safety issues. Area has been significantly redeveloped over the last 10 years and there is not enough parking for existing residents.	Parking considerations have been discussed within paragraphs 73 to 77 above. A CPZ is proposed in the local area
Dust and loss of air quality will impact on health of existing residents	This will be managed through a construction management plan
Building works will be noisy and increase vibrations	As above
Amenities within the area already overcrowded, such as schools and	The scheme will be liable to pay the Community Infrastructure Levy (CIL). This will in part be secured

doctors	for local school places. Doctors are managed through the Clinical Commission Group (CCG). They plan for the strategy location of new doctor surgeries, and this is being reviewed as part of the wider growth area.
Loss of privacy. Existing high rise development at 243 Ealing Road already overlook existing residents	Privacy has been discussed in paragraphs 40 to 46 above.
Lack of open space, and another large development will make the area not an appealing place to live	The Alperton Masterplan includes provisions for improvements to public open space and new public open space to come forward as part of some of the main developments within the area. This scheme meets the external amenity space requirement for new development through the use of private and communal external amenity space.
Youth/young men gather in local area and this proposal will make this worse due to increased population	It is unclear how this proposal will lead to an increase in youth/young men hanging out in the local area.

Conclusions

91. The application proposes the redevelopment of this former industrial site with a residential development. It will contribute towards the objectives of the Alperton Growth Area, including the delivery of affordable and family housing in the Growth Area.

It is recommended that the scheme be granted consent, subject to a legal agreement and planning condition, to secure the required planning merits.

S106 DETAILS

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

1. Payment of the Council's legal and other professional costs in a) preparing and completing the agreement and b) monitoring and enforcing its performance
2. 50% affordable housing comprising (accounting for 14 units). These include 9 of which are for Affordable Rent (3 No 3-bed Maisonettes, 4 No 2-bed flats, 2 No 1-bed flats) and 5 are Intermediate (Shared Ownership) 3 No 2-bed flats and 2 No 1-bed flats.
3. A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to Material Start of the development hereby approved. This shall demonstrate:
 - a. How the scheme will achieve a minimum CO2 reduction of 35 % from 2013 TER (regulated) or other such revised measures as approved by the Council which achieve the same levels of CO2 reduction
 - b. The applicant shall implement the approved Sustainability Implementation Strategy and shall thereafter retain those measures.
4. On completion, independent evidence shall be submitted on the scheme as built, to verify the achievement of the above Sustainability Implementation Strategy

5. If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required:
 - a. The submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
 - b. The submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.
6. The scheme to be "parking permit restricted" whereby the future owners and occupiers of the development are not eligible for on-street parking permits if a Controlled Parking Zone is introduced within 300 m of the site in the future.
7. Highway works to be undertaken at the developer's expense under S278 of the Highways Act to include the resurfacing of the footway along the Carlyon Road frontage of the site, including the removal of the existing crossover and guardrailling and construction of the proposed new crossover, together with a review of the waiting restrictions along the site frontage,
8. To pay to the Council a total of £51,000 (index linked by RPI from the date of committee decision) towards the provision of off site affordable workspace
9. Training and employment
 - a. To prepare and gain approval of a Employment Enterprise and Training Plan prior to commencement and to implement the Plan
 - b. To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
 - c. To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
 - d. From material start, to provide monthly verification of the number of Brent Residents employed or provided training during construction and if the above targets are not being met, to implement measures to achieve them
 - e. Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.
10. Join and adhere to the Considerate Contractors Scheme.

And, to authorise the North Area Team Manager, 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 Local Plan by concluding an appropriate agreement.

CIL DETAILS

This application is liable to pay **£407,008.95*** 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): 1067 sq. m.

Total amount of floorspace on completion (G): 2482 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
Dwelling houses	2482		1415	£200.00	£35.15	£346,169.64	£60,839.31

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)	274	
Total chargeable amount	£346,169.64	£60,839.31

*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.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

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Application No: 15/3950

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

I refer to your application dated 14/09/2015 proposing the following:
Demolition of former print workshop and redevelopment to provide a part four, part five and part six storey building to accommodate 28 flats (8 x 1bed, 17 x 2bed and 3 x 3bed units) with associated vehicular crossover, car and cycle parking spaces, bin stores, amenity space and landscaping (revised description) and accompanied by plans or documents listed here:
Refer to condition 2
at 1C Carlyon Road, Wembley, HA0 1HP

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:-

National Planning Policy Framework 2012
The Further Alterations to the London Plan 2015
Brent's Core Strategy 2010
Brent's Unitary Development Plan 2004
Brent's Site Specific Allocations DPD adopted July 2011
Government's Technical Housing Standards (March 2015)
Mayor's Housing SPG, November 2012
S106 Planning Obligations SPD, July 2013
Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001
Alperton Masterplan SPD 2011

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

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

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

01LP - Site Location Plan
14EX - As Existing
02PL - Site in Context (revised 04/03/2016)
03SC - Schedule (revised 04/03/2016)
04FP - Site Plan/ Level and Level 1 Plan (revised 04/03/2016)
05FP - Level 2 and 3 Plan (revised 04/03/2016)
06 FP - Level 4 and 5 Floor Plan (revised 04/03/2016)
07EL - West Elevation (revised 04/03/2016)
08EL - East Elevation (revised 04/03/2016)
09EL - North and South Elevations (revised 04/03/2016)
10EL - East and West Elevations (revised 04/03/2016)
11EL - Sections and Elevations (Levels) (revised 04/03/2016)
12EL - Elevations in Context (revised 04/03/2016)
13SN - Roof Garden Sections (revised 04/03/2016)
15FA - Fire Access Strategy (revised 04/03/2016)
16OV - Access Overlooking Diagram (revised 04/03/2016)
17LS - Preliminary Landscape Strategy (revised 04/03/2016)
18DS - Distance Plan Level 1 (revised 04/03/2016)
19DS - Distance Plan Level 2 (revised 04/03/2016)
20DS - Distance Plan Level 3 (revised 04/03/2016)
21DS - Distance Plan Level 4 (revised 04/03/2016)
22DS - Distance Plan Level 5 (revised 04/03/2016)
23SN - Sections 1 and 2 (revised 04/03/2016)
24SN - Sections 3 and 4 (revised 04/03/2016)
25SN - Sections 5 and 6 (revised 04/03/2016)
26SN - Sections 7 and 8 (revised 04/03/2016)
27VI - Visual 1 (revised 04/03/2016)
28VI - Visual 2 (revised 04/03/2016)
29VI - Visual 3 (revised 04/03/2016)
30VI - Visual 4 (revised 04/03/2016)
31SN - Sections 9 and 10 (revised 04/03/2016)
32SN - Sections 8 and 9 3D (revised 04/03/2016)

Supporting Information

Air Quality Assessment Report prepared by Syntegra Consulting
Noise Impact Assessment prepared by Syntegra Consulting
New Build Energy and Sustainability Report prepared by Syntegra Consulting
Code for Sustainable Homes:Ecology prepared by Syntegra Consulting
Extended Phase 1 Habitat Survey Report prepared by Syntegra Consulting
SUDS Strategy Planning Note prepared by Syntegra Consulting
Desk Study & Stage I Risk Assessment prepared by MRH Geotechnical together with Appendix A (Historical Map Extracts) and Appendix B (Schedule of Contaminative Uses)
Topographical Survey (10486-110)
Transport Assessment prepared by TTP Consulting

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

- 3 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.

- 4 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to 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 as part of the Construction Management Plan);
- (vi) Details of how vehicular access to adjoining and opposite premises are not impeded;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities and schedule of highway cleaning;
- (ix) measures to control the emission of dust and dirt during construction;
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works;

Reason: To protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 5 (a) Following the demolition of the existing buildings and prior to commencement of building works, a site investigation shall be submitted to and approved in writing by the Local Planning Authority. The site investigation shall be carried out in accordance with BS 10175:2011 by competent persons to determine the nature and extent of any soil contamination present.

The site investigation shall include the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It 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 identified in condition 15 shall be carried out in full accordance with the approved details. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to occupation stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site

- 6 Further details of the external materials for the development shall be submitted to and approved in writing by the local planning authority prior to commencement of building works on site. Such details shall include::

- (a) Details of facing bricks including samples to be pre arranged to be viewed on site
- (b) Details of the specification and colour of the window frames and doors
- (c) Details of the finishing material and colour for cladding, balconies, parapets, canopies, balustrades and railings

The works shall be carried out in full accordance with the approved details.

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

- 7 Further details of the following shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50) or manufacturer's literature which show

- (a) details of the window and door reveals, headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (b) details of proportion of window openings
- (c) details of the obscure glazed windows identified on the floor plans including a section plan showing details of any high opening windows at 1.7m above internal floor level
- (d) details of the parapets to the roof and roof gardens

The development shall be completed in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of the locality and the amenities of neighbouring occupiers.

- 8 Prior to commencement of works on site, a revised site layout plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of:

- (a) relocating car parking spaces 3 and 4 1.5m into the site to allow for adequate turning space with relocation of footpath along the front of these spaces
- (b) repositioning of the temporary bin storage area within 10m of Carlyon Road
- (c) 4.1m wide access road with margins of 300mm on either side

The scheme shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of highway safety and provided adequate access arrangements for refuse collection.

- 9 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 shall be submitted to and approved in writing by the Local Planning Authority within 6 months of commencement of development (this shall include the alterations to the site layout set out in condition 8 above). 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 any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) all planting including location, species, size, density and number incorporating native species
- (b) details of external amenity space and play equipment for informal play area for under-fives
- (d) details of the provision of artificial bird and bat boxes
- (e) areas of hard landscape works including details of materials and finishes. These shall include features to ensure safe use by visually impaired and other users, and principles of sustainable drainage.
- (f) the location of, details of materials and finishes of, all street furniture and external cycle stands
- (g) proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
- (h) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
- (i) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

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

- 10 Details of the roof plan, showing the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, shall be submitted to and approved in writing by the Local Planning Authority, prior to completion of construction work and shall be installed prior to occupation of the development hereby approved.

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

- 11 Prior to occupation of the residential units, further details of 1 car parking space that will be provided with electric vehicle charging point and 1 car parking space that will be provided with passive electric vehicle charging point shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure sustainable modes of transport.

- 12 Prior to occupation of the residential units, further details for the provision of a minimum of 28 cycle spaces (to be provided in a secure and covered location), shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure satisfactory level of cycle parking.

- 13 The development shall not be occupied until the car-parking, cycle parking and turning areas shown on the approved plans have been constructed, surfaced and marked out to the satisfaction of the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority. The car-parking, cycle parking and turning areas so provided shall be maintained as ancillary to the development and shall be used for no other purpose at any time.

Reason: In the interests of highway safety.

- 14 Prior to occupation of the new residential units, further details of layout and external appearance of the refuse storage facilities shall be submitted to and approved in writing by the local planning authority. They shall be arranged to meet the requirements of Brent's Household Waste Collection Strategy 2010 - 2014. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure the external appearance is acceptable and protect the amenity of adjoining residents.

- 15 Prior to first occupation of the residential units hereby approved, details of the mitigation measures to protect future residents from the impact of poor air quality (as identified in the Air Quality Assessment) shall be submitted to and approved in writing by the Local Planning Authority. All approved measures shall be implemented in full.

Reason: To protect future residents from the impacts of poor air quality.

- 16 All residential premises shall be designed in accordance with BS8233:2014 'Sound insulation and noise reduction for buildings - Code of Practice' to attain the following internal noise levels:

Time	Area	Maximum noise level
Daytime Noise 07:00 - 23:00	Living rooms	35dB LAeq (16hr)
Night time noise 23-00 - 07:00	Bedrooms	30 dB LAeq (8hr)

Prior to first occupation of the residential units hereby approved a test shall be carried out to show that the required internal noise levels have been met and the results submitted to the Local Planning Authority for approval.

Reason: To obtain required sound insulation and prevent noise nuisance.

- 17 Prior to first occupation of the residential units hereby approved, an assessment of the noise level from any installed plant (such as air handling units, generators, ventilation/extraction systems) together with any associated ducting, achieving 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises, shall be undertaken and submitted to the Local Planning Authority for approval. The method of assessment shall be carried out in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. If the predicted noise levels of the plant exceed those specified within this condition, then a scheme of insulation works to mitigate the noise shall be included. The recommendations provided within the noise assessment together with any required mitigation measures shall be carried out in full accordance with the approved details prior to first use of the plant equipment hereby approved.

Reason: To protect that users of the surrounding area do not suffer a loss of amenity by reason of noise nuisance.

- 18 Confirmation that all of the units have been constructed to the Building Regulation M4(2) and three units to Building Regulation M4(3) shall be submitted to the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason: To ensure a sufficiently accessible development.

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

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337