

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 May, 2016
07
16/0073

SITE INFORMATION

RECEIVED: 8 January, 2016

WARD: Stonebridge

PLANNING AREA: Brent Connects Harlesden

LOCATION: Stonebridge Primary School Annexe, Twybridge Way, London, NW10 0ST

PROPOSAL: Outline planning permission for the demolition of the Former Day Centre and erection of up to 55 units comprising of 15 x houses up to 3-storeys in height (use class C3), one apartment block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height (use class C3) and one apartment block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays **with all matters reserved** (as amended).

APPLICANT: London Borough of Brent

CONTACT: LUC

PLAN NO'S: (See 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

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_125944

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1. Please go to pa.brent.gov.uk
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SITE MAP



Planning Committee Map

Site address: Stonebridge Primary School Annexe, Twybridge Way, London, NW10 0ST

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This map is indicative only.

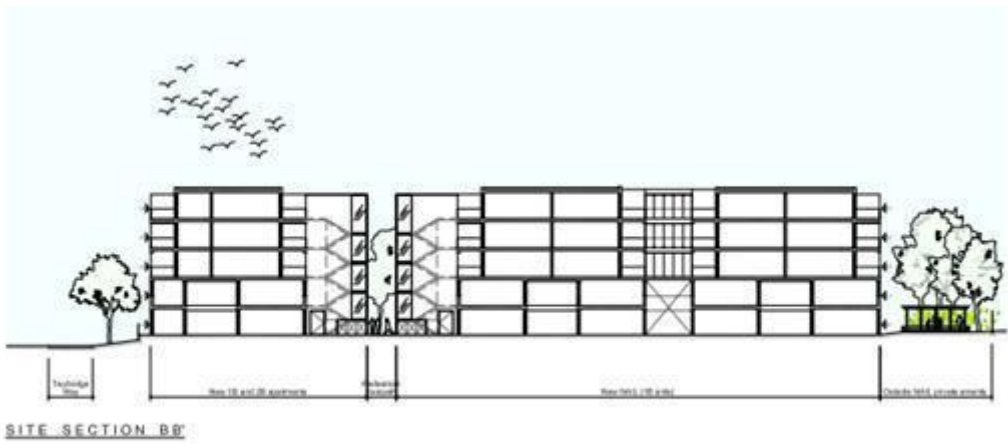
SELECTED SITE PLANS SELECTED SITE PLANS



Proposed site/ ground floor plan



Proposed section plan from Twybridge Way



Proposed section plan from Hillside



Proposed aerial / 3-d perspective

RECOMMENDATIONS

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

A) PROPOSAL

Outline planning permission for the demolition of the Former Day Centre and erection of up to 55 units comprising of 15 x houses up to 3-storeys in height (use class C3), one apartment block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height (use class C3) and one apartment block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays **with all matters reserved** (as amended).

B) EXISTING

Located in Stonebridge, this is a corner plot at the junction of Hillside and Twybridge Way, and the site totals an area of approximately 0.61ha. The site contains the Former Day Care Centre building, currently in use as Stonebridge Primary School annexe. It also comprises 'The Cottage' which is a residential property within the centre of the site. This building is to remain and does not form part of the application site. There are two-storey residential properties to the west on Twybridge Way, and four-storey flatted blocks and two-storey housing to the east along West End Close. A canal feeder channel runs along the northern site boundary. The feeder is designated as a Site of Borough Importance for Nature Conservation (SBINC) Grade II.

This is not within a Conservation Area, nor does it affect any Listed Building.

C) AMENDMENTS SINCE SUBMISSION

The paramter plans were amended in relation to the scale of development to allow detached and semi-detached housing up to 3-storeys high (previously described as 2-storeys) and the flatted blocks fronting Hillside up to 5-storeys high (previously described as 4 storeys). A full re-consultation was carried out in response to the amendments to the scale of development, as set out in the 'consultation' section of the report.

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks full planning permission for the demolition of the Stonebridge School annexe building in association with the proposed expansion of the main Stonebridge School from 2FE to 3FE. The expansion of the main school site if carried out will render this site redundant for educational needs and teaching. It is proposed to redevelop the site for housing, including affordable housing for C3b accommodation in order to meet Brent's housing needs. Residential development is considered acceptable in principle.

Affordable Housing: An element of C3b residential accommodation is proposed, this 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. There is an identified need for more of this type of accommodation with the Borough, and its delivery on site would meet a key corporate objective.

The delivery of affordable housing on this site is linked to the Hybrid application for Stonebridge School, Hillside open space and Milton Avenue (16/0077). Not less than 35% of residential units across the sites shall be affordable housing, and a detailed financial viability assessment shall be submitted at the reserved matters stage including any residential floorspace to demonstrate that shall demonstrate the maximum reasonable proportion of affordable housing, which shall be not less than 35%

Landscaping, trees and ecology: A number of existing trees within the site will be removed. New trees and landscaping are proposed as part of the proposal, and are secured through conditions The canal feeder to the north (outside of the application site) is a designated Site of Importance for Nature Conservation (SINC) Grade II and a designated wildlife corridor. Due consideration has been had on the impacts to this

Transportation matters: Sufficient levels of vehicle parking and cycle parking are proposed on site. Highway improvement works are proposed to construct the proposed loop road for the development including footways and parking bays, with minor amendments to include raised tables at the junctions with Twybridge Way and the northern bend in the road and an overrun strip at the southern bend in the road; (ii) to construct

parking lay-bys along the Twybridge Road frontage of the site; and (iii) remove all signing, lining and guardrailling associated with the existing school use, together with all associated lighting, signing, lining and drainage and other ancillary and accommodation works and works necessary to statutory undertakers' equipment. To mitigate the transportation impacts and to promote sustainable travel a Residential Travel Plan is proposed, this is to be secured by condition.

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				4577	4577
Non-residential institutions	1424		1424		

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
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RELEVANT SITE HISTORY

12/2820 - Granted

Remodelling of the existing Stonebridge Centre, to provide a new educational facility to be used as an extension of the established Stonebridge Primary School. Works include the resurfacing and landscaping of external areas to provide a play areas, the installation of new fencing, new pedestrian gates and new doors to the existing building.

CONSULTATIONS

A total of 336 addresses were consulted on 10/02/16, which is in accordance with SPG2 consultation requirements. This resulted in one objection being received, raising the following;-

- Criticism of the consultation as the notification letter is not clear about the exact detail of the residential elements and or parking.
- Will result in loss of privacy, light and outlook to properties on Canal Walk.
- The number of properties proposed will place further strain on parking on-street.
- Loss of trees will reduce the ecology and biodiversity on site.
- Increased noise, smell, dust and traffic during construction.
- Additional homes will place further strain on local infrastructure (doctors / dentists).
- High density development is harmful to the character of the area.

Press Notice 18/02/16

Site Notice 10/02/16

A second round of consultation was carried out on 18/04/16, for a further period of 14 days, which is in accordance with SPG2 requirements. A full re-consultation was carried out as the parameter plans have been amended to propose an increase in scale to allow the height of the houses up to 3-storeys and the heights of the two apartment blocks to up to 5-storeys. The 14-day consultation period will end on 02/05/16.

Press Notice 21/04/16

Site Notice 19/04/16

The 21-day consultation for the press notice ends on 12/05/16. As Planning Committee is on the 09/05/16 officers request that Members resolve to determine the application and delegate to officers to determine the application unless any late representations are received which raise any new substantive issues. If this is the case the application would need to be referred back to the following Committee meeting for further consideration.

To date one objection has been received to the second round of consultation.

Objection has been raised on the following grounds:-

- Revised drawings are not available on-line.
- Insufficient parking provided on site which will result in overspill parking on Twybridge Way.
- Appearance of the proposed dwellings must be in keeping with the local context.
- Construction vehicles should be accommodated on-site and these shouldn't impact on Twybridge Way.

STATUTORY CONSULTEES

Stonebridge Ward Councillors;

No response received.

Local Lead Flood Authority;

It is noted that the application is lacking in drainage details. The applicant will need to provide further details as a condition.

Transport;

Confirmed that the site is PTAL 3 (moderate accessibility).

Subject to:-

- (a) a S38/S278 Agreement under the Highways Act 1980 to: (i) construct the proposed loop road for the development including footways and parking bays, with minor amendments to include raised tables at the junctions with Twybridge Way and the northern bend in the road and an overrun strip at the southern bend in the road; (ii) construct parking lay-bys along the Twybridge Road frontage of the site; and (iii) remove all signing, lining and guardrailling associated with the existing school use, together with all associated lighting, signing, lining and drainage and other ancillary and accommodation works and works necessary to statutory undertakers' equipment;
- (b) a sum of at least £75,000 towards sustainable transport improvements to be taken from the CIL; and
- (c) implementation of the proposed Residential Travel Plan

there would be no objections on transportation grounds to this outline proposal.

Please note that detailed reserved matters applications for the flats and the NAIL accommodation will need to address bicycle parking and refuse storage requirements.

Environmental Health;

No objection raised, conditions have been recommended.

Sustainability Officer;

No objection raised. Full details of the energy / sustainability strategy will be considered at reserved matters stage.

Tree Officer;

No objection raised to the tree survey submitted or the proposed removal of trees, subject to the approval of a landscape scheme that includes a suitable tree replacement strategy (see 'remarks' section for further comment).

Landscape Design;

No objection raised to the general form of development proposed. Comment that the loop road results in an internal layout that is car dominated, and disappointment with the proposed removal of trees. It is expressed that there is a missed opportunity by not having houses that take advantage of their relationship to the canal feeder. The amount of amenity space serving both flatted blocks will need to be given further consideration at reserved matter stage.

Recycling & Waste;

No comment provided.

Thames Water;
No comment provided.

Canal & Rivers Trust;
Raise no objection to the principle of development. They request conditions relating to landscaping, lighting, and construction management given the site's relationship to the adjacent canal feeder.

Urban Design Officer;
No objection raised to the general form of development proposed. Further detail is needed on materiality, appearance and landscaping which it is understood will come forward as part of the reserved matters application. The proposal would benefit from more landscaping within the centre of the site, and would also benefit from being less dominated by vehicles.

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of relevance to the determination of the current application

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- Technical Housing Standards 2015
- London Plan 2015
- Mayors Housing SPG 2012
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Unitary Development Plan 2004 ('saved' policies)
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development

Brent s106 Supplementary Planning Document

DETAILED CONSIDERATIONS

Proposals:

1. The main components are:-
 - (a). The demolition of the Former Day Care centre, which is currently the Stonebridge Schools annexe building. These bulge classrooms will be re-located at the expanded main school building, which is being considered as part of application 16/0077.
 - (b). The provision of residential development on site in the form of detached and semi-detached housing, one and two-bedroom flats and a separate flatted block dedicated to providing C3b NAIL accommodation. fronting Hillside and along Milton Avenue.
 - (c). Provision of a new internal access road, with off-street parking.
2. Off site housing provision is also proposed as part of the Hybrid application being considered in relation to the main Stonebridge School site, which is the subject of application 16/0077. The applications are intrinsically linked to one another by affordable housing delivery, which is discussed in further detail below.

Need and the case for school expansion of Stonebridge School and closure of the annexe site:

3. A report was considered by Brent Cabinet on 23 Feb 2015 which set out the case for redeveloping Hillside, Milton Avenue and the Former Day Centre, and this was approved by Cabinet.

4. In October 2014 a new School Place Planning Strategy was approved, this established the need for a continuing programme of additional school places within the Borough. The plan was updated in November 2015 and identified a need to provide 23 additional primary forms of entry by 2018. The Strategy set out which schools were identified for expansion, and this strategy included Stonebridge Primary School.
5. The current permanent capacity of Stonebridge School is 420. To meet additional demand, from autumn 2012 the school began accepting pupils in the temporary annexe building which has additional capacity of 180. The applications site, located on Twybridge Way is a short walk away from the main Stonebridge School, these sites are 450m apart. The education of children in off site annexes is not educationally desirable, nor is it considered to be cost effective long -term. The proposed school expansion will allow 180 off-site pupils to be accommodated within the main school site, and 3-form entry will allow the school to increase its pupil roll from 600 to 630.

Context:

6. The redevelopment of the Former Day Care Centre is intrinsically linked to the expansion of Stonebridge Primary School. This is being considered under parallel application (16/0077) and will allow the school to accommodate the bulge classes currently accommodated at the Former Day Care Centre, thereby releasing this site for redevelopment and new housing. The proposed redevelopment of this site is enabling development which will help to generate capital revenue, that will help contribute towards the costs involved in the school expansion programme and associated open space improvements.
7. For the above reasons this proposal cannot be considered in isolation, and it must be considered in the context of 16/0077, proposing Stonebridge School expansion, open space improvements and enabling residential development on Hillside and Milton Avenue. For this reason both applications are reported to the same Planning Committee.
8. The Former Day Care Centre is proposed to be redeveloped for new market housing, which will contribute to the costs associated with school expansion programme and the site is also to accommodate some C3b accommodation. New Accommodation for Independent Living (NAIL) is proposed (28 units), providing self-contained supported accommodation for adults with physical and learning impairments. This type of accommodation has been identified as being required to meet an identified Borough housing need.

Residential Development;

9. The proposed residential redevelopment of the site is presented in outline form only, with all matters reserved for later consideration (appearance, means of access, landscaping, layout and scale). This application is seeking to agree the principle of residential development, without providing details of all elements of the proposal. Therefore what has been presented to date in terms appearance, means of access, landscaping, layout and scale have been shown for indicative purposes only.

Housing mix:

10. The proposed scheme is to provide up to 55 residential units, and the breakdown is as follows:-

Tenure	1 bed flat	2 bed flat	3 bed flat	3 bed house	4 bed house	Total
Market	5	7	0	14	1	27
Affordable Rent (80% of market rent)	28	0	0	0	0	28
Total						55

11. The proposal comprises 15 houses up to three - storeys and two flatted blocks are to the south of the site fronting Hillside up to 5-storeys each. The proposed houses will be located along the proposed loop road, with access gained from Twybridge Way.

Justification for NAIL accommodation:

12. The inclusion of C3b residential accommodation 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 people with varying needs such as learning disabilities, mild to moderate dementia and physical disabilities. There is an identified need for more of this type of accommodation with the Borough, and its delivery on site would meet a key corporate objective.

Appearance:

13. This matter is reserved so all details submitted are indicative only. It is intended that the principle external materials used will be brick, which is appropriate to the local context. It is envisaged that brickwork will make reference to existing local materiality. Further detail on fenestration, materials and detailing will all be considered through the reserved matters submission.

Means of access:

14. This matter is reserved and will come forward as part of the reserved matters application. It has been demonstrated indicitavely that vehicular access will be achieved by a new one-way vehicular loop road that will run through the site in a horseshoe, with access gained from Twybridge Way, from which parallel and echelon parking bays are suggested. This form of access will provide residential access, access for emergency services and the dedicated ambulance / mini-bus parking required for the proposed NAIL accommodation.
15. Pedestrian access will be via Twybridge Way, linked to the alignment of the proposed loop road.
16. The indicative access arrangements are supported by your Transportation officer.

Landscaping:

17. The existing landscape contains a group of semi-mature and mature Category B and C trees. These are sited mainly parallel to the canal feeder footpath to the north of the site and along the Hillside frontage. It is claimed that a number of trees towards Hillside are causing root damage to the retaining wall at the back of the pavement. The proposed development envisages the removal of a number of existing trees, with mitigation proposed in the form of a replacement tree planting strategy.
18. The arboricultural survey submitted in support of the application identified the two linear groups of trees within the site, these are to the north and along the Hillside frontage. In addition this survey identifies other species scattered across the site, and these are deemed less significant in the landscape. No category A trees were identified on the site. The survey makes the following recommendations;-
- *Retention of the Category B trees across the site should be considered as a priority as these make a substantial contribution to the continued landscape character of the site.*
 - *Retention of the Category C trees should be considered where possible.*
 - *Category U trees should be removed or made safe.*
 - *All new development should be outside of RPA's and where development is proposed within RPA's of trees to be retained it must be constructed in a way that damage of the trees root system or crown be avoided.*
 - *An Arboricultural Method Statement will be required should new development require works within RPA's.*
 - *New planting should consist of native species.*
 - *Tree protection measures should be in accordance with British Standard BS 5837:2012.*
19. Having considered the site conditions and the survey the Council's Principal Tree Officer is broadly in agreement with the supporting tree survey. It is noted that two highly visible trees of considerable amenity value, T30 a Sycamore located on the south west corner of the site and T28 and T29, both mature Leyland cypress would be affected by the building footprint, and would be inappropriate for retention in such close proximity to the proposed building. There are a range of other trees for which long term retention is not considered to be viable also.
20. In view of the site circumstances it is considered there are only 3/4 trees along the southern boundary worthy of retention, none of which are considered to be of sufficient quality to dictate the layout of development on site. None of the trees on the western boundary, or within the site itself are considered to be of particular merit and can be adequtaley replaced through a well considered replacement strategy. Any approval should secure a suitable replacement tree planting strategy to mitigate the lost trees. It is considered that a replacement strategy for the Hillside (southern) boundary is the highest priority.
21. Full details of the site wide landscape strategy and the tree strategy will come forward at reserved matters stage.

Layout:

Document Imaged

22. Although presented in outline form only the site layout is dictated to a large extent by the loop road arrangement and the need to be sensitive to neighbouring residential uses. The taller flatted blocks, each up to 5-storey's are sited at the southern end of the site. Here these taller elements front onto Hillside, and this is considered the most appropriate location within the site for accommodating taller elements. The frontage blocks will retain a generous set back of approximately 6.3m, which is commensurate to the existing building line and the siting of these blocks respond appropriately to the existing streetscape.
23. The block closest to the boundary with Twybridge Way is for private housing, of one and two bedroom units. This will be set in from the site boundary by approximately 1.5m. Adjacent to this is another block of up to 5-storey's in height, and this is to accommodate all the NAIL accommodation. This is also set back approximately 6.3m from Hillside.
24. To the rear of the taller elements is the internal loop road, semi-detached and detached houses are arranged fronting onto this. Two of the houses are proposed to front directly onto Twybridge Way which will reinforce the street frontage along this section of the road. The detached house proposed within the centre of the site directly faces the rear elevation of the frontage blocks, with a separation of 15m provided. SPG17 would ordinarily seek a separation of 20m between facing elevations, however the siting of this house is such that it will have a direct outlook towards the 'break' in between the two frontage blocks. This relationship reduces the potential for direct overlooking and on balance this is considered to be an acceptable relationship across a road. The pattern of development relates well to the local context, as there are a lot of terraced and semi-detached houses found locally.
25. Each house is afforded a private rear garden. The majority of these gardens meet SPG17 standards for 50sqm of amenity space. It is noted that a small number of houses to the northern end of the site, backing onto the canal feeder have rear gardens which fall below the 50sqm standard. These are 6m deep, but they do not back onto residential so there is no privacy or overlooking issue. These houses will still benefit from gardens of approximately 40sqm, and they back on to the canal feeder so maintain an acceptable level of outlook in this direction, therefore on balance this shortfall is not considered significant enough to harm the amenity or the quality of accommodation for prospective occupiers. Along the eastern edge of the site houses will have private gardens 9m deep, which is considered to result in an acceptable level of outlook. The houses are orientated obliquely to an existing terrace of housing on West End Close, so will not result in direct overlooking, but at detailed design stage careful consideration of the siting and type of windows on the rear elevation will need to be considered to reduce any potential overlooking issues. Each of the one and two-bed units in the market housing block located on the corner will have their own private balconies. The size of these will come forward at the reserved matters stage when detailed layouts are submitted.
26. The block that will contain the NAIL accommodation will have its own private communal space of approximately 325sqm, and this is to be located adjacent to the eastern boundary of the site. Due to the levels difference, with this being at a higher level than Hillside it is considered that this would provide some useable outdoor space that will feel private for resident users of this. This is less than the suggested 20sqm per unit that would ordinarily be required, but units above ground will have private balconies. The size of these will come forward at the reserved matters stage. It is relevant to note that public open space exists directly opposite the site, the entrance to Stonebridge Recreation Ground is 20m away on the southern side of Hillside and this is easily accessible for future residents of all units on this site.
27. The NAIL accommodation comprises a total of 28 x one-bedroom units. All units above ground floor will benefit from a balcony. The following communal facilities are proposed within this block; reception, office, carers room, staff changing, meeting space, disabled WC's and DDA compliant lift and staircases. An accessible parking area close to the main entrance is provided for an ambulance / mini-bus to use.
28. All flats within the market housing block will be dual aspect, and this will be confirmed at reserved matters stage when detailed layouts are submitted.
29. An existing detached dwelling fronting onto Twybridge Way, known as 'The Cottage' is to be retained within the centre of the site, this is not included within the application but the proposed development will see new housing built around this on three sides, and has the potential to impact on this. It will be faced to the north, east and south by new semi-detached and detached housing. Separation distances between facing elevations will range from between 12.5m to 23m, across the width of the internal access road. On balance this is considered to be an appropriate site layout that achieves suitable separation between existing and proposed buildings within the site.

30. Landscaping is provided around the buildings to provide a buffer, and defensible space between building facades at ground level and the footway / internal access road.

Scale:

31. During the course of the application the scale of development proposed has been increased to allow the potential for all detached and semi-detached housing to be up to 3-storeys high and the two flatted blocks fronting Hillside to go be to 5-storeys high. Full re-consultation has been carried out in response to the change in scale to the parameter plans, as discussed in the 'consultation' section of this report.
32. The proposed heights are considered appropriate within the local context, there are four-storey blocks of flats directly opposite, and further along Hillside, to the east are examples of three and four storey development, and further east along Hillside more recent 4-6 storey development been built as part of the phased Stonebridge regeneration. In this context the indicative heights are considered to be appropriate, subject to further details at the reserved matters stage. This will also need to demonstrate an acceptable scale of building envelope that complies with the 45 degree test, to ensure that neighbouring amenity is not unduly harmed.

Transport considerations;

33. Car parking allowances for residential use are set out in standard PS14 of the adopted UDP 2004. As the site does not have good access to public transport services and is not located within a year-round CPZ, the full allowance as set out in the main table of the standard applies.
34. The 27 proposed dwellings are therefore permitted a total of 37.8 car parking spaces, whilst the proposed independent living accommodation is permitted 0.1 spaces per flat plus a warden space (total 3.8 spaces), giving a total allowance of 41 spaces across the site
35. The proposed provision of 28 parking bays within the site therefore accords with standards.
36. However, where the full residential parking standard is not met within any site, Policy TRN23 requires the impact on on-street parking to be assessed, with on-street parking able to be counted towards standards along the site frontage only, as long as the site is located on a local access road that is not heavily parked and has sufficient width to accommodate parking on both sides.
37. Twybridge Way is a local access road that is not noted as being heavily parked at night. However, it has a narrow carriageway that cannot accommodate parking on-street along both sides and as such parking bays are marked along the wide footways along either side.
38. This application includes the re-provision of the parking bays along the Twybridge Way site frontage within a lay-by, in order to provide additional on-street parking along the site frontage. This is generally welcomed, although details are sketchy about what format these will take. For the avoidance of doubt, these works should comprise two lay-bays to a 2m width set into the existing footway at carriageway level, with a 2m kerbed footway to the rear. The indicative layout generally complies with this requirement.
39. The indicative parking spaces within the lay-bys are shown at 4.8m in length, rather than the usual 6m required for parallel parking bays. As such, about five spaces would be possible in total, rather than the seven that have been indicated. This would take total parking provision within and adjoining the development to 33 spaces, which is considered to be close enough to the maximum allowance to satisfy likely future parking demand.
40. Standard PS15 requires at least two disabled parking spaces, whilst servicing standard PS22 for the care home requires a minibus/ambulance space. A wide 12m long space has been indicated to the front of the care accommodation, although its purpose is unspecified at present. Please note though that it will not be able to be reserved for exclusive use for minibuses/ambulances by the care home if the estate road is to be adopted as public highway.
41. Standard PS16 requires a secure bicycle parking space for each dwelling, plus one space per eight staff for the care home. Each of the proposed houses will have private garden space within which bicycles can be securely stored, which is fine. This shall be secured by condition.
42. Two further communal bicycle stores with space for about 8 and 10 bicycles respectively have also been shown around the development; one of which will be well placed to serve the care home. However, no

bicycle storage has been indicated in the vicinity of the 12 proposed flats and this omission would need to be addressed in any reserved matters application.

43. Bin storage for the flats and care home is shown adjacent to a passage between the two buildings, but about 12m from the proposed loop road. Detailed design of the buildings should reposition any communal bin stores within 10m of the new access road. Each of the houses is shown with private front gardens that can be used for bin storage.
44. Access to the development is proposed via a 4.8m wide loop road with parallel and echelon parking bays along its length, meeting Twybridge Way in two locations with 4m kerb radii at the junctions. The proposed width of the road is appropriate for this level of development and the alignment, with two sharp bends, will keep vehicular speeds low. Tracking has been provided for the two bends to demonstrate that refuse vehicles and fire appliances can negotiate the site, which is fine. Larger vehicles, such as pantechnicons, would not be able to negotiate the southern bend in one turn though and an overrun strip is recommended on the inside of the bend to aid this movement, whilst still retaining a tight bend for other vehicles.
45. Sightlines at the two access points will be fine, but raised entry tables and tactile paving are recommended at the junctions with Twybridge Way.
46. The footway widths of 2m are also fine, but it is noted that a continuous footway is not proposed around the inside of the northern bend in the road, due to land falling outside of the application site. This will reduce forward visibility around the bend to a minimal value. To address these concerns, it is recommended that the carriageway level around this bend be raised up to footway height to slow traffic further and to allow pedestrians to cross safely to the opposite footway, with the parking space and cycle store in the area removed to accommodate an unobstructed pedestrian route. Please also note that a 450mm kerbed margin will also be required to the third party fence to prevent potential future damage by passing vehicles.
47. The works to construct the new access road and to create the on-street parking lay-bys will need to be carried out via an agreement under Sections 38/278 of the Highways Act 1980 and offered to the Transportation Unit for adoption as public highway. The design will also be subject to a Safety Audit (which may well also pick up on the matter of the protruding fence and its impact on forward visibility and pedestrian routes). The works must also incorporate the removal of all signage and lining associated with the school, including zig-zag markings (with associated sign), guardrailings and advance school warning sign (on lamp column 8 on Twybridge Way).
48. A full Transport Assessment has been submitted to support this application, even though the size of the development is not particularly significant in terms of unit numbers.
49. Estimated traffic flows are considered to be very robust. These flows have been used to inform junction testing. This shows that plenty of spare capacity will remain at the junction after this development has been completed.
50. A Residential Travel Plan has been produced to help to manage travel to and from the site by non-car modes of transport, even though the development in itself falls below TfL's threshold for production of a full Travel Plan. At present, no baseline modal share has been estimated and no firm targets have been set, with the aim being that these will be agreed post-occupation following the results of initial surveys. As the development is relatively small scale, this is considered to be acceptable and the implementation of the Travel Plan can be secured by planning condition.

Affordable Housing;-

51. The affordable housing element of this application must be considered alongside the provision proposed on Hillside open space and Milton Avenue. Housing on both of these sites is being considered as part of the Hybrid application that seeks consent for the expansion of Stonebridge School. This Hybrid application is being considered in parallel (16/0077). The delivery of affordable housing is linked across the three sites, one site cannot come forward for development without the other.
52. In total up to 128 residential units will be provided across these three sites. It is envisaged that 45 of these will be affordable, for rent up to 80% of the market rent value. This equates to 35% affordable housing across the sites.

53. The redevelopment of the Former Day Care Centre site proposes 28 affordable units of the total of 55, and this will be NAIL accommodation, and ring fenced specifically to a particular client group by LBB's Adult Social Care department. This would be restricted to use as C3b residential accommodation through condition. In addition to this 17 affordable units will be delivered as part of the parallel application (16/0077), with 4 being on Milton Avenue and 13 within the Hillside residential building. The affordable housing will be across all unit sizes, and is put forward on a rental basis.
54. In terms of phasing it is submitted that the Hillside residential building will be constructed first, delivering 13 affordable units. Milton Avenue housing and the Former Day Care Centre site will be constructed afterwards, but at the same time as one another delivering the remaining 32 affordable units. A condition is recommended requiring further details of the detailed phasing programme.
55. The precise location of the affordable units will be set out at the reserved matters stage when detailed approval for layout is sought.
56. It is recognised that this (35%) falls below the 50% proportion required by Brent Core Strategy policy CP2. The reasons that have been put forward for this are (i) the space requirements for the 28 affordable units that will be provided on the annexe site, these are to be NAIL housing which requires a large amount of communal space and (ii) an outline development appraisal has been carried out to demonstrate the proposed level of affordable housing is the maximum reasonable level that can be achieved by the scheme given the requirement to fund the expansion of the main Stonebridge School, proposed highway works and open space improvements. It is recommended that a condition secures the submission of a detailed financial viability assessment at the reserved matters stage to be tested to ensure that 35% does in fact represent the maximum reasonable amount of affordable housing that can be delivered across these sites.

Grade II Site of Importance for Nature Conservation Value (SINC):

57. The existing canal feeder to the north of the site is designated locally as a Grade II Sinc, and a wildlife corridor. The feeder connects the River Brent to the Grand Union Canal. The proposed development does not encroach into the designated corridor, however it does have the potential to impact on this.
58. An ecological desk study was undertaken, with the canal feeder found to support breeding birds and a range of invertebrates. It found that trees were generally scattered around the perimeters of the site.
59. The study concludes that no direct impact on the watercourse is anticipated, but due to the proximity there is a potential for indirect impacts such as pollution from runoff during the construction phase.
60. In considering the proposal no objection is raised by the Canal & River Trust, but it is requested that further details of the proposed hard and soft landscaping scheme along the northern boundary of the site be submitted to and approved in writing in consultation with them. A separate condition requiring the approval of all lighting and another requiring the submission and approval of a construction method statement outlining all works to be carried out adjacent to the watercourse.

Conclusion:

61. It is considered that the proposed redevelopment of the site for housing is acceptable in principle. The main Stonebridge School extension will render this site redundant for educational use. The application is presented in outline form only with all matters reserved, however the parameter plans submitted (as amended) provide officers with sufficient comfort that the scale and level of development proposed can be suitably accommodated on site without causing harm to the amenity of neighbouring sites, or the character of the surrounding area, subject to further detail on matters relating to layout, scale, appearance, means of access and landscaping being approved at reserved matters stage.
62. The proposal will provide an element of affordable housing, contributing to the Borough wide need for more affordable housing, and specifically it will provide C3b extra care housing, which meets an identified Borough wide housing need.
63. The transport impacts associated are considered to be acceptable, and highway improvement works are to be secured by condition, as discussed above.
64. On balance the proposed outline application is considered to be acceptable, subject to the recommended conditions.

SUSTAINABILITY ASSESSMENT

With regard to sustainability, no sustainability information was submitted as the scheme is still in the early stages of design. All of the necessary sustainability information will be submitted as part of the reserved matters application.

CIL DETAILS

This application is liable to pay **£901,172.48*** 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): 1424 sq. m.

Total amount of floorspace on completion (G): 4557 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	4557		3133	£200.00	£35.15	£766,466.07	£134,706.41

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	£766,466.07	£134,706.41

*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.

The residential floorspace is submitted in outline, with all matters reserved. The CIL liability applicable to the residential floorspace is indicative only, and is subject to detailed layout plans at reserved matters stage.



Brent

DECISION NOTICE – APPROVAL

Application No: 16/0073

To: Mr Jon Grantham
LUC
43 Chalton Street

NW1 1JD

I refer to your application dated 07/01/2016 proposing the following:
Outline planning permission for the demolition of the Former Day Centre and erection of up to 55 units comprising of 15 x houses up to 3-storeys in height (use class C3), one apartment block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height (use class C3) and one apartment block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays **with all matters reserved** (as amended).
and accompanied by plans or documents listed here:
(See Condition 2)
at Stonebridge Primary School Annexe, Twybridge Way, London, NW10 0ST

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
London Plan 2015
Brent Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17:- Design Guide For New Development

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

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services

- 1 Details of all of the reserved matters access, appearance, landscaping, layout and scale for the development shall be submitted to be approved in writing by the Local Planning Authority before:-

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

001 A
002 A
003 B
010 A
011 A
090 A
100 B
101 B
200 B

Design and Access Statement - Masterplan and Housing at Hillside and Milton Avenue (Jan 2016)

Design and Access Statement - Housing at Former Day Care Centre, Twybridge Way (Jan 2016)

tpa, Transport Assessment (Jan 2016)

LUC, Planning Statement (Jan 2016)

Middlemarch, Preliminary Ecological Assessment (May 2015)

Middlemarch, Pre-Development Arboricultural Survey (May 2015)

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

- 3 No works shall commence on site until such times as a Tree Protection Plan and arboricultural

method statement following the recommendations and principles embodied in BS5837:2012 has been submitted to and approved in writing by the Local Planning Authority. These shall include method statements and plans which:

- (i) adhere to the principles embodied in BS5837:2012
- (ii) indicate exactly how and when the retained trees, hedges and shrubs on-site or off-site near the site boundaries will be protected during the construction phases; and
- (iii) clearly define root-protection zones with fencing and ground protection measurements annotated on plans.

Works shall not commence on site until the Local Planning Authority has been on site and inspected the required tree protection measures in relation to the relevant construction phase. The development shall be carried out strictly in accordance with the agreed details thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure retention and protection of trees on the site in the interests of amenity.

- 4 No works shall commence on site until such times as an arboricultural impact assessment following the recommendations and principles embodied in BS5837:2012 has been submitted to and approved in writing by the Local Planning Authority. These shall include a plan and text which:

- (i) clearly identifies trees to be removed as a consequence of the development
- (ii) clearly identifies trees that will be compromised in any way as a consequence of the development
- (iii) Gives details of trees that require remedial or site facilitation pruning works as well as those trees on which root encroachment may be envisaged.

Reason: To ensure that the safe and healthy retention of trees with significant landscape value has been considered as part of the overall design process.

- 5 No mechanical plant shall be installed unless further details of such mechanical plant, including but not limited to refrigeration, air-conditioning, ventilation system, air source heat pumps, combined heat and power units and kitchen extraction systems, have been submitted to and approved in writing by the local planning authority.

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

- 6 All the residential premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:

Criterion LAeq, T	Typical situations	Design range
Reasonable resting conditions T=16hrs 07:00 – 23:00)	Living rooms	30-40 dB (day:
Reasonable sleeping conditions T= 8hrs 23:00 – 07:00)	Bedrooms	30-35 dB (night: LAmax 45 dB (night 23:00 – 07:00)

No part of the development shall be occupied prior to submission to and approval in writing of the results of a sound test which demonstrates that the above required internal noise levels have been met. The sound insulation measures shall be retained thereafter for the lifetime of the development.

Reason: To obtain required sound insulation and prevent noise nuisance harming the amenity of future occupants

- 7 All residential units shall be designed to comply with London Plan policy 3.5 on minimum residential space standards, and shall also provide for not less than 10% of all units as wheelchair accessible or easily adaptable units. A detailed schedule of accommodation shall be provided to demonstrate compliance with this, and this shall be submitted for approval in writing by the Local Planning Authority prior to commencement of works (save for demolition)

Reason; To ensure the development is in accordance with London Plan policy 3.5.

- 8 Vegetation clearance shall be undertaken outside of the nesting bird season (generally extends between March and September inclusive). If this is not possible then any vegetation that is to be removed or disturbed shall be checked by an experienced ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting any works which may affect them is required to be delayed until the young have fledged and the nest has been abandoned naturally.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 (as amended).

- 9 The parking spaces, access road and footways shall be constructed and permanently marked out prior to any occupation 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.

- 10 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 site 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.

- 11 Notwithstanding the provisions of the Town & Country Planning (Use Classes Order) 1987, as amended, the eastern most frontage block hereby permitted shall only be used for the provision of residential accommodation within Use Class C3b and for no other purposes within Class C3 of the schedule to the Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason: To ensure that the use remains appropriate for the 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 and to meet Brent's housing needs.

- 12 The C3b residential accommodation hereby approved shall be implemented and maintained for the lifetime of the development as 100% affordable rented housing (meaning subsidised housing at up to 80% of market rents inclusive of service charge, intended for households who cannot afford housing at market rates) and LB Brent will have the right to nominate people to be housed in the C3b residential accommodation, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the development is implemented in accordance with the approved details submitted having regard to the weight that was given to this scheme being 100% affordable when reaching a decision and to contribute to meeting Brent's identified housing needs, including meeting LB Brent's statutory housing duties.

- 13 A detailed Financial Viability Assessment shall be submitted with any Reserved Matters application that includes residential floorspace. This Assessment shall demonstrate the maximum reasonable proportion of affordable housing, which shall not be less than 35%, but which may include provision of off-site affordable housing within the land subject to application (16/0077). The Financial Viability Assessment shall be tested to the satisfaction of the Local Planning Authority and approved in writing.

No more than 50% of private residential units shall be occupied unless the approved affordable housing has been delivered and is ready for occupation.

Where delivered in phases no more than 50% of units in each relevant phase shall be occupied unless the approved affordable housing for that phase has been delivered and is ready for occupation.

Reason; To ensure the maximum reasonable proportion of affordable housing is delivered.

- 14 Prior to commencement of any works on site (including site clearance works and or demolition) a Construction Traffic & Logistics Plan shall be submitted to and approved in writing, and the development shall be implemented fully in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority. The Plan 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) wheel washing facilities and schedule of highway cleaning;
- (vii) measures to control the emission of dust and dirt during construction;
- (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (ix) Staff car parking facilities; and
- (x) Adhere to the Considerate Contractors Scheme.

Reason: To ensure that the environmental impacts of the works are suitably mitigated to protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 15 Further details of materials for all external building work shall be submitted to and approved in writing by the Local Planning Authority before above ground construction works are commenced. The development shall be carried out in full accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

- 16 Notwithstanding any details of landscape works referred to in the approved plans, a detailed scheme for the landscape works and treatment of the surroundings of the proposed development (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 above ground construction works. The approved details shall be completed fully in accordance with the approved details prior to any occupation or in accordance with a programme agreed in writing with the Local Planning Authority.

Such a scheme shall include:-

- (a) the identification and means of 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 and any other works to existing boundary treatments that are to be retained and or proposed;
- (c) adequate physical separation, such as protective walls and fencing between landscaped and paved areas
- (d) existing contours and any proposed alteration to ground levels such as earth mounding;
- (e) areas of hard landscape works and the proposed materials;
- (f) a scheme for tree planting
- (g) details of the proposed arrangements for the maintenance of the landscape works.

Any planting that is part of an 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 and all planting shall be replaced with others of a similar size and

species and in the same positions.

Reason: To ensure a satisfactory standard of development.

- 17 (a) Prior to commencement of the development (save for demolition) further details of disabled parking across the site in accordance with adopted standards, and a mini-bus/ambulance space for the C3b accommodation shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

(b) Prior to commencement of the development (save for demolition) revised details for communal cycle parking locations, in accordance with adopted standards shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

(c) A minimum of one cycle parking space shall be provided for all detached and semi-detached dwellings.

Reason: To ensure appropriate facilities for cyclists and disabled motorists are provided as part of the development.

- 18 Prior to commencement of the development (save for demolition) revised details for communal refuse storage, in accordance with the Council's adopted standards and in a position within 10m of the new access road shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate facilities for future occupants and appropriate siting for collection.

- 19 Prior to commencement of the development (save for demolition), the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:

(i) construct the proposed loop road for the development including footways and parking bays, with minor amendments to include raised tables at the junctions with Twybridge Way and the northern bend in the road and an overrun strip at the southern bend in the road

(ii) construct parking lay-bys along the Twybridge Road frontage of the site

(iii) remove all signing, lining and guardrailling associated with the existing school use, together with all associated lighting, signing, lining and drainage and other ancillary and accommodation works and works necessary to statutory undertakers' equipment;

(iv) a review of waiting restrictions and traffic management measures in the vicinity of the school;

None of the units hereby approved shall be occupied (or other timescales to be agreed in writing by the Local Planning Authority) until the above works have been completed to the satisfaction of the Local Highway Authority and have been certified in writing as being substantially complete by or on behalf of the local planning authority.

Reason: In the interests of highway and pedestrian safety.

- 20 At Reserved Matters submission stage the applicant shall submit a detailed Energy and Sustainability Statement to demonstrate how the development will through reasonable endeavours comply with London Plan policy 5.2 and achieve a minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions; .Such details shall be submitted to and approved in writing by the Local Planning Authority and fully implemented in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason; To ensure compliance with London Plan policy 5.2 on minimising carbon emissions.

- 21 Within 3 months of first occupation the *Residential Travel Plan* shall be submitted to and approved in writing, and shall be fully implemented for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing. This Plan shall demonstrate the Travel Plan is of sufficient quality to score a PASS when assessed under Transport for London's ATTrBuTE programme (or any replacement thereof), to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to promote sustainable transport measures where on-street parking and manoeuvring may cause highway safety problems.

- 22 Prior to the commencement of development hereby approved (save for demolition), full details of the proposed hard and soft landscaping scheme along the northern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The landscaping shall be carried out fully in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area.

- 23 Prior to the commencement of the development hereby approved (save for demolition), full details of the proposed external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting scheme should be implemented in full thereafter prior to first occupation of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of ecology, visual amenity and the waterway setting.

- 24 Prior to the commencement of development hereby approved (save for demolition) a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust and the works shall be carried out fully in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the canal feeder.

- 25 The development hereby approved shall not be commenced (save for demolition) unless a Flood Risk Assessment, which contains details of a surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented fully in accordance with the approved details before the development is completed, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

- 26 Prior to the commencement of any works a detailed phasing plan which incorporates development subject of application 16/0077 shall be submitted to and approved in writing by the Local Planning Authority, and fully complied with thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of clarity and proper planning.

- 27 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 site (save for demolition). 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 thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a sustainable development.

- 28 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 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.

- 29 Prior to the commencement of development (save for demolition) a scheme of sound insulation measures shall be submitted to the Local Planning Authority for approval. The insulation of the separating floors between the flats shall be designed to meet the standards of Building Regulations Approved Document E 'Resistance to the passage of sound'. The approved measures shall thereafter be implemented in full.

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

- 30 An Air Quality Neutral Assessment must be undertaken in accordance with guidance published by the Greater London Authority (GLA) and submitted to the Local Planning Authority for approval prior to the commencement of works on site. The assessment shall include mitigation proposals should it be found that the development is not air quality neutral.

Reason: To protect local air quality, in accordance with Brent Policy EP3

- 31 Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to the Local Planning Authority, that includes 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. The written report is subject to the approval in writing of the Local Planning Authority.

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

- 32 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable 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

INFORMATIVES

- 1 The applicant/developer is advised that any oversail, encroachment or access to the Brent Feeder requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding this. Please contact their Estates team at jonathan.young@canalrivertrust.org.uk.
- 2 Given the age of the buildings to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

Any person wishing to inspect the above papers should contact Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227