

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

8 June, 2016

15/2061

SITE INFORMATION

RECEIVED: 26 May, 2015

WARD: Alperton

PLANNING AREA: Brent Connects Wembley

LOCATION: 2 Atlip Road, Wembley, HA0 4LU

PROPOSAL: Proposed demolition of existing former retail warehouse building and erection of development comprising a part 3 storey to part 10 storey building of 99 residential units (4 x studio, 31 x one-bedroom, 51 x two-bedroom and 13 x three-bedroom units).with associated cycle parking, x13 no. disabled only parking spaces at basement level with, x2 car club only spaces and new vehicle accesses off Atlip Road and associated landscaping (as amended).

APPLICANT: ARY Properties Ltd.

CONTACT: Planning Co-operative

PLAN NO'S: (See Condition 2)

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

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

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

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_122025

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1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/2061" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

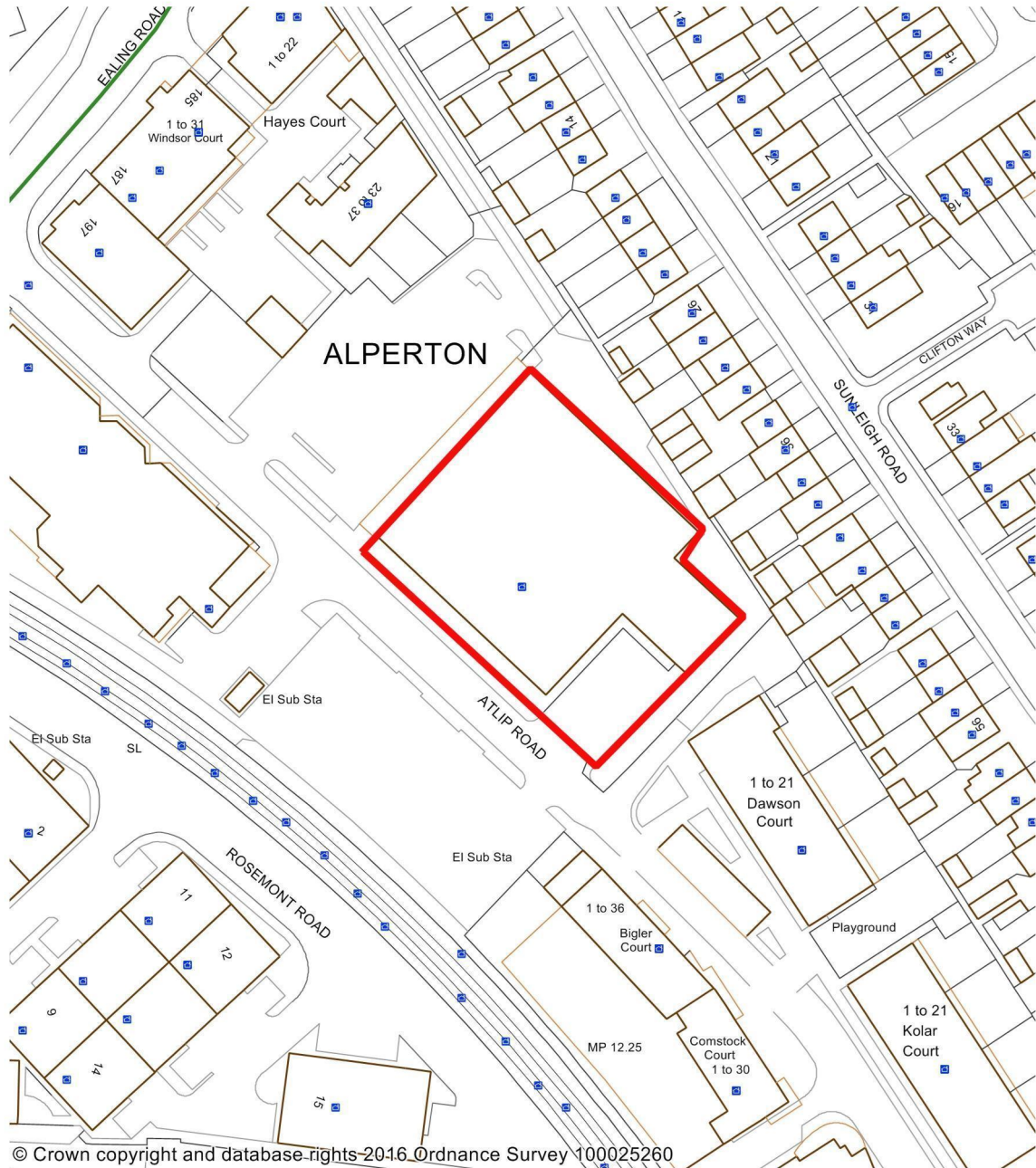
SITE MAP



Planning Committee Map

Site address: 2 Atlip Road, Wembley, HA0 4LU

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This map is indicative only.

SELECTED SITE PLANS

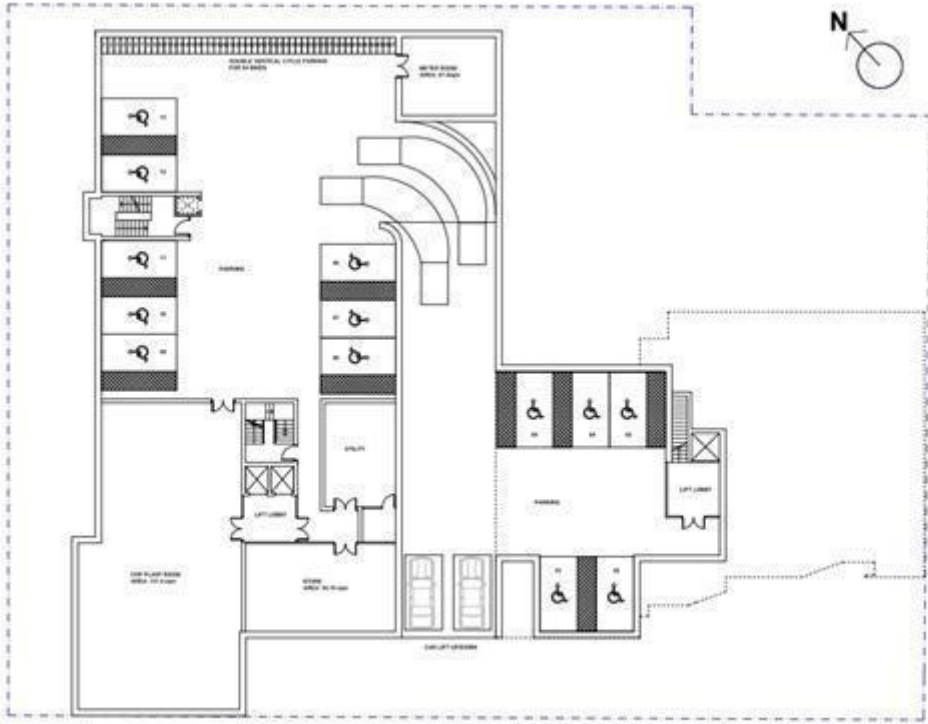
SELECTED SITE PLANS



Existing location plan



Proposed block plan



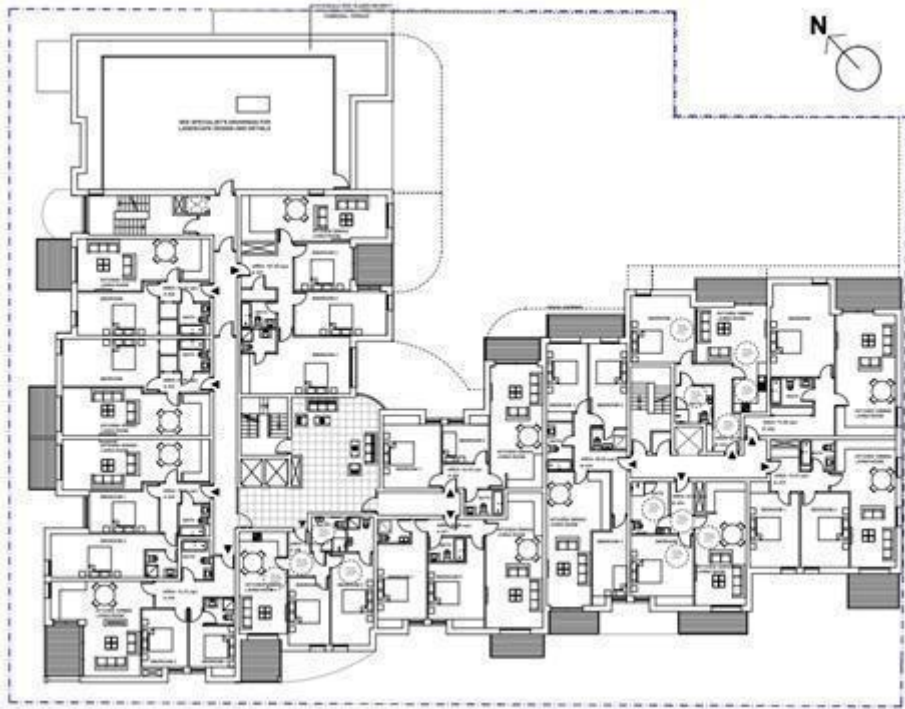
BASEMENT FLOOR PLAN
TOTAL EXTERNAL AREA OF COVERED AREA: 1060 SQM

Proposed basement plan



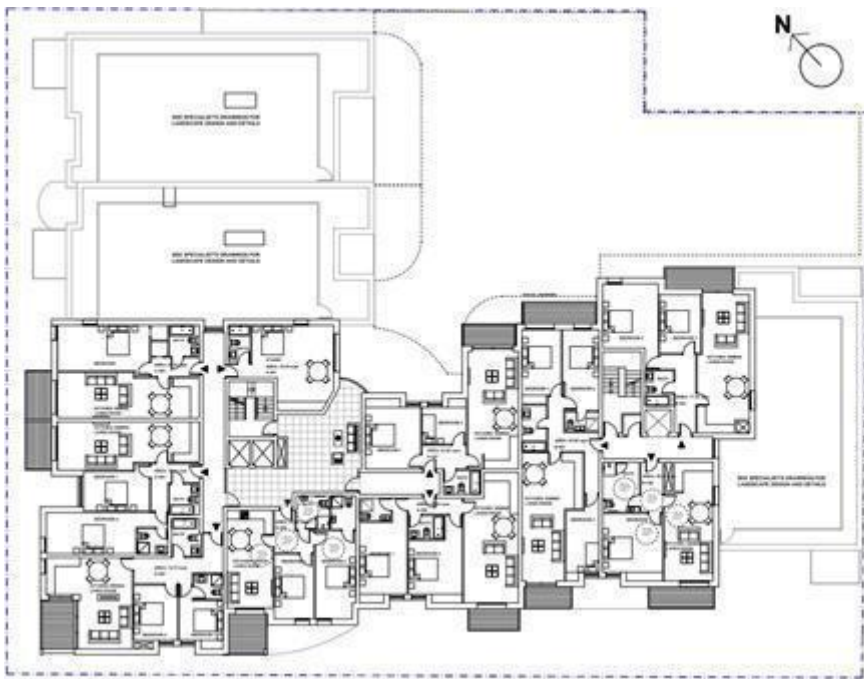
GROUND FLOOR PLAN
TOTAL EXTERNAL AREA OF COVERED AREA: 1060 SQM

Proposed ground floor



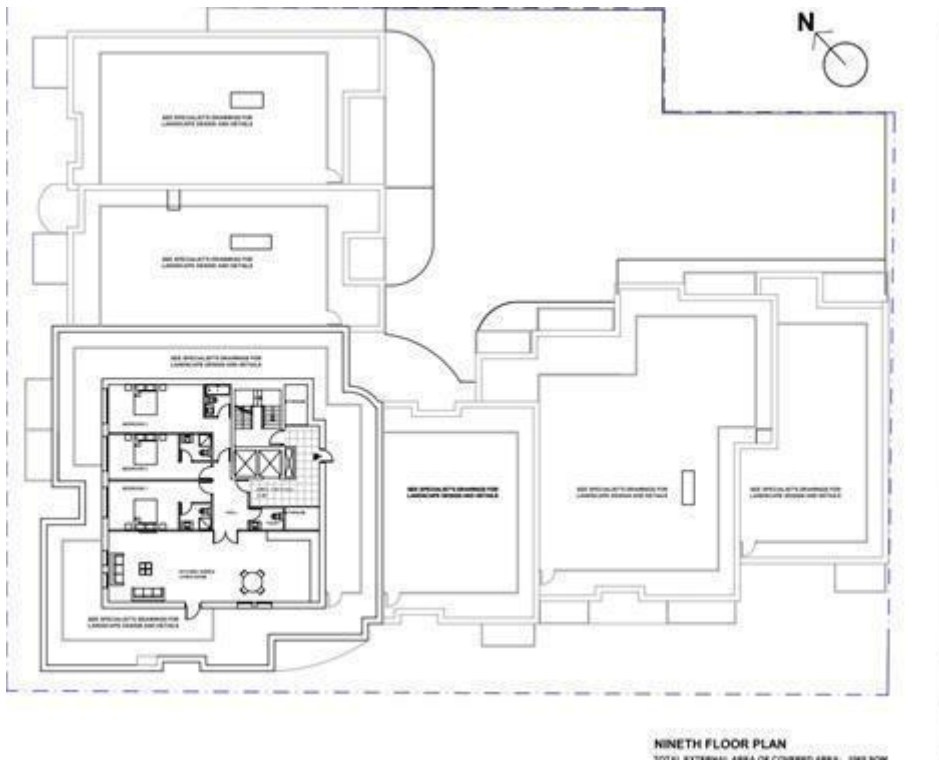
THIRD FLOOR PLAN

Proposed third floor



SIXTH FLOOR PLAN

Proposed sixth floor



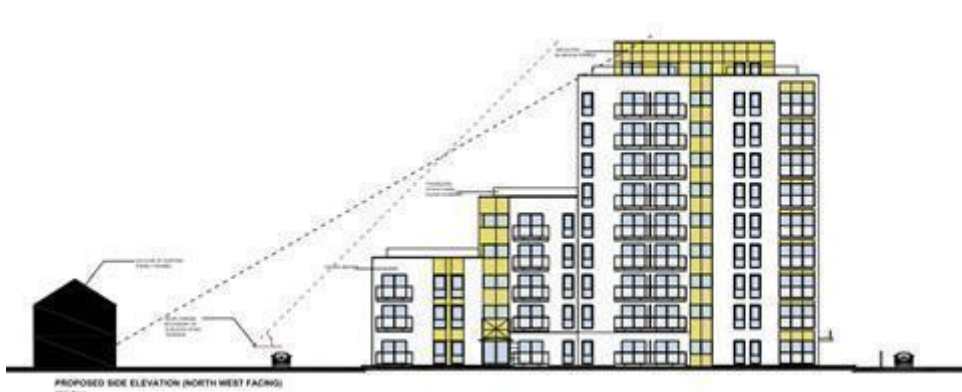
Proposed ninth floor



Proposed front elevation - facing Atlip Road



Proposed rear elevation



Proposed side elevation (northwest facing) and compliance with 30 and 45 degree tests

Proposed massing & context



RECOMMENDATIONS

To delegate authority to the Head of Planning, or other duly authorised person, to grant planning

permission subject to the completion of:

- a satisfactory Section 106 or other legal agreement in material accordance with the Heads of Terms set out within this report, the exact terms thereof to be agreed on advice from the Chief Legal Officer; conditions in material accordance with those set out the draft decision notice.

A) PROPOSAL

Proposed demolition of existing former retail warehouse building and erection of 'car free' development comprising a part 3 storey to part 10 storey building of 99 residential units (4 x studio, 31 x one-bedroom, 51 x two-bedroom and 13 x three-bedroom units).with associated cycle parking, x13 no. disabled only parking spaces at basement level with, x2 car club only spaces and new vehicle accesses off Atlip Road and associated landscaping (as amended).

B) EXISTING

The application site comprises a single storey building for which the authorised use is as a cash and carry warehouse. The adjacent car park is outside of the application site

The site is broadly rectangular and addresses Atlip Road. To the south east it neighbours the residential Dawson Court, which is five storeys and forms part of the much larger mixed use development that fronts onto the canal. To the north east is Sunleigh Road, which comprises two-storey housing and back gardens. North west of the site are more recent flatted developments that front onto Ealing Road, these are discussed in the remarks section. On the corner of Atlip and Ealing Road is a church building and on the opposite side

of Atlip Road is the mixed use Atlip Centre building and associated car park.

The application site is located within the Alperton Growth Area and is allocated within the Site Specific Allocation Document (A.4 - Atlip Road).

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

C) AMENDMENTS SINCE SUBMISSION

1. Increased proportion of affordable housing proposed (23%).
2. Changes to the proposed landscaping and layout of amenity spaces.
3. Alterations to materials, fenestration and design.
4. Amendments to make building entrances more legible.

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 (24%) on a site within the Alperton Growth Area and Housing Zone: The proposed redevelopment for residential use accords with the SSA and helps to deliver one of the borough's key objectives which is to deliver new homes, as set out within planning policy documents.

Design and Scale of development: The proposal consists of good architecture with quality detailing and includes some interesting features and materials palette. The scale of the development is considered appropriate for its existing and emerging context.

Transportation: The scheme provides 13 car parking spaces for disabled users, which is considered an acceptable level of car parking for this scheme. The scheme is 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, and the scheme shall secure a contribution towards potential funding of the expansion of Controlled Parking Zone "E". Sufficient cycle parking is provided together with adequate storage and collection for refuse.

Quality of the proposed residential accommodation: The proposal accords with the London Plan standards for residential quality. A high proportion of units (90%) exceed the minimum residential space standards, with the remaining 10 % of units only marginally (1 to 2 sqm) below London Plan standards.

Impact on neighbouring occupiers: The proposal is considered to maintain acceptable levels of amenity for adjoining existing residential occupiers and has considered closely the potential impact on the amenity of properties along Sunleigh Road. The proposal broadly complies with Supplementary Planning Guidance 17 and the minimum separation distances between facing windows. The massing of the building is a response to this relationship, with the taller elements located furthest away from this boundary. The stepping of the building height in this way ensured scheme compliance with both the 30 and 45 degree tests, as set out in SPG17.

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				10341	10341
Sui generis	2618		2618		-2618

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Flats û Social Rented)										
EXISTING (Flats û Intermediate)										
PROPOSED (Flats û Market)	22	46	8							76
PROPOSED (Flats û Social Rented)	7	3	3							13
PROPOSED (Flats û Intermediate)	6	2	2							10

RELEVANT SITE HISTORY

13/2874 - Application withdrawn

Demolition of existing warehouse building and erection of a 'car free' development comprising a, part 4, 5 and 9-storey building consisting of a gym (Use Class D2) at basement level, a retail unit (Use Class A1) on part of the ground floor, and a total of 101 residential units (38 x one-bedroom flats, 58 x two-bedroom flats, 4 x three-bedroom flats and 1 x four-bedroom flats), associated cycle parking with x12 no. disabled only parking spaces at ground floor and basement level with vehicle access off Atlip Road and associated landscaping.

11/0177 - Refused

Removal of condition 22 (the cash and carry's retail floor space shall be restricted to 8000 square feet) of planning permission dated 15th April 1988 (Ref:85/1602) for the redevelopment of the site to provide shops, private club, bank, restaurant and retail cash and carry warehouses with access road and ancillary parking.

05/0647 - Granted

Demolition of existing building and erection of a "car-free", part 3-, 4-, 5-, 6-, 7- and 8-storey building containing a broadcast studio on part of the ground floor and 5 studio units, 37 one-bedroom flats, 37 two-bedroom flats and 4 three-bedroom flats with basement parking for 29 cars with access off Atlip Road and subject to a Deed of Agreement dated 31/03/2006 under Section 106 of the Town and Country Planning Act 1990 (as amended).

02/1070 - Granted

Change of use of part of existing cash-and-carry warehouse/storage (Use Class B8) to television studios (Use Class B2) together with alterations to windows and external elevations.

01/1807 - Refused

Change of use of part of existing cash-and-carry retail warehouse to television studios (1,180m²) and retail supermarket (2,038m²), including installation of a mezzanine floor and external alterations.

CONSULTATIONS

Consultation Period:09/06/2015 - 30/06/2015

In total 383 addresses were notified, this accords with the consultation requirements set out in SPG2.

Site Notice(s) displayed on 08/07/2015

Press Notice: 18/06/2015

In response four objections have been received to date. The grounds for objection raised are summarised below:-

- Loss of light / outlook from flats in Bigler Court, Atlip Road
- Loss of privacy from flats in Bigler Court, Atlip Road and houses on Sunleigh Road (to the east)
- More flats will lead to more congestion on Atlip Road
- What social infrastructure has been put in place to cater for the increased demand from this, and other large residential developments in the local area?
- One floor of the building should be dedicated for use as a health centre
- Will this development be subject to the Community Infrastructure Levy?
- This will impact on parking conditions on surrounding streets.
- What provisions are there in terms of transport infrastructure to support the proposed housing growth in Alperton?
- This will increase the potential for traffic accidents in the vicinity of the site.
- The proposal does not maximise the use of previously used land and should include the adjacent car park (in sperate ownership).
- Proposal would prejudice future development of the adjacent car park site due to the presence of windows on the facing flank wall.

STATUTORY CONSULTEES

Ward Councillors -

No response received.

Environmental Health -

Officers are satisfied with the findings of the submitted noise report. Conditions are recommended relating to noise levels, plant noise, air quality impact assessment to account for any proposed CHP unit, a Construction and Demolition Method Statement, contaminated land investigation (including remediation and verification report).

Landscape -

No objection raised (see 'remarks' section paragraphs 44 to 49).

Transportation -

No objection raised, see remarks section below for detailed discussion.

Urban Design -

The original scheme was criticised for its proposed use of materials and improvements were recommended to improve the fenestration. The revised proposal will make use of a better quality materials palette. It was suggested the scheme would benefit from a mixture of projecting and recessed balconies. To this end there are some recessed balconies on the corner of the taller element, these repeat on all floors. Suggested that building entrances need to be more legible and better designed, and highlighted the proximity of ground floor windows to access points and refuse storage.

Sustainability Officer -

The Energy Statement as been assessed and the Councils Sustainability officer has confirmed this to be compliant with the Mayor's target for reducing CO2 emissions by 35% below that of Building Regulations Part L 2013. No carbon offset payment will be required.

Thames Water -

No objection raised, conditions have been recommended in the event of permission being granted.

Cromwell & Burns Road Residents Association -

No response received.

POLICY CONSIDERATIONS

National policy guidance

National Planning Policy Framework 2012

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.4 (Atlip Road).

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

Background context and principle of development

Residential development

1. 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.
2. The Alperton Growth Area has also recently been designated as a Housing Zone by the Mayor of London, which reinforces its status as an appropriate location within the borough for new housing development.
3. 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.4 is the "Atlip Road" site. The application site forms part of the wider allocated site. This allocated site has been developed in a somewhat piecemeal fashion to date. Individual sites have come forward for development in advance of this and are now built out, as set out below:
 - 2006 - planning permission granted (05/0647) for the redevelopment of former Dadoos supermarket for 83 residential units and broadcast studio. This was granted on the current application site. This was not implemented.
 - 2007 - planning permission granted (05/1323) for the redevelopment of the former car park site to the northern end of the allocated site for 37 residential units and ground floor commercial unit. This building fronts onto Ealing Road. This has been implemented.
 - 2007 - two planning permissions granted (06/0855 & 06/0856) on appeal for a total of 185 residential units, ground floor commercial uses, including a new pedestrian footbridge over the adjacent canal. This permitted residential development up to 14 storeys high. This has been implemented.

- 2009 - planning permission granted (09/0205) for demolition of existing building and erection of a part 7, part 8 storey building with ground floor commercial floorspace and 31 residential units. This has been implemented.

Wider context locally

4. Site A.3, known as the former B&Q and Marvelfairs House site is identified for a comprehensive mixed use development including residential, amenity space, B1 employment and Ad uses. This site is to the south of the application site, and two are separated by the railway lines.
5. Planning permission has already been granted for the former B&Q part of the SA for a mixed use development containing 440 flats and a dwelling house together with commercial and community space with associated landscaping and car parking (LPA Ref: 09/2116). This development has been completed and is now occupied. 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. More recently planning permission was granted (LPA ref: 15/3950) at Planning Committee on 9 May 2016, subject to completion of an satisfactory legal agreement on a site known as 1c Carlyon Road for the demolition of the existing building and erection of a part 5, part 6 storey building with 31 residential units. The allocated site also contains 245 to 253a Ealing Road which are sites yet to come forward for redevelopment.
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 application is within the Masterplan area boundary. 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 within Alperton's 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 site is within the recently designated Alperton Housing Zone, designated by the Mayor of London. The Housing Zone status means Alperton will benefit from significant levels of GLA funds, this will help accelerate new housing development to meet London and Brent housing needs and improve infrastructure to support growth. Alperton is projected to accommodate 3213 new homes (including 870 affordable homes by 2021). The Alperton Area Action Plan provides the planning framework for this housing zone.
9. The redevelopment of the application site proposes a residential redevelopment which is acceptable in terms of the existing and emerging context.

Loss of employment uses

10. The site currently contains a cash and carry warehouse. The redevelopment of the site will not include any replacement employment floorspace. Under the previous, withdrawn scheme (13/2874) D2 and A1 floorspace was proposed. Further discussion with officers has resulted in the omission of these commercial uses and an entirely residential scheme is proposed. The wider SA has already secured commercial floorspace on sites to the north and as part of the mixed use development immediately to the south and it is noted that take up of these units has been poor. As such it was not considered to be appropriate to seek the inclusion of additional commercial units as part of this development and their exclusion does allow for additional residential units. The provision of affordable workspace has been examined. However, the site would only be able to accommodate a small unit which is not in close

proximity to other Affordable Workspace units and Affordable Workspace is not referred to as a requirement for this site within the Site Allocation (A.4 Atlip Road). As such, it is considered that the absence of Affordable Workspace in this scheme is acceptable in this instance. Employment floorspace has been secured at 255 Ealing Road and 1C Carlyon Road, in addition to that provided at 243 Ealing Road and the mixed use development to the south of the site, which help meet the objectives of the Alperton Growth Area.

Design, Scale and Massing

11. The new building is arranged as an 'L' shape, fronting onto Atlip Road. It varies in height from three, five, seven, eight to a part ten storey element on the north western corner. The stepping of the building height in this way from the outer edges inwards towards the centre responds to the local context, in particular by being sensitive existing two storey housing to the east of the application site on Sunleigh Road.
12. The proposed height is considered to relate to both the existing and emerging local context. The existing development immediately to the south which adjoins the canal is part nine, ten and 14 storeys high. The stepping down in height of the building at the southern end to 5 storeys ensures that the scale relates appropriately to neighbouring Dawson Court, also 5 storeys high. Further afield but still within close proximity are existing residential properties and the emerging taller developments at 255 Ealing Road (approved but not built) and 243 Ealing Road (completed) that step up to 9 and 14 storeys in height. To the immediate north of the site relatively new buildings of six and eight storeys have been built fronting onto Ealing Road. The stepping down of the building at the rear (eastern side) has been designed to provide a transition in scale between the lower two storey housing on Sunleigh Road, and sufficient separation is maintained between buildings. It is considered that the scale of development proposed represents a suitable transition between the existing and emerging built form, and is acceptable within the Alperton Growth Area, Masterplan area and housing zone.
13. A minimum set back of 1.4m is maintained to the road frontage with Atlip Road, increasing to a generous 6.6m at the southern end with overhanging of the building at upper floor levels. There is no strong building line along this side of Atlip Road, however the proposed building line does respond appropriately to the siting of Dawson Court to the south. The north western facing elevation, which is to front onto the adjacent car park to the north is set in from this boundary by between 2.5m and 4.15m. The three storey element at the rear which projects eastwards is set in from the boundary to the east by 1.7m. At the southernmost end of the site the proposed five storey element would be sited up to the boundary.
14. The scale and height of the proposed demonstrates that it achieves compliance with both the 30 and 45 degree tests, set out in Supplementary Planning Guidance 17 'Design Guide for New Development'. These tests are applied to ensure that the amenity of neighbouring residents is not unduly harmed. The proposed building steps down in height to the rear as a direct response to existing housing along Sunleigh Road, and by doing so the 45 degree test is comfortably met. The stepping up in height as you move further away from the rear elevation of Sunleigh Road housing also ensures the 30 degree test is met in respect of rear facing windows. The application site does not actually abut the rear gardens of housing along Sunleigh Road as there is a wedge shaped strip of land in between the two, this is outside of the application site and acts as a buffer. As a consequence of this and the splayed orientation of the building in relation to the boundary a separation of between 6m and 9m is maintained.
15. There are no sole habitable windows sited within the flank wall of the building closest to the boundary with Sunleigh Road.
16. At ground level towards the centre of the Atlip Road elevation is a vehicle access to a basement car parking area. Access to the car parking area is via Atlip Road, and a new to be formed vehicular access. Access to the residential flats is via two separate cores fronting onto Atlip Road along with an additional entrance core sited within the north eastern facing facade. Two dedicated Car Club parking spaces are proposed along the Atlip Road frontage towards the southern end of the building, within a deep private forecourt. Further details are to be approved by condition.
17. Projecting external balconies are proposed on all elevations, bar the southern facade. Five separate communal roof terraces are proposed, the stepped building design provides the opportunity for these.
18. In terms of the external materials, design and fenestration these have been subject to negotiation and change during the course of the application. The building has been simplified by the predominant use of brick work, with feature bronze cladding used to break this up and add interest. The light brick and the bronze cladding complement one another. A feature darker brick will be used on the ground floor only.

The massing of the elevations have been broken up through the arrangement of height, use of projecting and brick framed balconies, vertical bands of bronze cladding and the articulation of the building facades. Further interest is provided in the decorative detailing of the brickwork that is to feature on the corner element fronting Atlip Road. These bricks will be laid as projecting, and in a grid system that repeats on all floors, and this is considered to add an interesting detail. To the rear the same approach in terms of materials is proposed, and the central core is treated with a curved lightweight glazed element. This will ensure natural light is received internally and adds an interesting design feature to the building, as viewed from the courtyard and properties on Sunleigh Road. The flank walls facing Sunleigh Road are broken up with simple window openings, and a feature green wall proposed to the lower three storey element. Well pronounced window reveals are proposed throughout, this helps to further articulate the elevations. On balance it is considered the materials palette is of high quality and the overall design will provide visual interest.

19. A condition is recommended to secure the approval of materials prior to commencement of works on site.
20. In 2005 permission 05/0647 was granted for a mixed use building up to eight storeys high, accommodating 83 flats (5 x studios, 37 x 1-bed, 37 x 2-bed and 4 x 3-bed) to be built on site. This consent was never implemented, but it demonstrates that the principle of the redevelopment of the site for residential use is acceptable. The earlier scheme, though proposing less units is broadly similar to the current proposal in terms of the siting of the building and site layout. The current proposal seeks to increase the number of units to 99, and to achieve this an increase in height is proposed. At the rear both scheme's step down to three storeys, and at the southern end both step down to five storeys. The increased height is proposed to be accommodated through the central section of the building, fronting Atlip Road, and on the corner the height would increase by two additional storeys from eight to ten. By concentrating the extra height through this part of the site it reduces the impact on neighbouring sites.
21. A different materials palette is now proposed. The earlier scheme proposed to use a mixture of render, timber cladding and metal cladding, however on balance the current proposal which proposes predominantly brick with some feature cladding is considered to be a marked improvement in design terms.

Density

22. 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, but it must also be recognised that the application site is within 20m walking distance of PTAL 4, where the London Plan sets a guideline density of up to 700 Hr/Ha or 260 u/ha. The site is not significantly less accessible than a location 20m from the site that would be classed as having a PTAL of 4, and rather than a mechanistic approach it is considered a flexible approach should be taken to applying the density matrix in such instances.
23. The density of the proposed scheme is 903 hr/ha 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

24. 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.
25. The scheme is proposing 24% affordable housing (accounting for 23 of the 99 units). These include 13 of which are for Affordable Rent (7 x 1-bed 2 person, 3 x 2-bed 4 person, 2 x 3-bed 6 person and 1 x 3-bed 5 person) and 10 are Intermediate sale (Shared Ownership) (6 x 1-bed 2 person, 2 x 2-bed 4 person and 2 x 3-bed 5 person).

26. The ratio is 60% affordable rent and 40% shared ownership which is in general accordance with London Plan and Brent policies, it meets Brent's local requirement and is considered acceptable.
27. The proportion of affordable housing proposed has been robustly tested by the Council through its appointment of an independent assessor. The assessor has advised that the improved 24% offer of affordable housing is reasonable and that this represents the maximum affordable housing delivery for this site.

Quality of Residential Accommodation

Size and mix of units

28. The application proposes 99 residential units. A breakdown of the unit mix is provided below:

	One bed units	Two bed units	Three bed units	Total Units
Overall scheme	35 (including x 4 studios) (35.5%)	51 (51.5%)	13 (13%)	99
Private Units	22	46	8	76 (77%)
Intermediate / Shared Ownership	6	2	2	10 (10%)
Affordable rented units	7	3	3	13 (13%)

29. 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. Within this context the proposed housing mix is considered to be appropriate for Alperton.
30. Overall, the housing mix assists with achieving the wider housing objectives of the Borough and provides the maximum reasonable proportion of affordable housing that the viability of the scheme can bear.
31. 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
32. 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 7.5qm should be provided for a single bedroom and 11.5sqm for a twin/double bedroom.
33. All of the units with the exception of just 5 (5%) meet the minimum standard, and where there is a shortfall this is only by 1 - 2sqm, so on balance any shortfall is not considered to be significant enough to harm the quality of accommodation. Some 89 of the 99 units (90%) exceed, with some significantly exceeding the minimum residential space requirements of the London Plan. As such it is considered that on balance the size of the proposed units provide an acceptable standard of accommodation for prospective occupiers.

Outlook and privacy within the development

34. There are no single aspect units that face directly north. The internal layout and the arrangement of access corridors means that there are single aspect units that are either north-west or north-east facing. Some mitigation is provided by the fact that a large proportion (90%) of flats exceed minimum residential space standards, and a large number of the affected units are smaller one and two bedroom units only.
35. At ground floor level, a landscape buffer and defensible space are proposed between residential windows and pathways, parking areas or the back edge of the footpath along Atlip Road.

36. At first floor level and above, where there are flank wall windows proposed these are secondary only and serve only to provide additional natural light into rooms or access corridors. As such a condition is recommended that restricts these windows to be obscured glazed only.
37. Where outside amenity space is proposed at roof levels this is set in from the boundary but will need to have an appropriate edge treatment to reduce the potential for overlooking, particularly towards Sunleigh Road dwellings and associated gardens. A condition is recommended to secure the approval of further details of this edge treatment.
38. Due to the design and the inclusion of the central core and the nature of this, the units within each wing 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. Further details of balcony privacy screening will be secured through condition.

Wheelchair units and lifetime homes

39. A proportion of 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 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

40. 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.
41. Five of the ground floor units have access to areas of private amenity space that adjoins the communal space, collectively these private areas provide approximately 140sqm of external amenity space. The ground floor is supplemented by 480sqm of communal amenity space. As the building steps up in height it provides the opportunity for roof terraces, at levels, 3, 5, 7 and 8. These communal terraces provide a further 663sqm of amenity space. All of the units in the scheme have access to the communal amenity areas which combined provide approximately 1143sqm. In addition at first floor level and above all units are afforded a private balcony.
42. Overall, the provision of all private and communal amenity space amounts to approximately 2340 sqm, which broken down equates to 23sqm per unit. The level of external amenity space broadly meets SPG17 requirements, and is considered to represent a good level of provision for a scheme of this density, in this location.
43. In line with London Plan requirements the communal amenity space at ground level will include doorstep play space for the 0 - 5 year age range, this is discussed below in the 'Landscape' section. The constrained nature and configuration of the site mean that is not practicable to provide on site playspace for the 5 - 11 age range. Locally both One Tree Hill open space and Alperton Recreation ground on Mount Pleasant are within 500m walking distance and provide play facilities.
44. It is recommended that full details of external amenity spaces (including play equipment) are conditioned as part of a condition seeking further landscape details.

Impact on adjoining occupiers

Privacy

45. 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.
46. In this case, the nearest sensitive boundary is shared with the houses and gardens of the properties situated along Sunleigh Road. There are flank wall windows within the wall facing Sunleigh Road properties, and some of these are within 10m of the boundary. None of the windows concerned are sole habitable room windows, the windows are either secondary windows to living rooms, or they serve communal access corridors. Given their status they are not relied upon for outlook and it is therefore recommended that a requirement for these flank wall windows at ground, first, second and third floor

levels be installed as obscured glazed. This will prevent overlooking.

47. At the closest point, the habitable room windows that directly face a residential garden are in excess of 10 m from the boundary of the site, and a greater distance from the garden itself. The distance between facing habitable room windows is considerably in excess of 20 m. As such, the proposal accords with SPG17 in terms of the privacy of adjoining occupiers.
48. Windows that are proposed within the southern flank wall are only secondary, again these will need to be conditioned so that they are installed as obscurely glazed. No flank wall windows exist within the neighbouring building (Dawson Court).
49. Consideration has been given to the north western facing elevation, facing the adjacent open car park site. The distance of windows to the site boundary is less than 10m, presenting a broadly similar relationship to the now expired 2005 consent on this site. As the adjoining site to the north contains an open car park there are no overlooking or privacy concerns with the site as it currently exists. It is also noted that the built development to the northern side of the car park includes a large number of habitable windows that face onto the car park site.
50. Overall, taking into account the previous site history, 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 as discussed above are either fixed or opening at high level only (1.7m above internal floor level) and are conditioned.
51. The roof terraces are set in away from the edges of the building and will contain edge treatment which will guard against overlooking. Further details of this will be required through condition.

Overbearing appearance and light

52. 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).
53. Sections plans have been submitted. These show the new building sits within the 30 degree line from rear windows in the properties on Sunleigh Road. The sections plans also show the 45 degree relationship with residential gardens at Sunleigh Road, and compliance is also achieved. Overall, it is considered that the siting, scale and massing of the building pays appropriate regard to its setting, and demonstrates overall compliance with Supplementary Planning Guidance 17 'Design Guide for New Development'.

Daylight and Sunlight Assessment

54. This looked at the impact of the proposed development on daylight and sunlight conditions for existing neighbouring residential properties (commercial not included) as well as the future living conditions for prospective occupiers of the proposed units.
55. The assessment was carried out in accordance with relevant BRE guidelines and looks at the impact on habitable rooms in neighbouring dwellings.
56. The appropriate BRE test for daylight is the use of Vertical Sky Component (VSC) to measure the amount of daylight received on the face of each window. This has considered the impact of the proposed development on Bigler Court, Hayes Court, Dawson Court and No's 4 - 48 Sunleigh Road. With the exception of two windows all windows tested will satisfy the BRE guidelines on VSC. The two windows that do not fully satisfy the BRE guidelines do so because of a large projecting canopy that has been erected at this property, and not because of the proposed development.
57. The BRE sunlight criteria applies to windows that face within 90 degrees of due south. The results show that windows will continue to satisfy BRE recommendations on availability of sunlight and that in fact for a high proportion of dwellings the levels of sunlight that will continue to be received will be in excess of the BRE recommendations. The one exception is 44 Sunleigh Road, for the reasons set out above.
58. With regards the proposed units the result show that all habitable rooms will receive adequate daylight

and very good levels of sunlight where windows are within 90 degrees of due south.

Landscaping

59. There are no existing landscape features on site. A hard and soft landscaping strategy is proposed to complement the proposed development and soften the environment. New tree planting is proposed along the length of the Atlip Road frontage which will include 18- 20cm girth trees. These will improve the appearance of the site from Atlip Road compared to the existing situation. In total 33 new trees are proposed to be planted across the site, which represents a significant improvement.
60. A hedge is proposed along part of the Atlip Road frontage, and this will continue around to enclose the north west facing facade. This will soften the environment and provide defensible space to ground floor units. Other low level planting and lawn is proposed along the remainder of the Atlip Road frontage where there is opportunity for this. The private and communal gardens at ground floor will be predominantly grassed with ornamental planting and new trees.
61. The communal roof gardens will be laid out with soft landscaping, planting, paving or decking, seating and garden furniture.
62. Children's play has been incorporated comprising of doorstep play for the 0 - 5 age range.
63. The Councils Landscape Design officer is agreeable to the proposed planting plans and communal roof garden details. Some reservation has been expressed in relation to some of the tree species proposed as these may grow too large for their setting, and also in relation to the type of outdoor play equipment proposed. The concerns raised are not so significant that they cannot be addressed through condition.
64. Full details of soft and hard landscaping (including play equipment) are recommended to be conditioned to any forthcoming consent.

Flood risk and surface water drainage

65. 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 and the site is 100% impermeable.
66. The proposed development will reduce the impermeable area and this will be achieved through introducing new soft landscaped areas on site.

Land contamination

67. A Phase 1 Geo-Environmental Site Assessment has been submitted. This has investigated any potential environmental / contamination risks with the site. This has been reviewed by officers in Environmental Health who have advised that there have been a variety of potentially contaminative uses of the site over time. However they have advised that they would want conditions attached to any consent. A condition is required to secure a site investigation following demolition to look for any signs of contamination. Should there be evidence of any contamination they will be required to submit an appraisal of remedial options. Any necessary remedial measures will need to be carried out in full, and a verification report submitted for approval demonstrating that remediation has been carried out in accordance with the agreed strategy. This is to ensure the safe future occupancy of the site by prospective residents.
68. The above measures will be secured through planning conditions.

Air quality

69. As the site is within an Air Quality Management Area (AQMA) it has the potential to expose future users to elevated pollution levels, a Air Quality Impact Assessment (AQIA) has been undertaken, and assessed by Environmental Health officers. The AQIA predicts that the development will have a negligible impact on air quality, however the proposed CHP plant has not been modelled, and this will need to be factored in. In the circumstances Environmental Health officers recommend conditions in relation to air quality and the CHP.
70. They have also recommended that a condition secures the submission and approval of a Construction

and Demolition Method Statement, which sets out mitigation measures to be used to control dust associated with the demolition and construction phase.

Noise considerations

71. A noise report supports the application. This assesses the noise conditions at the site and gives consideration to the impacts of the nearby railway to proposed residential uses. The main noise sources at the site were found to be from the railway line (Piccadilly line trains passing) and traffic from Ealing Road. The report recommends certain acoustic performance requirements of glazing and ventilation in the external facade to ensure suitable internal noise conditions are met.
72. The Councils Environmental Health officer has assessed the report and its findings and has confirmed that the submission is acceptable with regard to the impact of existing noise on the dwellings. Conditions are recommended regarding the internal noise levels for the proposed units and relating to the noise levels associated with any plant within the development.
73. There are existing residential uses around the site, these demonstrate that a suitable environment for residential use can be provided. The recommended conditions will ensure the safe future occupancy of the site.

Ecology

74. The existing site is largely built up, and land around is hardsurfaced. The site is clearly of low ecological value and there is no evidence of the presence of protected species. Given the existing site characteristics and surroundings it is not considered this proposal will adversely impact on existing ecology. The proposed development will deliver some improvements in this regard through a comprehensive landscape strategy (including new trees), a green roof and the provision of a green wall that is to be north east facing. These will make a positive contribution and their delivery on site will be secured through conditions.

Transportation

75. Basement parking is proposed for thirteen disabled spaces, accessed via a 6.2m wide car lift set 5.7m from the back edge of the Atlip Road footway. Two further Car Club spaces are indicated at ground floor level at the southern end of the Atlip Road frontage, accessed via a 5m wide crossover.
76. A total of 94 double-height stacked bicycle parking spaces are indicated within the basement for the private flats, with a further 34 spaces proposed within a ground floor storeroom for the affordable units. Pedestrian access cores are proposed along the Atlip Road building frontage, with refuse storage rooms proposed alongside.
77. The location of the site on the fringe of an existing Controlled Parking Zone (CPZ) does mean that full residential car parking allowances apply, as such this scheme would be permitted up to 117 spaces. The proposed provision of 13 disabled only spaces accords with standards, and complies with standard PS15 in terms of disabled parking provision.
78. The two Car Club spaces proposed are welcomed.

Impact on traffic / local road network

79. Consideration has been given to the impact of overspill parking from the development on traffic flow and road safety. Parking demand is estimated at approximately 80 spaces, which would generate overspill parking from the site. Opportunities to accommodate this safely on-street in the area are very limited, with parking along Ealing Road being heavily restricted and other nearby residential streets being already heavily parked at night.
80. The applicant proposes a residential Travel Plan as a means of mitigating against the potential future impact of this proposal, and proposes issuing all new residents with a Travel Pack. This measure on its own though would not be sufficient. Additional measures to regulate overspill parking from the site by future residents would be essential. Particularly the provision of funding towards potential future expansion of CPZ "E" to cover nearby streets. The Councils Transportation officer has recommended that a sum of £50,000 for this purpose. This approach is consistent with the approach supported on

nearby sites 243 Ealing Road (former B&Q site), 255 Ealing Road, which secured £60,000 and 1c Carlyon Road, which has recently secured £13,000.

81. In addition to the contribution required for mitigation a "Parking Permit Restriction" will need to be secured within a s106 agreement, removing the right of future residents and visitors to the development to on-street parking permits within any existing and future CPZ's in the area.
82. The proposed provision of 128 secure and covered cycle spaces meets the required standard.
83. Refuse storage is appropriately located for collection and is within the maximum carrying distances for residents.
84. The proposed vehicle access arrangements are acceptable, with a suitably wide enough access proposed for the car lift to the basement car park to allow cars to wait clear of the highway while the lift is called. Sightlines are also acceptable along Atlip Road.
85. Vehicular movements have been calculated with regards to traffic impact on the local highway network. Earlier capacity assessments have been undertaken for the junction of Atlip and Ealing Road based on an earlier application, and it was concluded that the junction would have spare capacity to accommodate predicted traffic from this site and the adjoining development to the south. On this basis, the likely traffic impact of the proposal is considered to be acceptable.
86. The proposal exceeds the threshold above which a residential Travel Plan is required. A Plan has been provided, but the Councils Transportation officer advises that improvements would be required to bring this up to an acceptable standard. To this end the applicant will be required to submit a Travel Plan for approval, prior to development commencing, and this will be secured as part of the s106 agreement.
87. Subject to a s106 agreement the securing of funding towards potential CPZ extensions in the area, submission and approval of a residential Travel Plan (to incorporate subsidised membership of local Car Clubs for future residents) of sufficient quality to score a PASS rating using TfL ATTrBuTE programme prior to commencement of the development; and (ii) a 'parking permit restriction' withdrawing the right of future residents to on-street parking permits within any existing and future CPZ's in the area. Together with conditions to submit for approval further details of electric vehicle charging points and confirmation of a minimum basement headroom of 2.6m, there would be no objections on transportation grounds to this proposal.

Response to neighbour objections

Grounds of objection	Response
Loss of light / outlook from flats in Bigler Court, Atlip Road	A detailed daylight and sunlight assessment was carried out that showed no unduly harmful impacts. See paragraph's 55 - 59.
Loss of privacy from flats in Bigler Court, Atlip Road and houses on Sunleigh Road (to the east)	See paragraph's 46 - 54
More flats will lead to more congestion on Atlip Road	A Transport Statement has been submitted. This has been assessed by the Councils Transportation officer - see paragraph 86.
What social infrastructure has been put in place to cater for the increased demand from this, and other large residential developments in the local area?	The site is located within the Alperton Growth Area which is strategically identified by the Council for housing growth. This growth will be supported by infrastructure identified within the Infrastructure and Investment Framework which is currently being developed. Anticipated infrastructure includes new primary school; new health services; new and improved public open spaces and recreational facilities; new bus services; community centre and new tree planting. Floorspace for health care provision has been provided on recently developed 243 Ealing Road site.
One floor of the building should be dedicated for	There is no policy requirement for a health centre

use as a health centre	to be provided on this particular site within Alperton. The Council would not be justified in seeking this.
Proposal would prejudice future development of the adjacent car park site due to the presence of windows on the facing flank wall.	Please refer to paragraph's 50 - 51
This will increase the potential for traffic accidents in the vicinity of the site.	This is not supported in any of the evidence included within the Transport Statement, nor has it been raised as a concern by the Councils Transportation officer.
Will this development be subject to the Community Infrastructure Levy?	The scheme will be CIL liable. The amount is set out within the report.
What provisions are there in terms of transport infrastructure to support the proposed housing growth in Alperton?	See comment above in relation to infrastructure requirements identified in the Infrastructure and Investment Framework
This will impact on parking conditions on surrounding streets.	Car parking and consideration of overspill parking has been discussed within paragraphs 76 to 88 above. Any grant of planning will be subject to a contribution of £50,000 towards expansion of existing CPZ's locally. This will provide further mitigation and is consistent with the accepted approach on nearby sites at 243 Ealing Road, 255 Ealing Road and 1C Carlyon Road.

Conclusion

The application proposes the redevelopment of this commercial site with a residential led development. It will contribute towards the objectives of the Alperton Growth Area, including the delivery of affordable and family housing in the Growth Area, and make a significant contribution to the Housing Zone designation and the target number of new homes. The redevelopment of the site for residential use has been supported previously, however that consent has since expired. Whilst the current proposal seeks to increase the building envelope in places, and increase the level of density officers consider this will not be at the expense of neighbouring amenity, nor the quality of accommodation proposed. This is considered to be appropriate within both the existing and emerging urban context for this part of Alperton. Officers have worked with the applicants to seek improvements to the building design and the amended proposal is considered to represent an improvement architecturally to the now expired consent.

It is recommended that the scheme be granted consent, subject to a legal agreement and planning conditions.

SUSTAINABILITY ASSESSMENT

The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and the Councils Sustainability officer considers 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.

The strategy that is proposed to achieve carbon reductions is based on a high performance building fabric and energy efficiency measures combined with a Combined Heat and Power (CHP) network. Additional pv panels are also feasible and will help achieve further carbon reductions.

In summary, the Energy Strategy demonstrates the proposal achieves an overall saving of 35% improvement on Part L 2013 Building Regulations. The proposal will deliver a 4% reduction through passive/ fabric measures, a 30% reduction through CHP and a 1% reduction through PV totalling a 35% reduction from Part L 2013. The policy requirement is 35% improvement, and this strategy is therefore considered acceptable.

The Sustainability Statement submitted sets out that water consumption will not exceed 105 litres per person per day.

All homes will meet Lifetime Homes Standard and that 10% of the total number of dwellings will be wheelchair accessible. This will be secured through condition.

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. Minimum 24% affordable housing (accounting for 23 units), of which a minimum of 13 shall be for Affordable Rent and a minimum of 10 provided as Intermediate (Shared Ownership);
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 (CPZ) is introduced within 300 m of the site in the future.
7. Submission and approval of a Residential Travel Plan (to incorporate subsidised membership of local Car Clubs for future residents) of sufficient quality to score a PASS rating using TfL ATTrBuTE programme prior to commencement of the development;
8. To pay to the Council a total of £50,000 towards future extensions of existing Controlled Parking Zone "E".
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 Head of Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Local Plan by concluding an appropriate agreement.

CIL DETAILS

This application is liable to pay **£2,221,434.76*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 10341 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	10341	2618	7723	£200.00	£35.15	£1,889,376.79	£332,057.97

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	£1,889,376.79	£332,057.97

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

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

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



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

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Application No: 15/2061

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

I refer to your application dated 15/05/2015 proposing the following:
Proposed demolition of existing former retail warehouse building and erection of development comprising a part 3 storey to part 10 storey building of 99 residential units (4 x studio, 31 x one-bedroom, 51 x two-bedroom and 13 x three-bedroom units).with associated cycle parking, x13 no. disabled only parking spaces at basement level with, x2 car club only spaces and new vehicle accesses off Atlip Road and associated landscaping (as amended).
and accompanied by plans or documents listed here:
(See Condition 2)
at 2 Atlip Road, Wembley, HA0 4LU

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:

Mr Aktar Choudhury
Operational Director, 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):

OS Map
GUG/2013/743/200
GUG/2013/743/201
GUG/2013/743/202
GUG/2013/743/203
GUG/2013/743/204
GUG/2013/743/205
GUG/2013/743/206
GUG/2013/743/207
GUG/2013/743/208
GUG/2013/743/209
GUG/2013/743/210
GUG/2013/743/211
GUG/2013/743/212
GUG/2013/743/213
GUG/2013/743/215
GUG/2013/743/14B
GUG/2013/743/15B

Ground floor landscape layout plan (revised)
Landscape layout roof terraces (revised)
Landscape and Play Strategy and Maintenance Schedule (Feb 2016)

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

- 3 The cycle parking hereby approved implemented in full and made available for use prior to first occupation of the residential units and retained thereafter for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory level of cycle parking.

- 4 A minimum 2.6m headroom height shall be provided for the basement level.

Reason; To ensure adequate vehicle access.

- 5 A drainage strategy detailing any on and/or off site drainage works shall be submitted to and approved by the Local Planning Authority in consultation with the sewerage undertaker prior to the commencement of construction works and the development shall be completed in accordance with the approved details. 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 approved 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.

- 6 Prior to the commencement of development, including any works of demolition, a Construction and Demolition Method Statement shall be 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.

- 7 (a) Following the demolition of the existing building 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 part (a) of this condition 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

- 8 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 (save for demolition). 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, materials 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 thereafter.

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

- 9 Further details of the following shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site (save for demolition). 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 obscure glazed windows to all flank wall windows at ground, 1st, 2nd, 3rd, 4th and 5th floor levels (facing north east) and flank wall windows facing south east, including a section plan showing details of any high opening windows at 1.7m above internal floor level
- (d) details of obscure glazing of all windows that are adjacent to communal roof terraces
- (d) details of the parapets to the roof and roof gardens and the proposed means of boundary edge / perimiter treatment

The development shall be completed in full accordance with the approved details.

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

- 10 Notwithstanding the details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed building and of the roof terraces shall be submitted to and approved in writing by the Local Planning Authority within 6 months of commencement of development. The development shall be completed in accordance with the approved details prior to first occupation of the building hereby approved. Such a scheme shall include:-

- (a) all planting including location, species, size, density and number incorporating native species
- (b) further 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 on site
- (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) proposed boundary treatments including walls, fencing, hedging, railings, balustrades and retaining walls, indicating materials and height, including (but not limited to) the communal roof terraces
- (g) 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)
- (h) further details of all planting and a maintenance plan in relation to the 'green wall' and areas of 'green roofs'
- (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.

- 11 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 and thereafter retained for the life of the development.

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

- 12 Prior to occupation of the residential units, further details of a Electric Vehicle Charging Points for a minimum of 4 car parking spaces shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details prior to first occupation of the development and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure sustainable modes of transport.

- 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 the installation of the CHP unit, an Air Quality Impact Assessment, which shall include the detailed specification of the CHP unit, demonstrating that the proposed CHP unit shall have no more than an imperceptible impact on local air quality shall be submitted to and approved in writing by the local Planning Authority and the approved details shall be implemented in full prior to first occupation of the development.

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

- 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 the commencement of construction works, details demonstrating how these internal noise levels will be achieved within the development shall be submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved details.

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

- 17 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and details of that assessment together with any mitigation measures necessary to achieve the above required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to installation of the relevant plant. The plant shall thereafter be installed and maintained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect acceptable local noise levels in the interest of the amenity of nearby occupiers, in accordance with Brent Policy EP2.

- 18 Confirmation that all of the units have been constructed to the Building Regulation M4(2) and 10% 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.

- 19 No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken fully in accordance with the terms of the approved piling method statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure.

- 20 The Combined Heat and Power unit installed shall meet or improve upon the emissions standards and technical details described in the approved Air Quality Impact Assessment. Prior to the commencement of the use, details of tests undertaken on the installed unit to demonstrate that the emissions standards have been met shall be submitted to and approved in writing by the local planning authority. The CHP unit shall thereafter be maintained in accordance with the manufacturers specifications so as to ensure that these standards continue to be met.

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

- 21 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

- 22 Further details of the following shall be submitted to and approved in writing by the Local

Planning Authority prior to the commencement of works on site (save for demolition). 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 balcony privacy screens
- (b) details of privacy screening to areas of private amenity space at ground floor, where these adjoin the communal amenity space

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.

INFORMATIVES

- 1 The applicant must note that the quality of imported soil must be verified by means of in-situ soil sampling and analysis. We do not accept soil quality certificates from the soil supplier as proof of soil quality.
- 2 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 Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227