

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

14 September, 2016

16/2171

SITE INFORMATION

RECEIVED: 13 June, 2016

WARD: Welsh Harp

PLANNING AREA: Brent Connects Willesden

LOCATION: Press House, Press Road, London, NW10 0DW

PROPOSAL: Demolition of Press House building and erection of part 3, 6 and 9 storey building providing 74 residential units (33 x 1bed, 28 x 2bed and 13 x 3bed) with associated car and cycle parking spaces, bin stores, amenity space and landscaping

APPLICANT: Network Homes Ltd

CONTACT: RPS CgMs

PLAN NO'S: Please 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_128207

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1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/2171" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

Site address: Press House, Press Road, London, NW10 0DW

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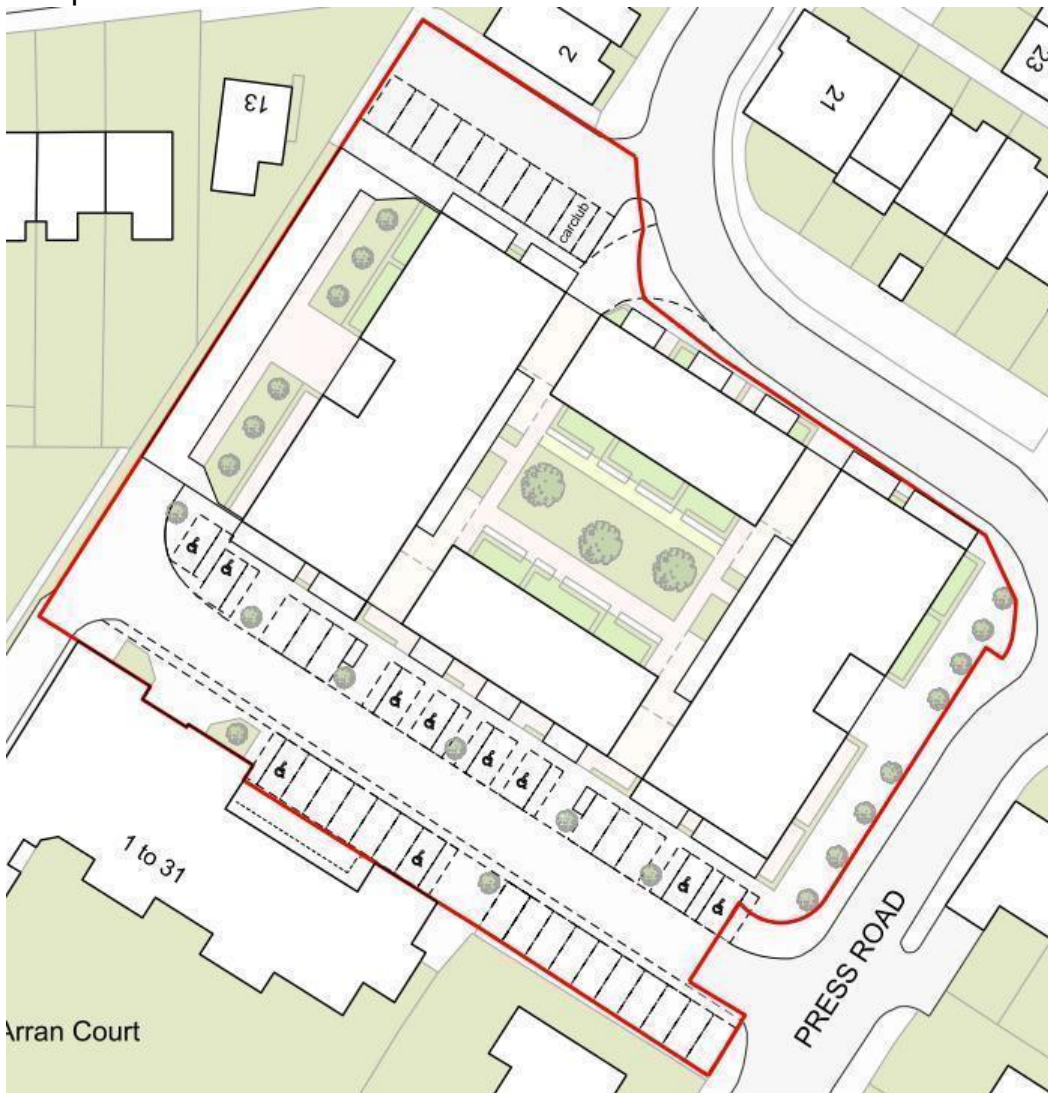


This map is indicative only.

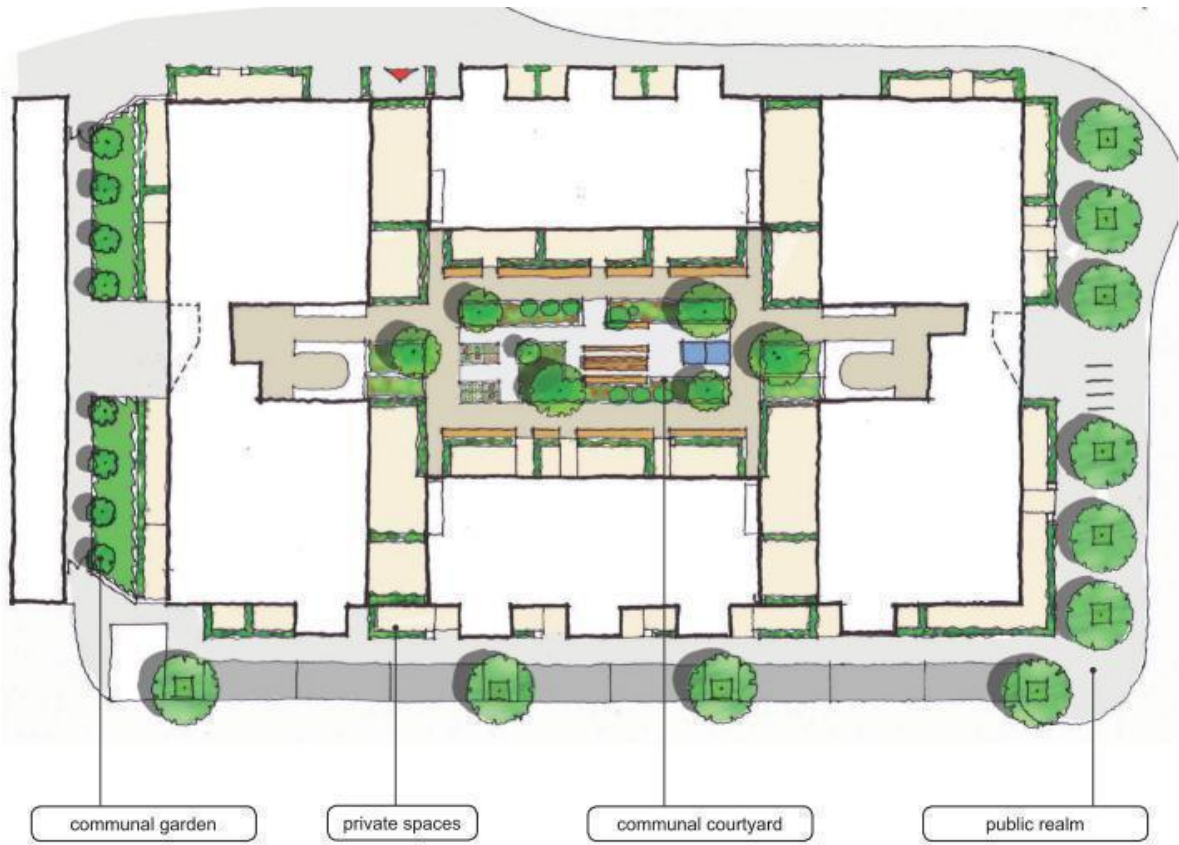
SELECTED SITE PLANS

SELECTED SITE PLANS

Site plan



Landscape plan



CGI of Southern frontage



CGI, highlighting private entrance



CGI, different balcony types highlighted

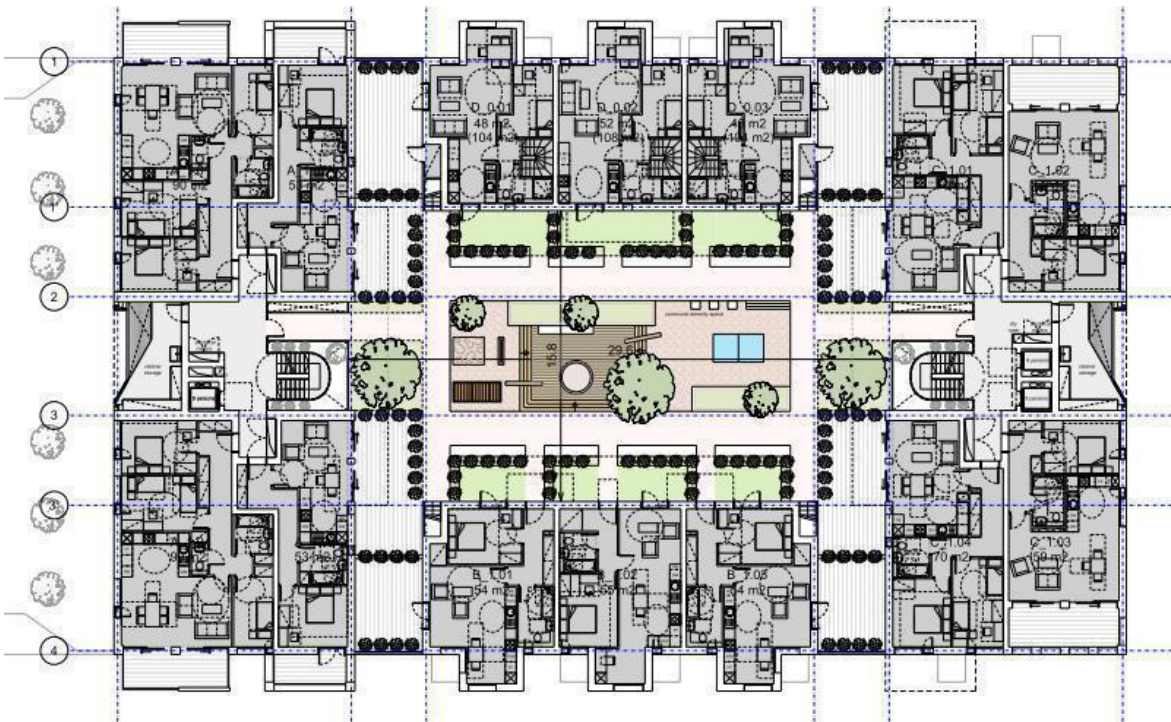


CGI, highlighting projecting bay windows

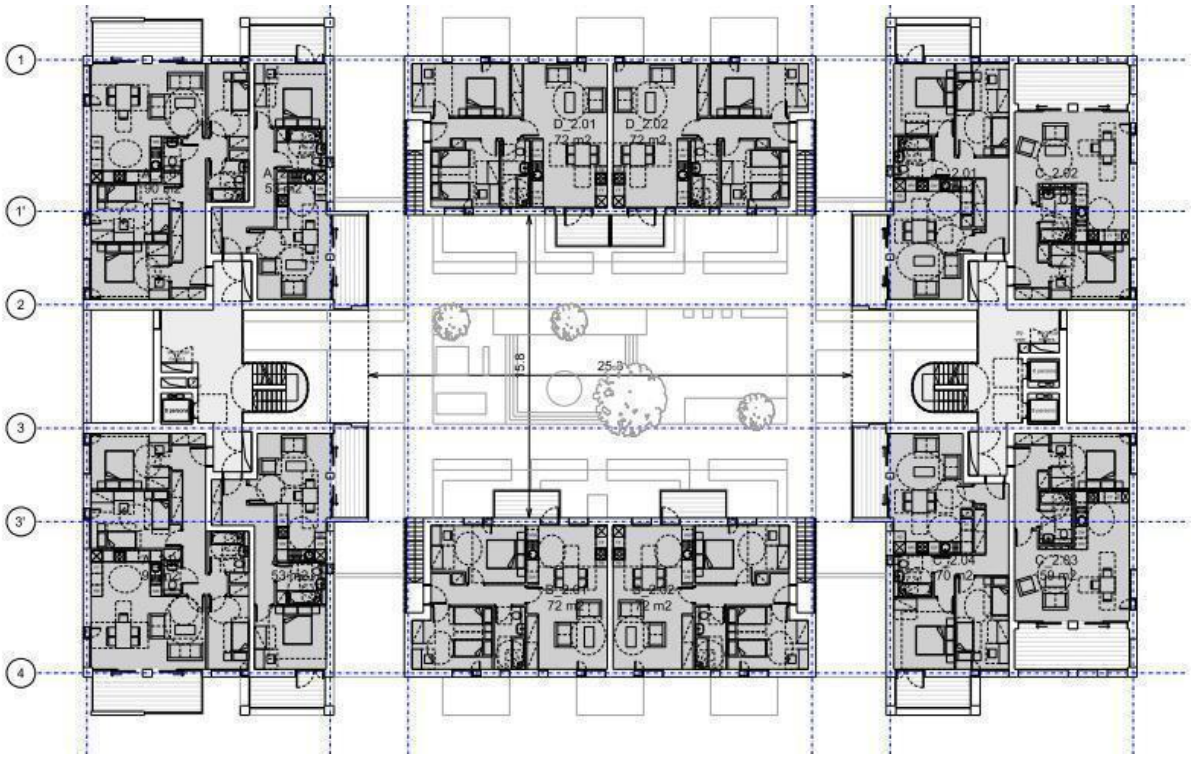
Proposed Ground Floor



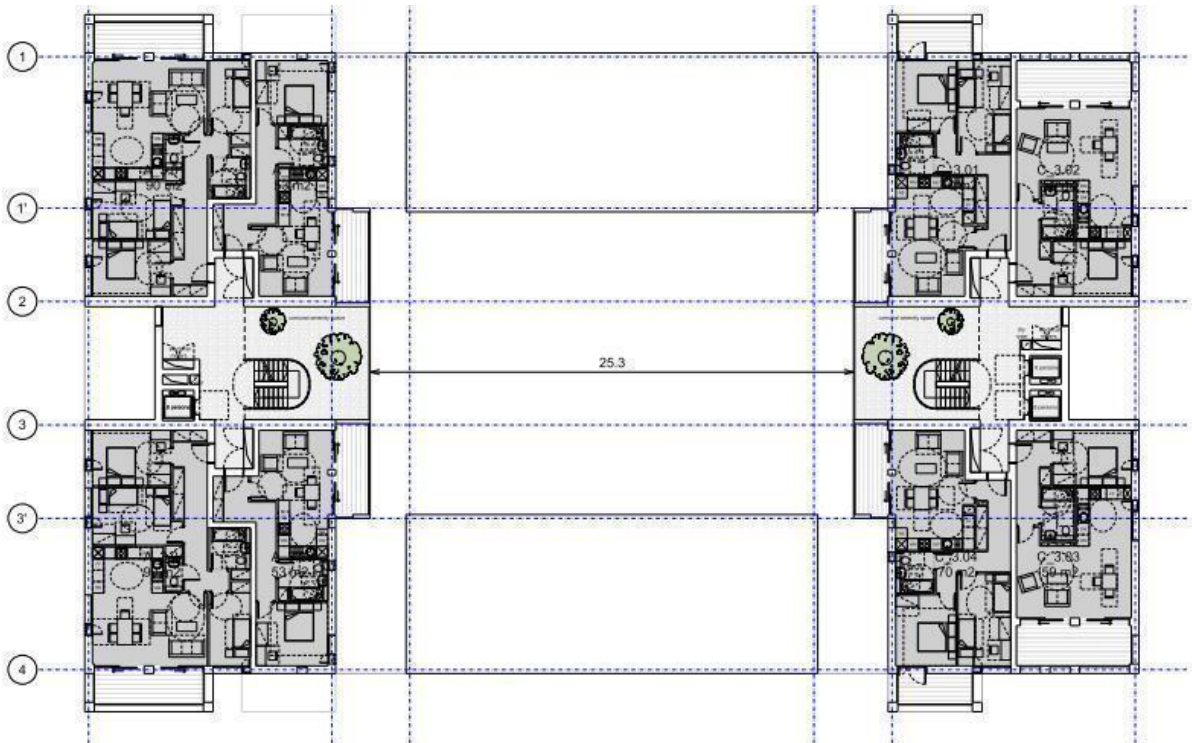
Proposed Level 1



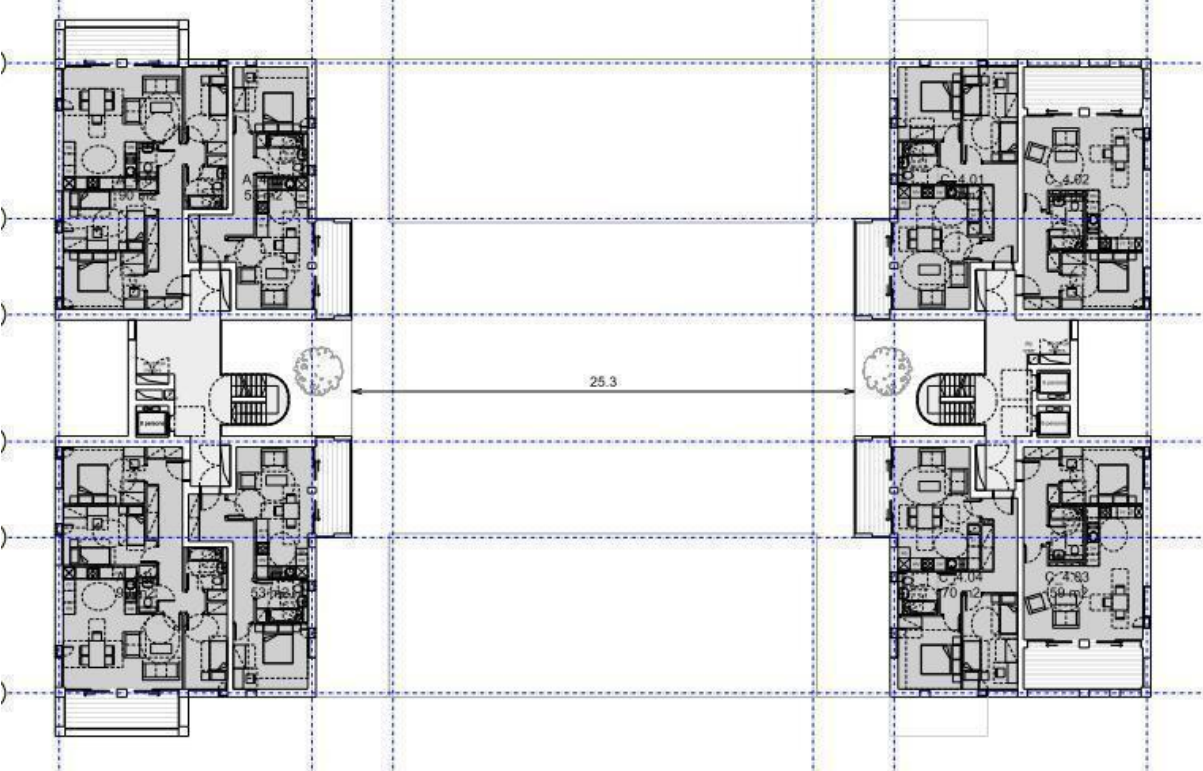
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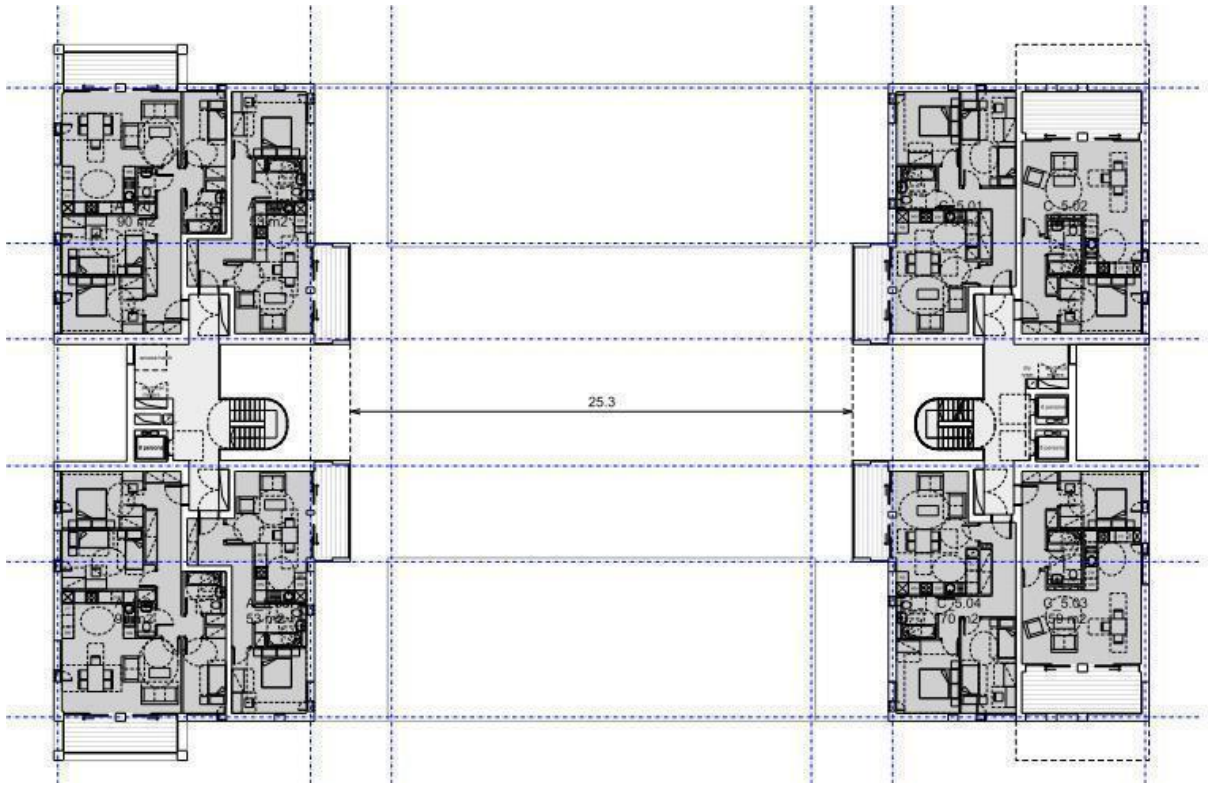
Proposed Level 3



Proposed Level 4



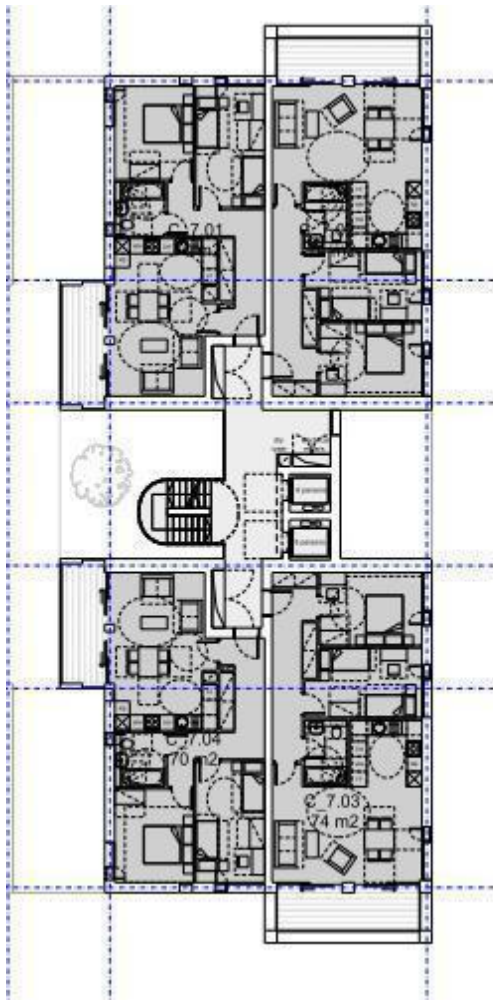
Proposed Level 5



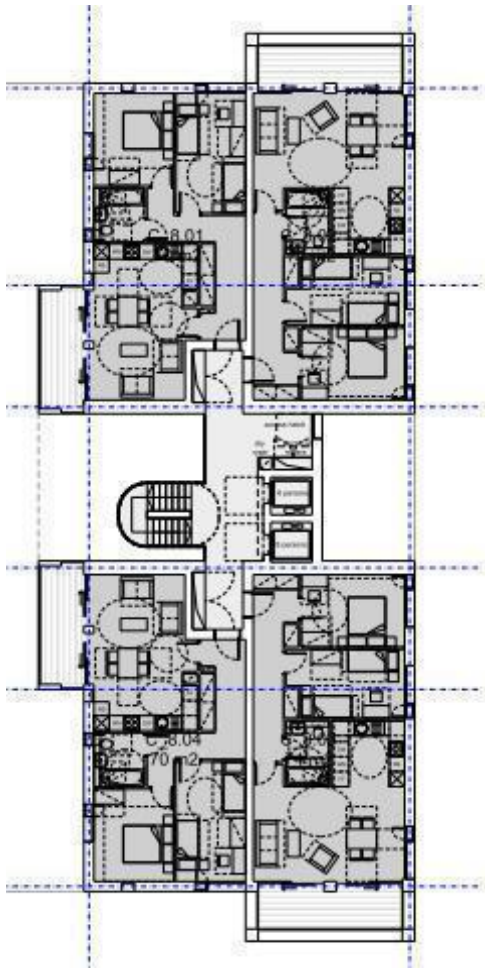
Proposed Level 6



Proposed Level 7



Proposed Level 8



Proposed South East Elevation



Proposed South West Elevation



Proposed North West Elevation



Proposed North East Elevation



RECOMMENDATIONS

RECOMMENDATION

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction
 - C. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Payment of legal and professional costs
 - b) Affordable Housing
 - c) Notification of commencement
 - d) Considerate constructors scheme
 - e) Travel Plan
 - f) Connection to decentred heat/energy network should one be implemented in the future
 - g) Architects to be retained for delivery
 - h) Training and employment of Brent residents
 - i) Any other planning obligation(s) considered necessary by the Head of Planning

2. That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.

3. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit for commencement
2. Approved drawings/documents
3. Parking and Layout
4. Construction Management Plan
5. Construction Logistics Plan
6. Satellite Dishes
7. 10% Wheelchair Accessible Units
8. Materials
9. Training and Employment
10. Landscape
11. Plant Equipment
12. Air Quality
13. Contaminated Land Investigation
14. Contaminated Land Remediation
15. Any other planning condition(s) considered necessary by the Head of Planning

Informatives

1. Party Wall etc.
2. Asbestos
3. Any [other] informative(s) considered necessary by the Head of Planning

1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the

decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

2. That, if by 3 months of the committee date (14th September 2016) the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.
3. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

The application seeks planning permission for the demolition of the existing Press House building and the erection of a part 3, 6 and 9 storey building providing 74 residential units (33 x 1bed, 28 x 2bed and 13 x 3bed) with associated car and cycle parking spaces, bin stores, amenity space and landscaping

B) EXISTING

The application site is located between Neasden Lane to the South, the Brent reservoir to the North, the North Circular to the East and the Brent river to the West. The site extends to approximately 3500sq.m (0.35ha) and is located on Press Road. The site is currently occupied by the Press House residential building which comprises 54 residential units. The building is unique in comparison to the surrounding area, due to its mass, scale and office like appearance.

The surrounding area predominantly comprises residential development especially along Press Road, Alderton Close and Janson Close. Local retail units and other commercial uses are located in close proximity to the site on Neasden Road.

The site benefits from a PTAL rating of 3, given the proximity of fixed public transport routes from Neasden and Wembley Tube stations. The site is located approximately 1300m (10-15 minute walk) from Neasden Underground station and 1800m from Wembley Park underground. In turn, there are public transport options nearby including bus routes.

C) AMENDMENTS SINCE SUBMISSION

Since being submitted the following amendments have been made to the scheme:-

- 1) Amended Site Layout Drawing
- 2) Increased cycle parking spaces from 74 to 115
- 3) Increased car parking spaces from 49 to 56 and inclusion of car club
- 4) Increased width to undercroft access

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

- The sites opportunity to deliver new private and affordable homes. Your officers give great weight to the viable delivery of private and affordable housing, in line with the adopted Development Plan.
- The impact of a building of this height in this location. The proposal replaces an already substantial building, utilises good architecture with quality detailing and materials in order to maximise the site's potential whilst respecting surrounding development.
- The transport impacts of the proposed development. Your highway officers consider that the proposal addresses all highway concerns.
- The quality of the proposed residential accommodation. Your officers consider that proposal provides a good standard of accommodation, within a building showing good design credentials, which is in line with the adopted Development Plan
- Impact on Living Conditions of Neighbours, which your officers believe are negligible.

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	4485	0	4485	6975	6975

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)	26	25								51
EXISTING (Houses û Social rented)										
EXISTING (Flats û Intermediate)										
PROPOSED (Flats û Market)	14	23								37
PROPOSED (Houses û Social rented)	12	1	13							26
PROPOSED (Flats û Intermediate)	7	4								11

RELEVANT SITE HISTORY

04/3870 – Certificate of lawfulness for a existing toddlers play area to be used as nursery on first floor (use class D1). **Granted 26/01/2005**

04/1437 - New landscaping and boundary fencing along Press Road to either side of existing entrance, new entrance lobby, hard/soft landscaping to north elevation, landscaped garden with play equipment and new entrance gate/pergola and fencing to west side of building and 3 condenser units on roof on podium level. **Granted 06/07/2004**

85/0475 - ALTERATIONS TO OFFICE BLOCK & C/USE TO RESIDENTIAL HOSTEL. **Granted 10/07/1985**

CONSULTATIONS

Press Notice published on 29/10/15
Site Notice(s) displayed on 30/10/15

The owner/occupier of 447 different properties were notified of the application 14/06/2016. This included properties in the following locations:

*Aboyne Road
Alderton Close
Braemer Avenue
Janson Close
Kelly Close
Lyndhurst Close
Neasden Lane North
Oxford Place
Arran Court
Pit House
Press House*

The same properties were notified of the updated site location plan 11/08/2016.

At the time of writing this report two representations were received (one objection and one marked as 'neutral') making the following points.

Grounds for objection	Response
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The infrastructure of the area is inadequate to accommodate the development.	Through the Community Infrastructure Levy and S106 obligations, the development will contribute to the cost of the infrastructure it will rely upon.
The proposal is too high and does not reflect the fabric of the housing surrounding it	The existing building on the site is substantial in its height and scale. Officers consider that the scale and height of the proposal to be acceptable for the reasons discussed in paragraphs 35-40 of the report below.
Overlooking/loss of privacy. The proposed building sited closer than existing to surrounding properties and will result in overlooking of gardens. Additional height will also impact on privacy.	The impact of the proposal on surrounding properties has been assessed in the report in paragraphs 60-67 and is found to be acceptable.
Increased population density will exacerbate existing traffic problems and air pollution	The impact of the proposal on air quality have been assessed by the Council's Environmental Health team and has been found acceptable. Additionally the impact on traffic of the development has been assessed by the transportation team and is considered acceptable.
Parking is not sufficient as it is, concern over the impact of the additional cars from future residents	Parking has been assessed by the transportation team and is discussed in paragraphs 82-90 below.
Concern over current anti-social behavior and crime and how this will be dealt with	This is not related to this application and is out of the planning remit, any such instances should be reported to the Police.
Construction impact, 2-3 year period noise and dust construction traffic all impacting on quality of life of local residents	It is inevitable that there would be some degree of disruption, as there would with any development of this sort of scale. A Construction Logistics Plan will be secured by condition, and there is other legislation (outside of planning control) that can be used to control working hours, and minimise noise and disturbance should this be required.

STATUTORY CONSULTTEES

Planning Policy

I essentially concur with the conclusions of the Planning Statement submitted. I do not consider there to be any fundamental planning policy objections, indeed as the statement identifies there are a significant number of benefits associated with the proposed development.

Environment and Sustainability

The report is well-written and the development 16/2171 Press House exceeds Part L baseline of 35%.

Environment and Regulatory Services

No objection subject to conditions relating to Noise, Air Quality, Construction Noise and Dust and Contaminated Land being attached to any decision notice.

Transportation

There would be no objections on transportation grounds to this proposal, subject to:

Section 106 Agreement to secure: (i) Submission of a Travel Plan and implementation of it thereafter, (ii) a financial contribution of £161,000 towards non-car access/highway safety improvements in the vicinity of the site, (iii) widening of the footway on Alderton Close along the site frontage, under Section 38 Agreement of the Highways Act 1980 (iv) widening of the access into the undercroft parking on Alderton Close to allow two vehicles to wait within the hard standing in front of the proposed site entrance and shutters and (v) clear demarcation of the private footway along the Press Road where the cycle stand trees fall within the private demise. A row of setts should be provided for the demarcation and a clear sign to be provided for the private cycle stand.

N.B. A revised plan has been submitted complying with the recommendations made by transportation officers.

Landscape

I agree the proposals.

Local Lead Flood Officer

I have checked the Flood Risk report and it complies with our policy and the London Plan requirements. The developer are proposing Green Roof and also storage tank to reduce the surface water discharge. The proposed discharge is less than existing and this will reduce the risk of flooding in the catchment.

They have also highlighted the issue related to Welsh Harp Reservoir and taken appropriate measures.

TfL

1. The proposal includes 49 car parking spaces, including eight for dis-abled use. This equates to a ratio of 0.66 space per residential unit, which is acceptable in a PTAL 3 location. TfL asks that the applicant to enter into a 'permit free' agreement with Brent Council to exempt future residents eligibility for local on-street parking permits. However, there is no mentioning of electric vehicle charging points provision in the transport statement, which is unacceptable. TfL therefore requests that EVCP be provided meeting the current London Plan standards for a minimum of 20% of the spaces with a further 20% passive provision.
2. The proposal provides 74 residential cycle parking spaces plus 10 outdoor visitors spaces. In line with the current London Plan cycle parking standards; a total of 115 long term residential cycle parking spaces should be provided; therefore the current proposed provision falls well below the London Plan requirement, which is Not acceptable. TfL asks that the applicant to bring cycle parking meeting the London Plan standards, and all facilities should be designed in accordance with the latest London Cycle Design Guidance (LCDS). TfL though welcomes the provision of 10 visitor spaces.
3. The transport statement submitted only provides a vehicular trip generation estimate, TfL requests that a multi-modal trip assessment be included enabling TfL to understand the fuller impact to non-car modes. All public transport mode share should be disaggregated into buses, trains, tube, walking and cycling.
4. TfL requests that a travel plan statements should be produced by the applicant, to be implemented and be secured via s106 agreement with Brent Council to promote the use of sustainable green travel measures. TfL's guidance on travel plan can be found: <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans/planning-requirements#on-this-page-1>
5. A construction management plan (CMP) and construction logistics plan (CLP) should be produced and secured by conditions with Brent Council. The CLP should include the applicant's commitment to introduce measures to minimise risks of conflicts between construction vehicles and vulnerable road users such as pedestrians and cyclists.

In response to the comments made by TfL, the applicant has provided additional and revised information. There is now provision of EVCP and increased cycle parking, the transport statement submitted has been updated to reflect the requests in point 3. The requests of information through conditions and a legal agreement in points 4 and 5 will be attached to the decision notice.

Ward Councillors for Welsh Harp ward;-

No comments have been received at the time this report was written.

Statement of Community Involvement

Within the Design and Access Statement, the applicant has set out the level of pre-consultation that was carried out, as required through the Localism Act (2011). The consultation process was based around the following methods;-

A public consultation was held at Press House on the 21st of January 2016 between 4-7 pm. An invitation flyer was circulated by post about 3 weeks prior to the event. Members of the Network Housing management team hosted the event and were supported by the Planning Consultants CGMS and the Architects team Proctor & Matthews in answering questions by the public. Presentation boards were displayed and attendees

were invited to leave comments.

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 Consolidated with amendments since 2011
- Mayors Housing SPG 2016
- 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

1. **Land use principle**
2. Policy 17 of the National Planning Policy Framework (NPPF) sets out 'core planning principles', including that planning should "encourage the effective use of land by reusing land that has been developed previously, provided that it is not of high environmental value". These principles also include to "proactively drive and support sustainable economic development to deliver homes ..."
3. The development site is located on previously developed land, within a sustainable location and is currently used for residential purposes. Therefore the redevelopment of the site for residential purposes is supported in principle. Identified housing need and Development Plan policy together with various key material considerations further demonstrate the site is acceptable for residential use.
4. The principle of the proposed development complies with council objectives and national policy as outlined in the Brent Core Strategy and the NPPF respectively. The development site is not covered by a restrictive land use designation within the adopted development plan and therefore a presumption in favour of residential development endures.
5. **Loss of existing building**
6. Planning application reference: 85/0475, granted planning permission for the change of use from office use to residential hostel accommodation, however, the units constructed were self-contained (i.e. Use Class C3). Consequently the specialist accommodation use has never existed and was never implemented on site.
7. The current use (Use Class C3) has existed on site for approximately 30 years. This has been informally termed 'temporary' self-contained residential (C3) accommodation units which provide housing for those in need. However the units have all been let on an Assured Shorthold Tenancy (AST) basis at market rate levels. In total there were 51 units occupied and currently all but one resident has been re-housed. Therefore no loss of temporary or C3 residential accommodation occurs and the proposed scheme is compliant with policy CP21.
8. Additionally, there is a small element of community facility floorspace which will be lost as part of this application, all users of this facility have been moved to an alternative location within Brent, therefore in line with Core Strategy Policy CP23 and the wider provision of residential accommodation outweighs the loss.

9. Housing

10. Affordable Housing

11. Annex 2 of the NPPF confirms the three elements of tenure which comprise affordable housing, namely (a) social rented housing, (b) affordable rent, and (c) intermediate rent. Policy 173 of the NPPF confirms that the delivery of sustainable development requires 'careful attention to viability and costs' in decision-taking. It further emphasises the importance of development delivery.
12. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
13. The Further Alterations to the London Plan (2015) Policy 3.11 notes that boroughs should seek to maximise affordable housing provision. In order to give impetus to a strong and diverse intermediate housing sector, 60% of the affordable housing provision should be for social rent and 40% for intermediate rent or sale. Priority should be accorded to provision of affordable family housing.
14. Brent's Core Strategy policy CP2 sets the target that 50% of new homes delivered in the borough will be affordable. The maximum reasonable amount of affordable housing will be sought on individual residential and mixed use developments on sites with the capacity to provide 10 or more homes.
15. Draft Policy DMP 15 of the Development Management Policies document outlines that 70% of new affordable housing provision should be social/affordable rented housing and 30% intermediate housing. The scheme complies with the 50% policy requirement, through the provision of 37 dwellings minimum identified as affordable housing. The 37 units comprise:
 - 26 affordable rent;
 - 11 shared ownership.
16. This proportion / tenure split has been agreed in consultation with Brent Housing and is considered acceptable. The delivery of a significant proportion of the units as affordable housing represents a key planning benefit as part of the development.
17. The provision of affordable units within this proposal contributes to an identified key spatial objective of the Council and which is reiterated by Core Strategy Policy 2 and Policy 21. Further, the proposed development is delivered on behalf of Network Homes Ltd who are a registered social housing provider who have stated that they will seek to maximise the viable level of affordable housing delivery at the application site, including through additional intermediate tenure dwellings.
18. It is considered that the proposal is in compliance with national, regional and local policy in this regard and will assist in meeting the Council's objectives for housing and affordable housing delivery.

19. Proposed residential mix

20. Core Strategy Policy 21 (A Balanced Housing Stock) outlines the need to maintain and provide a balanced housing stock in Brent. These needs include an appropriate range and mix of self-contained accommodation types and sizes, including family sized accommodation (capable of providing three or more bedrooms).
21. The table below shows the proposed housing mix. This comprises 18% of the total number of units as 3-bed family accommodation, representing a significant increase in family accommodation when considering that none of the existing 51 flats on the site have 3 or more bedrooms. In addition, a proportion of the 2-bed units accommodate 4 persons which represent a significant delivery of family accommodation to meet identified local need.

Unit Type	Number of Units	Percentage of Units %
1Bed 2 Person	33	44%
2Bed 4 Person	28	38%
3Bed 5 Person	13	18%
Total	74	100%

22. Layout and accommodation

23. The proposed new accommodation is arranged in two taller wings, which are North-South oriented to maximise daylight, minimize over-shadowing and maximise dual-aspect apartments. Two smaller West-East oriented buildings enclose the raised podium courtyard, which provides communal amenity space. The Ground Floor accommodation is arranged in form of an O-shaped 1-storey plinth, on which the above described buildings are perched. Bin stores, plant rooms and access to the undercroft carpark are located to the Northern boundary within the podium. Undercroft car parking is positioned at the centre of the podium, whilst the cycle stores run along the western boundary. Additional on-street carparking is provided along the Southern edge of the site. A total of 74 dwellings are provided in form of 1, 2 and 3-bedroom apartments and 3-bedroom maisonettes.
24. Private entrances to dwellings off the street have been designed to provide a more domestic scale and feel and are in most cases oriented in an oblique angle towards the street to create a threshold zone between inside and outside. These also help to provide active frontages at Ground level, improving natural surveillance and provide visual animation to the street frontage.
25. There are three communal entrances to the development: One along Press Road, one along the Press Road arm at the end of the Southern frontage and one from the North on Alderton Close.
26. Access from the undercroft car parking area to the two main circulation cores is safe and level. Level threshold access will be provided to all communal and private building entrances. Three passenger lifts are distributed in two cores and will take the residents to the accommodation on the upper floors of the two buildings.
27. The communal courtyard, gardens and terraces located in the centre of the site are all level and fully accessible. All ground surfaces are suitable to allow ease of movement to wheelchair users.
28. All dwellings have been designed to meet the minimum space standards as stipulated in the Minor Alterations to the London Plan (2015). Eight of these are accessible dwellings and have been designed in accordance with Building Regulations M4(3) (accessible adaptable dwellings). The remaining units meet the requirements under the Building regulations M4(2) (wheelchair user dwellings) as required by policy. All units have been designed to meet the requirements of Lifetime Homes and the Mayor's London Housing Design Guide standards.
29. The positioning of windows and openings to the courtyard have been sited so as to maintain a high level of privacy, whilst achieving a compact development. The courtyard measures approximately 30m in length and 16m in width and accommodates private as well as communal amenity space. Habitable room windows on facing elevations of the Northern and Southern elements have been positioned so that they are not directly facing. The facing apartments on the second floor have been laid out so that their primary aspects from living rooms are not facing each other directly. Also their balcony spaces are not directly facing to minimize overlooking. Planting in form of trees within the courtyard are also positioned to form an additional screen between those balconies in summer, when those spaces are used most.
30. The majority of surrounding properties are separated from the application site by footpaths and a road. The resultant separation distances of over 20m (although shorter to flank walls of surrounding properties) are considered to be sufficient and there are no concerns that the proposed units will be unacceptably overlooked from the existing surrounding development.

31. Density

32. London Plan (2015) table 3.2 sets out the sustainable residential density guidelines by area characteristics. An 'urban' area is defined in the London Plan as areas with predominantly dense development such as terraced houses, a mix of different uses, medium building footprints and within 800m walking distance of a District centre. All of these characteristics are considered to reflect the Press House site. Therefore, with a PTAL rating of 3, the matrix states between 200-450 habitable rooms per hectare is generally acceptable as a guide for development proposals. The proposed scheme possesses a residential density of 518hr/ha (202ha and site are 0.39ha), which is slightly over the prescribed policy regarding density for the site characteristics within the London Plan.
33. The density would be above the indicative ranges, although given the urban nature of the site, a high density scheme would not necessarily be a concern. It is noted that the Mayor's supplementary planning

guidance 'Housing' makes it clear that high density proposals need to be of the highest design quality, amenity and contribute to local place making. These matters are addressed in the following sections of the report below.

34. Urban Design

35. *Layout, scale and appearance*

36. The proposed massing is generally positioned within the footprint of the existing building and respects existing separation distances and building lines. Similar to the existing Press House building, the taller element is positioned along the eastern side of the site, closer to Press Road, which is the busier side of the plot. The massing respects the existing alignment with Oxford Place to create a coherent street scape and improve the public realm in proximity to the application site.
37. The other building elements are arranged around a central, raised courtyard, which provides communal amenity space and conceals the parking spaces in the undercroft. The medium-scale building element is located on the western side of the site, set back from the site boundary to create an acceptable separation distance to the existing surrounding development. Both the taller and medium-scale elements are running more or less North-South to minimise overshadowing, maximise views towards the 'Welsh harp' or Wembley Stadium and provide 100% dual-aspects apartments. The two smaller building elements complete the block by enclosing the courtyard whilst maintaining views out and relating to the surrounding building heights.
38. The architectural approach of the current proposal is generally supported. The scheme proposes a simple high quality approach to architectural detailing and materials that would complement the form of the building massing. The proposed use of high quality brickwork is supported, and would provide robust and durable elevations which help to articulate the building's different components. The detailing and build quality will however be critical to achieving the highest possible standard of architecture and the Council will secure key details to ensure this is achieved and built through.
39. The windows are generally formed as full height, fixed glazing elements, to optimise natural daylight and views. Natural ventilation is provided by an opening panel adjacent to it which is placed behind a section of perforated brick allowing for the required ventilation area. A similar brick pattern is used in different areas of the facade to create animated visual effect across the entire elevation. Instead of a missing brick gap a dark brick is recessed within the same pattern to achieve this.
40. The main volumes are further broken down and articulated through careful positioning of various architectural elements, such as balconies, both cantilevering and recessed, projecting bay windows and window and door openings. The plinth responds to the scale of the surrounding streetscape in terms of materiality and articulation. Rhythm, colour and materiality have been developed to express the conceptual idea, to create a domestic character, to relate to the immediate neighbourhood and to create a strong silhouette from longer views.
41. The proposed design has made reference to a common residential architectural feature in London, the projecting bay window. This is being proposed along the South-West and North-East frontage to create a domestic scale and an important threshold zone between street and dwelling. This element has been applied as a 2-storey version and helps tie the development with its surrounding residential context. The element is adapted to large balcony frames to the taller building blocks and creates a transition between the various building blocks whilst providing visual articulation.
42. A mix of projecting and inset balconies have been developed, in order to animate the facade and create rhythm and proportion. Inset balconies have been placed in the most exposed locations of the building, on the lower levels of the South-East and North-East corners facing Press Road.
43. The projecting balconies to the North and South elevation have been grouped and framed to form larger elements which articulate the taller elements. There is a natural transition from the bay window elements on the ground floor described above, to the 2-storey framed balcony elements to the 3-storey framed elements on the top floors.
44. The two main entrances have a distinct architectural language, which is expressed in shape and materiality. Vertical timber slatted walls lead the visitor from the street into the building. The change of materiality and the contrast of the angled facade compared to the orthogonal language within the rest of the building, make the entrances clearly recognizable and welcoming.

45. In order for the development to be delivered to the highest quality and to truly reflect the details and quality of finish submitted within the application it is important for the architects to be retained in the delivery and construction of the scheme. This will be secured through the S106 agreement ensuring Proctor and Matthews are retained in an appropriate capacity following the decision.
46. It is clear that this building will be higher than those in the immediate surrounding area, however, the overall design and finish of the building are considered to be of good quality which help to soften the overall visual impact.
47. *External Amenity Space and Landscape*
48. GLA Housing SPG Standard 26 and 27, Private Open Space, states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant and that the minimum depth and width for all balconies and other private external spaces should be 1500mm.
49. 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. The submitted plans demonstrate that the total amenity space provided equates to 17sq.m per individual flat. This is significantly in excess of the prescribed standard set out within the adopted strategic development plan and SPG. Whilst not quite in line with SPG17, this demonstrates that a high standard of amenity space provision is made and without compromising the quality of accommodation for prospective residents.
50. The GLA Housing SPG (March 2016) refers to the Sustainable Residential Quality (SRQ) Matrix which notes the quality of proposed dwellings should be taken into account when determining an appropriate density. The proposed 17sq.m per unit is in excess of the GLA amenity space guidelines and is therefore considered to provide an acceptable standard of external amenity space for prospective residents.
51. The overall amenity space is also provided with direct sunlight in excess of the BRE standard of 2hrs direct sunlight on the Spring Equinox. Further, the proposed amenity space is provided in a variety of forms (private/ semi-private/ communal) and for all proposed tenures.
52. In addition, it is acknowledged that the application site is located within close proximity to the Welsh Harp Reservoir recreation ground and this easily accessible facility provides an additional option for access to external amenity space for prospective residents.
53. The communal area can only be accessed by residents through the common staircases from 1st floor. The only exception being the three maisonettes which have direct access from their gardens on 1st floor. A landscaping scheme has been developed.
54. Both tenures, affordable and private sale have communal areas with tenure-restricted access. These areas are located on raised terraces on the 3rd and 6th floor directly accessed from the stair core. The terraces will be landscaped to suit their particular location. The affordable tenure has an additional communal amenity space near the western site boundary.
55. There are three communal terraces in total, two within the taller and one within the smaller block each measuring approximately 35sqm. They are triple-height, located every three floors and accessible from the staircases. Each of them will be slightly differently detailed to create individual characters. The terrace in the smaller block will have an element of child play to cater for the larger family dwellings within this block.
56. The semi-covered terraces are open to the side overlooking the podium gardens, where a tall glass balustrade provides added safety and also shelters from winds. The terraces are planted and provide seating areas, the terraces provide informal meeting spaces for the residents of the building, which can also be used when it rains, as they are covered.
57. All dwellings have private exterior amenity space, which is either provided in form of gardens and terraces or balconies on the upper floors. Access is usually provided directly from the living-kitchen space. All Ground floor units have garden spaces directly related to their main living space. The first floor units enjoy terraces at podium level and all other dwellings enjoy balconies either facing the courtyard or with views to the Brent reservoir or Wembley stadium.

- 58. The communal garden to the Western frontage is to have smaller trees to avoid overshadowing of the Ground floor dwellings. Evergreen groundcover will create a green and inviting atmosphere, whilst keeping the level of required maintenance low.
- 59. The Southern and Eastern frontages are lined with trees to improve the quality of the immediate public space. All private entrances and amenity spaces on GF are screened from the sidewalk through low-level planters and vegetation, which form defensible spaces.

60. Impact on neighbouring residents

61. Privacy and neighbouring amenity

- 62. The site is located to the south west of properties in Alderton Close and these are separated by at least the highway, some others are also separated by residential gardens and a public footpath as well. The properties 11-21 whose rear elevations directly face the application site would be located between 21m and 24m away which would provide adequate separation in accordance with SPG17 to prevent unacceptable overlooking from occurring. No. 2 Alderton Close would be sited 15m away but there are no openings in the flank elevation that faces the subject site and this is therefore considered acceptable.
- 63. No. 1 Jansen Close and No. 1 Alderton Close are both sited approximately 15m away from the proposed building, however, it is the flank elevations of these properties that face the subject site and again there are no openings that face the Press House site.
- 64. The properties to the south west of the application site will be located between 20m and 23m away from the proposed building and are again in accordance with the policy requirements.
- 65. SPG17 sets out that the minimum distance between habitable rooms and the rear boundary, or flank wall of adjoining of development, should normally be 10m or more. The separation of the proposed building to the boundary to the north west is 10.3m and is therefore policy compliant.
- 66. The impact of the proposal on the amenity of these existing occupiers has been duly considered. It is relevant to note that the surrounding residential properties which face the application site already look onto the existing Press House building. With the levels of separation set out above, there are no concerns about overlooking or loss of privacy; these separation distances are in accordance with the minimum SPG17 requirements.
- 67. The northern element of the proposed building would protrude slightly into a 45 degree line at certain sections along the boundary of No. 13 Lyndhurst Close. The main protrusion would be adjacent to the flank wall of that property in which there are only secondary openings and consequently the proposal is not considered to have a significantly detrimental impact on the occupier of this properties amenity. The section sited along the main part of the rear garden of No. 13 Lyndhurst Close is set below a line of 48 degrees. This slight protrusion is considered to be acceptable in this instance as it is only the top element that would be contrary to policy and this would be sited over 13m from the boundary which is covered by a substantial fence and vegetation. The applicant has demonstrated that the sky ration visible from the rear amenity of 13 Lyndhurst Close is currently 33% and this will be altered to 28% as a result of the development. Whilst the proposal would have some visual impacts on the occupiers of surrounding properties, the proposal is considered to result in acceptable relationships to these buildings and their amenity and would not be of significance to warrant refusal.

68. Sunlight and daylight

- 69. Building Research Establishment (BRE) Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (BRE, 1995) also known as the BRE Guide, was used to establish the extent to which the proposed development meets current best practice guides. The submitted Daylight, Sunlight and Shadow Assessment considers the effects of the proposal on the levels of daylight and sunlight received by nearby residential properties based on three analyses: Vertical Sky Component (VSC), Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH).

BRE Test	BRE Criteria
VSC Vertical Sky Component (VSC)	The loss of daylight to a window will be noticeable if the VSC will be reduced to less than 27% and less than 0.8 times its former value.

Daylight Distribution (DD)	The loss of daylight to a room will be noticeable if the area of the working plane which can receive direct skylight will be reduced to less than 0.8 times its former value.
Annual Probable Sunlight Hours (APSH)	A window should still receive enough sunlight if it receives at least 25% APSH for the whole year including 5% during the winter months. If the available sunlight hours will be less than this and less than 0.8 times their former value, either during the winter or over the whole year, it will be noticeable except where the reduction annually is no greater than 4% APSH.

70. The analyses in terms of daylight and sunlight has been applied to the following properties: 1-31 Arran Court, 1 Jansen Close, 1 Alderton Close, 11-12 Alderton Close, 2 Alderton Close, 8-18 Lyndhurst Close, 9-13 Lyndhurst Close, 5-6 Kelly Close, 8 Oxford Place, Oxford Cottage, Press Cottage, 15-19 Janson Close.
71. Within the BRE guidance it states that “windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed”. Consequently, for the purposes of this assessment: for daylight, living rooms, dining rooms and kitchens have been attributed high sensitivity, bedrooms low sensitivity; for sunlight, living rooms, kitchens/dining rooms and bedrooms have been attributed high, medium and low sensitivity, respectively. Bathrooms, toilets, store rooms and circulation areas are attributed as negligible sensitivity and therefore, in accordance with BRE guidelines, have not been tested.
72. The VSC results confirm that 124 of the 130 windows tested will either continue to meet the BRE guidance or be only negligibly affected. All of those windows In Lyndhurst Court that are noticeably affected are in fact secondary windows and thus the rooms are not expected to be adversely impacted. The windows in Arran Court that will be noticeably affected also serve rooms with more than one window. The affected window in 1 Janson Close serves a bedroom which is considered to be less critical in daylight terms.
73. The daylight distribution results confirm that all of the 78 rooms tested will continue to meet BRE guidance with the exception of one room in Arran Court. This is considered to be an acceptable result for a development of this scale.
74. In terms of Annual Probable Sunlight Hours, none of the ninety windows assessed will be affected to any noticeable degree.
75. The overshadowing diagrams submitted with the application also show that the majority of the existing surrounding amenity space will continue to be able to benefit from at least two hours of sunlight during the 21st March and that it is only the amenity spaces to the north facing elevations that would not be able to receive at least some sunlight. Overall this scenario is in excess of the BRE guidance.
76. Officers stress that the BRE standards are guidance only and can be applied flexibly especially in denser urban areas. The numerical figures within the report should not be rigidly applied but used as part of a full evaluation of the site including the site context, the proposed massing, the scale and wider objectives of the development plan.
77. In summary, the assessment demonstrates neighbouring residential units will mostly receive good levels of daylight and sunlight. As referred to above in relation to amenity areas, there will be some instances where the BRE sunlight guidelines will not be achieved, in relation to neighbouring properties. However, it is accepted that this is a normal outcome of a fairly high density, development of this scale in an urban area.

78. Assessment of Flood Risk and drainage

79. The submitted report notes the proposed measures which can be incorporated into the development to mitigate the identified risks. The report states that as the site is located within Flood Zone 1 and is therefore considered to be at a low risk from fluvial or tidal sources. Although the site is located within an identified CDA, reference to EA surface water mapping indicates that the site is at a ‘very low’ risk of

surface water flooding. However, as a precautionary measure, and in line with best practice, it has been recommended that finished ground floor levels are elevated 150mm above surrounding ground levels to mitigate against ingress of water into the building during extreme scenarios. No significant risks have been identified in relation to flooding from other (non-pluvial) sources.

80. The development will result in an increase in soft landscaping at the site, and the inclusion of green roofs and two underground attenuation tank will reduce the rate of runoff from the site to 20.8 litres / second, a 50% betterment on the existing surface water runoff rate, in line with the London Plan. Therefore a significant improvement will be made to mitigating the impact upon local surface water management.

81. **Transport**

82. *Parking*

83. Car parking allowances for dwelling units are given in standard PS14 and the full allowance is applied due to the moderate PTAL level (1 bedroom = 1 space, 2 bedroom = 1.2 spaces, 3 bedroom = 1.6 spaces).

84. Therefore the 51 existing flats will have a maximum parking allowance of 51 spaces. The car parking allowance for use class D1 (nursery and day centre) is set out in standard PS12 and permits up to 1 space per 5 workers, plus an additional 20% (minimum one space) for visitors. The number of staff for the nursery/day centre has not been advised however, we can assume a minimum of 2 spaces; 1 for each. Therefore, the existing parking spaces do not fully satisfy the total parking standard of 53 spaces.

85. The proposed new 74 flats will have a total parking allowance of 87.4 spaces. This is a significant increase in parking standards above the existing allowance.

86. As a proxy, private housing is estimated to generate parking demand at 75% of the maximum allowance, with affordable social rented housing generating parking at 50%. Applying these ratios to the proposed accommodation, an estimated parking demand for 58 cars would arise from this development, giving a shortfall of nine spaces.

87. A revised parking layout is now proposed which provides 55 numbered spaces, compared with the application layout with 49 spaces. There is also 1 un-numbered space gained by revising the parking layout fronting Arran Court, thereby providing a new total of 56 spaces. This provision is only 2 spaces short of the additional 9 spaces requested by the officer.

88. In order to mitigate any "shortfall" of car parking provision for the new development a Zipcar car club, funded initially by the applicant is proposed to reduce the on-street parking demand at the site locality. It is generally accepted that every car club vehicle takes an average of 10-15 privately owned cars off the roads of the UK, because members often sell (or don't replace) a car when they join. A car club space will be located in the north-western corner parking area (space numbered 10 on the site layout).

89. The undercroft car park provides suitable headroom of 2.7m for residential use and is laid out with adequately sized spaces and aisle widths and suitably spaced columns.

90. A total of 8 parking spaces are dedicated to disabled use, in accordance with Brent's development management policy requirement of 1 disabled parking space per wheelchair accessible unit.

91. *Access:*

92. The width of the access into the undercroft parking has not been widened, however, the applicant has proposed to change the kerb radii. The hard standing area before the shutters has been widened to 4.1m to allow a vehicle to wait within the hard standing whilst still retaining sufficient width for a vehicle to pass by. The improvements carried out to this access are required for pedestrian and highway safety and the new proposal of a zip car eases concerns over another loss of a parking space.

93. *Transport Statement*

94. The proposed development is estimated to generate morning peak hour vehicular movements of 4.9 arrivals/19.7 departures, with 11.5 arrivals/8.2 departures forecast in the evening peak hour. This is compared to the existing morning peak hour vehicular movements of 3.4 arrivals/13.6 departures, with 7.9 arrivals/5.6 departures forecast in the evening peak hour. These flows represent a net increase of

44% to and from the site on the existing traffic flows in the area however, this represents a movement of approx. 55 vehicles throughout the day and so the impact on the roads is considered to be negligible.

95. *Refuse*

96. Refuse bins will be located alongside the undercroft car park and along the southern boundary of the site. The main refuse stores open out towards Alderton Close to allow easy access. Section 3.7 of the Transport Statement states that refuse vehicles will be able to use the end of the southern access by Arran Court to turn around as the turning circle has been maintained.

97. *Cycle Parking*

98. 74 cycle parking spaces were originally proposed, which complied with PS16 of the UDP-2004. This has increased to 115 following the consultation response from TfL. The cycle spaces will be within a covered and secure shed to protect against weather and theft. A further ten publicly accessible spaces are shown alongside Press Road for the use of visitors, which is welcomed.

99. *Pedestrian access*

100. Pedestrian access is proposed from all sides of the building, which is welcomed in principle. However, the existing footway along Alderton Close on the northern side of the building measures only 1.2m in width at the tightest points and is further constrained by bollards to prevent footway parking. This is not considered to be ideal, however, as it is only this width at certain pinch points it is considered, on balance, that there will be sufficient pedestrian access for pushchair and wheelchair users to pass when considering the pathway as a whole.

101. *Travel Plan*

102. The scale of the proposal is such that a Travel Plan Statement should be submitted. This need not be as onerous as a full Travel Plan and can omit further target setting and monitoring. However, it must still set out a range of positive measures to discourage car use and ownership, along with an action plan for implementation.

103. *CIL*

104. A financial contribution of at least £161,000 is sought for improvements to sustainable transport to the site and this can be taken from the CIL.

105. Conclusion

106. Officers consider that the scheme meets planning policy objectives and is in general conformity with local, regional and national policy. The proposal would make a positive contribution to the area, whilst having an acceptable impact on and relationship with the existing surrounding development. Officers recommend the application for approval subject to the conditions and obligations set out in this report.

SUSTAINABILITY ASSESSMENT

The application has included an Energy Sustainability Statement which has been written in adherence to the GLA Guide to Energy Statements (March 2016).

This document illustrates a 35.03% reduction in regulated CO₂ emissions via: Passive Design Measures; Low U-Values; Low Air Permeability; Mechanical Whole House Extract Ventilation; 100% Low Energy Lighting; A High Efficiency Gas Individual Heating System; Photovoltaic Panels.

As part of the development it is planned to add compatible buildings services to allow future connection. A route to allow the necessary pipeline into the site and sufficient space for a plant room will be allocated to permit connection. This design will be undertaken by a Mechanical Contractor at construction stage.

The development has CO₂ baseline emissions that are Part L compliant via passive Energy Efficiency Measures alone. When taking into account proposed construction details, U-Values and energy systems, the development emissions drop from a baseline of 90 tonnes CO₂/year to 87.7 tonnes CO₂/year, that equates to a 2.46% decrease at the 'Be Lean' stage. The energy efficiency measures are complemented by 65.4 kWp of PV, which further reduce carbon emissions by 33.39% over the 'Be Lean' stage.

As the development exceeds the 35% CO 2 emission reduction over the baseline on-site via Energy Efficient Design Measures and Renewable Energy, there is no need for any Carbon Offsetting payments on this application.

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. Affordable Housing;
3. Notification of material start 28 days prior to commencement;
4. Join and adhere to Considerate Constructors scheme;
5. Energy;
6. Submission and approval of a Travel Plan to score a PASS rating under TfL's ATTruTE programme / car club;
7. Undertaking of highway works through an agreement under S38/S278 of the Highways Act 1980;
8. To allow easy connection to a Decentralised Heat / Energy Network should one be implemented in the area in the future;
9. The Architects for the scheme shall be retained for the delivery and construction of the development;
10. Training and employment for Brent residents.

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

CIL DETAILS

This application is liable to pay **£718,834.66*** 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): 4485 sq. m.

Total amount of floorspace on completion (G): 6975 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	6975		2490	£200.00	£35.15	£611,383.93	£107,450.73

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	275	
Total chargeable amount	£611,383.93	£107,450.73

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

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

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



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/2171

To: Miss Murphy
RPS CgMs
140 London Wall
7th Floor
London
EC2Y 5DN

I refer to your application dated 20/05/2016 proposing the following:
Demolition of Press House building and erection of part 3, 6 and 9 storey building providing 74 residential units (33 x 1bed, 28 x 2bed and 13 x 3bed) with associated car and cycle parking spaces, bin stores, amenity space and landscaping
and accompanied by plans or documents listed here:
Please see condition 2.

at Press House, Press Road, London, NW10 0DW

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

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.

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

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
Employment: in terms of maintaining and sustaining a range of employment opportunities
Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness
Transport: in terms of sustainability, safety and servicing needs

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

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

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

Site Location Plan at 1:1250 scale showing the development area outlined in red;
Existing site plan (A381_EX_001)
Existing Basement Plan (A381_EX_099)
Existing Level 2 floor plan (A381_EX_102)
Existing Roof Plan (A381_EX_109)
Existing South-West Elevation A381_EX_301
Existing South-East Elevation (A381_EX_302)
Existing North-East Elevation (A381_EX_303)
Existing North-West Elevation (A381_EX_304)
Proposed Site Plan (A381_PL_001_D)
Proposed Ground Floor Plan (A381_PL_100_F)
Proposed First Floor Plan (A381_PL_101)
Proposed Second Floor Plan (A381_PL_102)
Proposed Third Floor Plan (A381_PL_103)
Proposed Fourth Floor Plan (A381_PL_104)
Proposed Fifth Floor Plan (A381_PL_105)
Proposed Sixth Floor Plan (A381_PL_106)
Proposed Seventh Floor Plan (A381_PL_107)
Proposed Eighth Floor Plan (A381_PL_108)
Proposed Roof Plan (A381_PL_109)
Proposed Section 1, 2, 3 (A381_PL_201_E)
Proposed Section 4 (courtyard) (A381_PL_202)
Proposed Section 5, 6, 7 (A381_PL_203_E)
Proposed South West Elevation (A381_PL_301_D)
Proposed South East Elevation (A381_PL_302)
Proposed North East Elevation (A381_PL_303_D)
Proposed North West Elevation (A381_PL_304_D)

Air Quality;
AQ 0720 Press House Air quality Assessment;
Daylight / Sunlight Report;
Flood Risk Assessment;
Design and Access Statement;
DAS Addendum;
Phase 1 – Contamination Report;
Planning Statement;
Energy and Sustainability Statement;
Ecology Report;
Noise Assessment;
Transport statement;
Transport Statement Addendum;
Travel Plan Statement;
Press House Diagram Dedicated Highway

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

- 3 All disabled parking spaces (which shall be used exclusively by Blue Badge residents), cycle parking stands, and refuse and recycling facilities shall be provided and permanently marked out prior to occupation of any part of the approved development in full accordance with approved plans, and thereafter retained in accordance with the approved details throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Furthermore, a minimum of 20% of parking spaces shall be provided with active electric vehicle charging points and 20% with passive charging points, and thereafter retained in accordance with the approved details throughout the lifetime of the development, unless otherwise agreed in writing 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 to provide sufficient vehicle parking.

- 4 Not less than 10% of residential units shall be wheel chair accessible (in the case of Affordable Rented units) (Building Regulations M4(3)) or Easily Adaptable (in the case of Private and Intermediate units) (Building Regulations M4(2)) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure suitable facilities for disabled users, in accordance with the London Plan policy 4.5.

- 5 A Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any demolition or construction works on site. The approved Statement shall be fully implemented thereafter in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To limit the detrimental effects of noise and disturbance from demolition / construction works on adjoining sites and nearby residential occupiers.

- 6 Prior to the commencement of any works on the site a Construction Logistics Plan, including but not limited to detailed measures of how construction related traffic is to be managed, shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in full thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to mitigate the impact of the development on local highway conditions during the works.

- 7 In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, a communal television system/satellite dish shall be provided. The

equipment shall be located so as to have the least impact on the external appearance of the development.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- 8 Notwithstanding the contents of the Design & Access Statement further details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any above ground construction work is commenced (save for demolition). The work shall be carried out in 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.

- 9 No development shall commence on site (save for demolition) until a Training & Employment Plan has been submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following:

- (i) the details of the Training & Employment Co-ordinator;
- (ii) a methodology for meeting the Training & Employment Targets and the Training & Employment Reporting Schedule;
- (iii) a commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job

The approved Training and Employment Plan shall be implemented for the lifetime of the construction of the development.

Additionally the buildings shall not be occupied until the Training & Employment Verification Report has been submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

- 10 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site clearance, or construction works on the site (save for demolition). Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include the following details:-

- (a) proposed walls and fences and other means of enclosure indicating materials and heights;
- (b) proposed finish levels and contours;
- (c) soft landscape works including planting plans and where appropriate; an implementation programme should be submitted.
- (d) minor artefacts and structures;
- (e) areas of hard landscape works and further details of the proposed materials;
- (f) details of the proposed arrangements for the maintenance of the landscape works;
- (g) further details of all outside seating and children's play equipment.

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

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

- 11 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 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 the installation of the plant equipment. The plant shall thereafter be installed and maintained in accordance with the approved details

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

- 12 Prior to the commencement of construction works a report shall be submitted to and approved in writing by the Local Planning Authority which provides evidence how the construction works mitigation measures described in the approved Air Quality Impact Assessment (GEM air Quality Ltd AQ0720 November 2015) will be implemented. The approved details shall be implemented through the construction of the development.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 13 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 and approved in writing by the Local Planning Authority prior to the commencement of building works, 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.

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

- 14 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development, 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 provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 2 Given the age of the building to be demolished it is possible that asbestos may be present. The applicant is 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 Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1902