

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

24 May, 2017
07
16/5444

SITE INFORMATION

RECEIVED	19 December, 2016
WARD	Barnhill
PLANNING AREA	Brent Connects Kingsbury & Kenton
LOCATION	2A, Preston Waye and 283, 285 and 287 Preston Road, Harrow, HA3 0QQ
PROPOSAL	Demolition of the existing buildings and construction of a four storey building with a basement level providing 25 self-contained flats (11 x 1bed, 10 x 2bed and 4 x 3bed) with associated vehicular crossover off Preston Waye, car and cycle parking spaces, bin stores, amenity space and ancillary gym for private use by the residents
APPLICANT	Mr Desai
CONTACT	Autor Architecture Ltd
PLAN NO'S	Refer to condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_131746</p> <p><u>When viewing this as an Hard Copy _</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "16/5444" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:
 - A. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Payment of legal and professional costs
 - b) Post-implementation review mechanism for affordable housing.
 - c) A right of vehicular access over the proposed car park access road into any redevelopment of no. 281 Preston Road
 - d) Notification of commencement
 - e) Training and employment of Brent residents
 - f) 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. Materials
4. Specific windows to be obscure glazed for privacy
5. Specific balcony elevations to be screened for privacy
6. Highway works and parking spaces, cycle and bin storage to be laid out prior to occupation
7. Develop in accordance with SUDS solution
8. Gym to be for ancillary use only
9. 8% Wheelchair Accessible Units
10. Considerate Constructors' Scheme membership
11. Details of screening between all communal and private gardens
12. Revised tree planting plan
13. Details of hard and soft landscaping and child play provision
14. Piling method statement
15. Sound insulation and noise reduction
16. Noise reduction from the gym, plant room and car park
17. Plant noise levels
18. Construction method statement
19. Air quality neutral assessment
20. External lighting
21. Any other planning condition(s) considered necessary by the Head of Planning

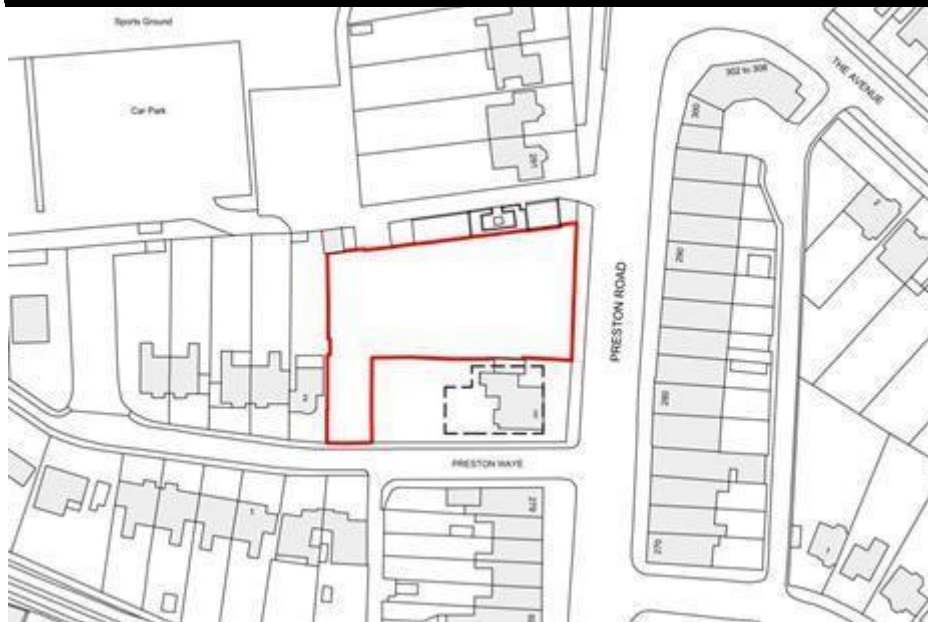
Informatives

1. CIL liability
2. Party wall information
3. Building near boundary information
4. Contact information for carrying out highway works

5. Notify highways service of intent to commence works
 6. Asbestos guidance note
 7. Guidance notes from Thames Water
 8. Any [other] informative(s) considered necessary by the Head of Planning
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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 (24th August 2017) 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.

SITE MAP

	Planning Committee Map
Site address: 2A, Preston Waye and 283, 285 and 287 Preston Road, Harrow, HA3 0QQ	
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This map is indicative only.

EXISTING

The site for the proposed development is located on the western side of Preston Road and currently contains 2 detached dwellinghouses (2a Preston Way & 283 Preston Road) and 2 semi-detached dwellinghouses (285 & 287 Preston Road) dwellinghouses and associated gardens. The site is bounded by No. 281 Preston Road and Preston Way to the south, the rear garden of 2 Preston Way to the west, a Council owned landscaping strip and access road to Tenterden sports ground to the North and Preston Road to the east.

The site has an area of 0.185ha and a level drop of approximately 2.9m from east to west towards 2 Preston Way. The site has a Public Transport Accessibility Level (PTAL) rating of 3 which is classified as good and it is within 150m of Preston Road tube station.

AMENDMENTS SINCE SUBMISSION

The following amendments were made to the plans during the course of the application:

- Addition of disabled parking bay outside of the basement parking area, so as to provide one disabled space without restricted headroom.
- The removal of separating walls between the kitchens and lounges in flats 00-03, 01-03 and 02-03 to ensure that the kitchens have a light source and function as habitable rooms.

SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

1. The sites opportunity to deliver new homes. Officers give great weight to the viable delivery of housing, in line with the adopted Development Plan.
2. The impact of a building of this height and design in this location. The proposal replaces suburban family houses with a modern block of flats of higher density. However, the development utilises good architecture with quality detailing and materials in order to maximise the site's potential whilst respecting surrounding development.
3. The transport impacts of the proposed development. Highway officers consider that the proposal adequately addresses highway concerns.
4. The quality of the proposed residential accommodation. Officers consider that the proposal provides a good standard of accommodation, within a building showing good design credentials, which is in line with the adopted Development Plan
5. Impact on the living conditions of neighbours, which officers believe are minimal and justified given the regenerative benefits of this development.

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)
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Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
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EXISTING (Houses)								4	4	4
EXISTING (Flats û Market)										
PROPOSED (Houses)										
PROPOSED (Flats û Market)	11	10	4							25

RELEVANT SITE HISTORY

Relevant history

09/2136. Full Planning. Refused – Appeal dismissed. 16/06/2010.

Demolition of 4 existing dwellings and erection of a two-, three- and four-storey building to provide 33 flats (17 one-bedroom, 10 two-bedroom and 6 three-bedroom) and a basement car-park, with formation of new vehicular access from Preston Waye, associated services and landscaping.

11/1042. Full Planning. Granted. 21/07/2011.

Demolition of 4 dwellinghouses and erection of a two/three storey building to provide 17 x self-contained flats (6 x 1-bedroom, 7 x 2-bedroom and 4 x 3-bedroom) with basement car park with vehicular access from Preston Waye and associated landscaping subject to a Deed of Agreement dated 21 July 2011 under Section 106 of the Town and Country Planning Act 1990, as amended.

CONSULTATIONS

Press Notice published on 26/01/2017

Site Notice displayed on 16/03/2017

The owner/occupier of 80 properties along Preston Road and Preston Waye were notified of the application 18/01/2017.

13 letters of objection have been received to date. The points raised within these letters are summarised below:

Grounds for objection	Response
The development will remove 4 perfectly good houses which are in keeping within the character of the street and surrounding areas.	The four houses are not designated as heritage assets and would not necessarily warrant retention if replaced by an acceptable new development. The four family homes lost are to be re-provided within the new development.
The block proposed is out of character with the area. The building's height will obstruct views of green spaces.	The block is within an area of urban and suburban transition. Given this urban/town centre fringe location, it is considered that the design proposed represents a suitable solution. More discussion of this is within section 2.
The development would magnify existing traffic congestion problems. The junction of Preston Road and Preston Waye is often used as an area by motorists to turn around.	The transport situation has been assessed by our highways team and found to be acceptable. These aspects are discussed below within section 7.
The development would encroach on open space.	The development would retain a large garden space to the rear and also see an increase in soft landscaping to the front of the development, visible from Preston Road. Whilst the footprint of the building is larger than that of the existing houses, it is considered that the contribution towards the borough's housing stock alongside the substantial green space to be retained and enhanced as part of the development would justify the losses of green space.
The development would destroy the view	The building would be approx. 1m taller than

across the back gardens of 281-287 Prston Road as seen from Preston Waye.	the existing roof ridge of no's 285-287 and approx. 2m taller than the existing roof ridge of no. 283. Whilst this will result in a small loss of view, it is not considered that the loss will be materially detrimental, particularly when weighed against the wider benefits of the scheme.
A significant increase in residential density is proposed.	The development is on the edge of a town centre and within a 1 minute walk of a train station providing a fast service to Central London. Given the surrounding townscape and amenities, it is considered that this is an ideal location in which to increase residential density.
The development would stretch the capacity of surrounding infrastructure e.g. doctor's surgeries and dentists.	The occupation of the development would result in a minor increase in demand for local health services and other services. However, there is no evidence to suggest that the local capacity of such services cannot be suitably increased to account for this.
The development would negatively impact the value of surrounding houses	This is not a material planning consideration.
The proposed development is bigger than that for which planning permission was granted in 2011, so the precedent should not be used to inform this decision.	<p>A development of this scale in this location has not been approved, and therefore no precedent has been established for a building of this size.</p> <p>Whilst weight will be given to previous approvals made by the Council, the increased height of the building from previous applications is unprecedented and will warrant an assessment independent from the previous decisions.</p>
The traffic impact has not been properly assessed and is based on old data. The proposal would increase danger to traffic and pedestrians.	The transport situation, including the traffic impact assessment has been assessed by our highways team and found to be acceptable. These aspects are discussed below within section 7.
Approving the application would conflict with the findings of the appeal inspector during the appeal of application 09/2136	The policy context has changed significantly since the appeal decision in 2010. A different view is now taken. Please see paragraphs 2.6-2.11 below for further information.
<p>The narrow vehicular entrance/exit is not suited to cope with the traffic volumes of the car park proposed</p> <p>The provision of 20 car parking spaces (not including disabled parking spaces) will not be enough to satisfy the demand, leading to overspill parking.</p>	<p>The transport situation, including the traffic impact assessment has been assessed by our highways team and found to be acceptable. These aspects are discussed below within section 7.</p> <p>The predicted traffic generation of this development (as confirmed with the highways officer) is for 15 arrivals and 16 departures over the course of the 12-hour day, with peak hour flows of 1 arrival/3 departures in the am peak (8-9am) and 1 arrival/1 departure in the pm peak (5-6pm).</p> <p>This is considered to be a very small addition in the context of the existing highways capacity.</p>
The development contains no social/affordable housing	Whilst no affordable housing has been proposed, the proposal still complies with the Council's affordable housing policy DMP15, in that it has been sufficiently demonstrated

	(and independently confirmed) that the proposed development cannot deliver affordable housing whilst remaining financially viable. However, the Council will secure a legal agreement allowing the Council to review the actual construction costs against those projected, to consider if affordable housing provision will become viable.
The opening of a temple to the rear of 269 Preston Road, accessed from the service road off of Preston Way since the 2011 consent has materially changed the traffic situation	<p>The temple use does not benefit from planning permission.</p> <p>Furthermore, the proposal does not rely on any on street parking and will therefore not materially affect the level of parking congestion, regardless of whether an unlawful Temple use operates within the vicinity. The transport review indicates that a small number of car movements per day are predicted which is unlikely to incur a material impact on the highway capacity of surrounding streets.</p>
More consideration needs to be given to surface water runoff and flooding risk. The Wealdstone Brook nearby is a known flood risk area. The loss of gardens and green space will add to the surface water run off and exacerbate flood risk in the area.	Whilst no history of flooding is apparent within the vicinity, the Council appreciates that nearby areas (Woodcock Hill, John Billam Sports Ground and Silverholme Close) are subject to flooding problems. The Council has required the submission of a flood risk assessment and sustainable drainage strategy. This has been reviewed by Brent's lead local flood authority and the details are confirmed to be accepted.
The development is so close to the town centre that it would alter the appearance and character of it.	The Council would consider the development's proximity to the town centre to be a key justification in the establishment of a development of this density and design, which would be less appropriate if further from a retail centre and transport links.
The development would create disruption and noise.	It is not considered that the design of the development would increase the potential for noise disruption. Any individual instances of noise disturbance from residents would be subject to the Council's Environmental Health and Nuisance Control teams and would not be a matter reasonable to consider at planning stage.
There are concerns about damage, noise, disturbance and environmental impacts of basement development as proposed.	A construction method statement is to be secured which will require details of basement construction.
The balconies will overlook the rear garden of no. 281 Preston Road.	<p>The balconies within units xx-01 will have south facing aspects facing the garden of no. 281. However, they are more than 12m from the boundary with no. 281 and as such are suitably far away to avoid unreasonable overlooking, as specified within SPG17.</p> <p>Balconies within units xx-07 will have south facing aspects facing the garden of no. 281. These balconies are slightly more than 2m from the boundary with no. 281 and as such could incur unreasonable overlooking. A condition will require that a 1.7m high balustrade is provided on the southern side of</p>

	these balconies (and that the specific details of this are submitted to the Council) to prevent overlooking of the rear garden of no. 281 Preston Road.
Large vehicles with fixed axles will not be able to access this service road.	The transport situation, including means of access has been assessed by our highways team and found to be acceptable. These aspects are discussed below within section 7. It has been demonstrated to the satisfaction of the highways officer that the rear access is suitable for access by Brent's refuse collection vehicles and vehicles of equal size.
Concerns are raised over the refuse arrangement and compliance with Brent's SPG19.	SPG19 was revoked in February 2017. The practicality of the refuse arrangement has been reviewed by our highways team and found to be acceptable.
The surface of the road access should be finished with permeable materials and quiet surfacing to reduce noise pollution, especially at no. 281 Preston Road.	The potential for noise disturbance as a result of this has been considered, please see paragraph 8.1 below for further information.
Security is a concern as the west and north boundary of no. 281 Preston Road will form part of a vehicle and pedestrian access.	These areas are not going to form part of the public realm and will be for the exclusive access of residents of the proposed building.
A dotted line is shown representing a proposed development at no. 281 Preston Road, which is misleading.	The Council has not approved a redevelopment of no. 281 Preston Road and the Council is giving no weight to the proposed development indicated within the dotted line. The proposal is instead being assessed in accordance with the existing situation of no. 281.
Families would not choose to live on a busy main road with no private gardens.	Family units are to be provided with a mixture of private balcony space and communal garden space, in an overall quantum that complies with SPG17 standards for amenity space provision. It is considered that this will provide a suitable environment for families.

Statutory Consultees

Barnhill Ward Councillors

Cllr Shafique Choudhary, Cllr Michael Pavey and Cllr Sarah Marquis.
No comments received.

Highways

Highways support the application subject to a legal agreement to secure a right of vehicular access over the proposed car park access road into any redevelopment of No. 281 Preston Road. Conditions relating to (i) the reinstatement of all redundant crossovers onto Preston Road to footway and associated amendments to on-street parking bays at the developer's expense prior to occupation of the development; (ii) amendments to the basement car park to provide a minimum headroom of 2.6m (excluding lighting, pipes etc.); and (iii) the submission and approval of further details of the junction of the proposed vehicular access road with Preston Way, including the provision of 4m kerb radii were also required.

Environmental Health

Environmental health supports the application subject to a number of conditions relating to internal noise levels, construction noise and dust and air quality impact.

Landscaping and Trees

The Council's tree officer has raised two concerns regarding the tree planting plan:

- A poor diversity of trees is provided within the rear garden for residential amenity. At least one more species of tree, appropriate to this setting should be incorporated to the mix to improve tree diversity and biodiversity for the enjoyment of residents.

- The sloping topography along the vehicular access at the rear of the site is likely to significantly limit the life expectancy of the Quercus Ilex trees which are proposed to be planted along this location. A different species, which would be more resilient to the topography within this part of the site should be used.

The tree officer has also requested that additional information is provided that would confirm the pot sizes and proposed stem girth of each tree at planting. Given the basement level below the garden, the soil depth for each tree and the proposed lawn should be confirmed. A planting plan which sets out a plan of irrigation for the trees is also requested.

Planning Policy

There are no objections to the proposal on planning policy grounds. The proposal does not seek to change the use of the plot of land but to intensify its current use as residential accommodation. The supportive policy position for a development of this nature has already been established in previous applications 09/2136 and 11/1042.

Affordable Housing

Following an independent financial review being made on behalf of the Council, it is agreed that it will not be viable for this scheme to deliver affordable housing and as such we will not require any to be proposed.

However, based on a dearth of new build residential comparable evidence within the surrounding area, it is considered that there is significant uncertainty over achievable values of the development. The scheme will also be sensitive to value growth over the development period. Therefore, the Council would be requiring a viability review mechanism to be secured through a S106 agreement as part of an approval. This will allow a periodic review of actual construction costs and an ability to secure affordable housing within the development if the actual costs prove more profitable than those that are projected.

Local Lead Flood Authority

The Council's Local Lead Flood Authority was consulted following a number of flood concerns being raised by neighbours. Whilst there is no flooding history in the vicinity of proposed site; the ground is falling away towards the field and there is a flooding problem in Woodcock Hill, John Billam sports ground and Silverholme Close. It has been requested that a flood risk assessment and sustainable drainage strategy is submitted. This has been submitted and reviewed by the Local Lead Flood Authority. The details have been reviewed by the Lead Local Flood Authority and comply with the Council's requirements. The proposal is supported on grounds of flooding and drainage.

Thames Water

Thames Water has reviewed the application and supports the development. A condition is recommended to secure details of piling methodology. Informatives are recommended to address aspects of: Petrol / oil interceptors within car park, protection to avoid the risk of backflow, groundwater risk management permits, surface water drainage and proximity of public sewers

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 Development Management Policies 2016
- Brent Supplementary Planning Guidance 5:- Altering and Extending your Home 2002

- Brent Supplementary Planning Guidance 17:- Design Guide For New Development 2001

Brent's106 Supplementary Planning Document

DETAILED CONSIDERATIONS

1.0 Principle of redevelopment

1.1 The principle of the re-development for housing is considered to be acceptable. The loss of four family dwellings is compensated for by the provision of four 3-bedroom family units within the proposed development. It will involve the redevelopment of land currently in use as garden space and it is important to consider whether this is appropriate.

1.2 Brent's adopted Core Strategy sets out the chosen local strategy as one of directing new housing to the identified growth areas (policy CP1, CP2) and to protect and enhance the suburban character of Brent (policy CP17).

1.3 Whilst the site is not within a designated growth area, Council policy does not preclude development subject to compliance with relevant policy considerations. As such, the principle of development of the site for residential purposes can be supported subject to compliance with policy.

2.0 Design

Layout

2.1 There is no objection to the demolition of the existing buildings. They are not listed, locally listed or within a conservation area.

2.2 The site layout is arranged so that the L-shaped building fronts onto Preston Road to the east and the access road to the Tenterden Sports Ground car park to the north. The main pedestrian access is from Preston Road where existing crossovers will need to be removed and replaced with a landscaped area and front boundary treatment. There is a basement car park proposed with access from Preston Waye, alongside which there will also be a secondary pedestrian access. A large communal amenity space is provided to the rear. The amenity space does not contain a purpose built children's play space although the eastern part of the amenity space has been planted more densely to encourage an imaginative play space, which relies on its variety of natural textures and micro-spaces, rather than purpose built apparatus, to encourage exploration and intrigue among children. The lower ground floor also contains a small gym, which is considered to be a suitable amenity provision for residents if conditioned to ensure its use is solely on an ancillary basis for those resident in the block, and not as a commercial operation.

2.3 The building is provided with one central core, which supports access to 7 flats on each floor. This ratio of core to number of flats falls within the London Plan recommendation of 8 flats maximum per floor per core. The core contains one lift and one staircase for access. The L-shape projection of the block does not extend to the top floor (third storey) and the core provides access to 4 flats only on this floor, which are arranged within a more rectangular footprint.

Scale, massing and bulk

2.4 The proposed replacement building will front onto Preston Road. It will have a width of 27.7m and will be 4 storeys in height with a recessed third floor. The proposal will have a flat roof with the height of this being 2m above the ridgeline of the neighbouring detached house (no. 281) and 1.7m above the ridgeline of the neighbouring semi-detached house (no. 289). The height of the proposed ridge will be 1.85m higher than the existing ridge height of no. 283 and 0.85m higher than the existing ridge line of no's 285 and 287, the three dwellings which this building would replace. The building sits below the eaves line of the 3-storey building on the opposite side of Preston Road. The massing of the building is partly broken down by the two 2-storey front bays which project 1.5m forward of the main front wall.

2.5 The main part of the building fronting Preston Road will have a depth of 17m. There will be a further two-storey rear projection with an additional depth of 12m where it is set in 12-13m from the side boundary with No. 281 Preston Road and set in 2m from the boundary with the side access road to the Tenterden Sports Ground car park. A variation in materials along the projection helps to break down the scale and massing of the building. The projecting bay and the upper storey will be finished in white render while the recessed sections will finished with a dark coloured brick. These elements, along with the window detailing

linking the floors provide a vertical emphasis in contrast to the more dominant horizontal massing of the block as a whole.

2.6 Whilst the building is slightly taller than its immediate neighbours on the western side of Preston Road, the development is clearly on the edge of a designated town centre where buildings of comparable heights and massing have long existed (the proposal is only separated from these buildings by no. 281 Preston Road). The adjacent development across the road is already of a notably greater massing and is a building which establishes the town centre character further north for some distance beyond the proposed building. Given the proposed building's placement within an area at the confluence of suburban Brent and a denser town centre environment, it is considered that the proposed development is of a scale and massing that can be comfortably accommodated within this location. The proposal is therefore considered to be in keeping with the character and appearance of the surrounding area.

Consideration of design in the context of previous appeal decision

2.7 A scheme of broadly equivalent massing (4 storeys with the same design features) was considered by the Council in 2009 and recommended for refusal (ref: 09/2136). The application was appealed (appeal ref: APP/T5150/A/10/2120820/NWF) where the Council's decision to refuse was upheld. It was considered by the inspector that *"the proposal would make efficient use of land providing additional accommodation in a sustainable location where higher densities may be appropriate. It would not detract from the future occupiers' living conditions. However, neither this nor any other matters would outweigh the substantial harm to the character and appearance of the area and the living conditions of the nearby occupiers arising from the proposal. The appeal is therefore dismissed."*

2.8 The inspector expands on this by identifying that *"town centre buildings continue along the eastern side of Preston Road beyond the appeal site; however, along the western side the character changes at the junction with Preston Way"*. The inspector further notes that *"the proposed design has been carefully considered, and articulation and materials would be used to break up the bulk. However, over such a large building, this treatment appears harsh compared to the smaller more spacious and traditional housing, and it fails to reflect design characteristics of the local environment. The design, together with its large scale, depth and massing, would make it a very dominant building, not easily assimilated into the street scene"*.

2.9 Later, the inspector considers that *"while the proposal may be a similar height to the town centre buildings, the appeal site clearly falls within the residential part of Preston Road separated from the town centre by the adjacent house, No 281. I acknowledge that No 281 may also come forward for redevelopment in the future, but, at present, I consider that the two sites do not combine to form a transitional area between the town centre and the residential area."*

2.10 Since this decision, Brent's Core Strategy was adopted in July 2010 and Brent's Unitary Development Plan was superseded by Brent's Development Management Policies in November 2016. The London Plan and its subsequent alterations have also seen adoption and application to development within Brent. With a changed policy context (including the different focus provided by the National Planning Policy Framework), it is considered that the appeal inspector's comments need to be seen in a different context. As identified within the applicant's planning statement, the development is within an area of urban/suburban transition, being bounded by taller, town centre buildings immediately to the east, north-east (across Preston Road) and to the south (albeit with a small gap of one suburban dwellinghouse).

2.11 It is observed that the proposal is not for full site coverage, retaining a substantial rear garden space, an important feature of suburban residential locations, and limiting the development height to 1m-2m greater than the surrounding roof ridges. It is conceded that the overall bulk of the building will be greater than the immediately adjacent suburban dwellings; however the bulk is in keeping with the massing of the established town centre buildings very close by in the vicinity.

2.12 Overall, it is considered that the proposed design strikes a balance between respecting its immediate suburban neighbours and its denser town centre context to the east and south. The building proposed has clearly demonstrated an appropriate limitation of development scope in achieving this character.

Density

2.13 The proposal contains 25 units and 72 habitable rooms across a site that measures 1,865sqm (18.65% of a hectare). Given this, the density of the development equates to 2.9 habitable rooms per unit, 386 habitable rooms per hectare and 134 units per hectare. The area has a PTAL rating of 3 and is considered to be within an urban area, given its location at the edge of a town centre and within 150m of a tube station.

Given the above, the development is consistent with the density range specified within the London Plan (200-450hr/ha for sites with PTAL 2-3 in urban locations).

3.0 Neighbouring amenity

3.1 All sole habitable room windows, including those facing directly south across the garden of no. 281 Preston Road have a clearance of at least 10m between the window and the boundary with a surrounding property. Rear facing windows have a clearance of more than 20m to the western boundary, south facing windows have a clearance of 12m to the southern boundary, north facing windows are only a metre or so from the boundary, however they provide outlook across the public access to Tenterden Sports Ground and thus would not compromise the privacy of any private amenity spaces. Whilst 12m of separation is established to the southern boundary, the applicant has additionally included timber slats externally to these windows which will ensure an additional level of privacy protection to no. 281.

3.2 Some of the windows, as well as the balconies within flats 01-07, 02-07 and 03-04 will allow overlooking of the garden at no. 281 from approx. 2.5m separation, by virtue of their placement in the side elevation facing south. However, none of these windows are sole habitable room windows and can therefore be suitably condition to be obscure glazed and non-opening (except at high level) to retain the privacy to no. 281. A similar condition will also require details of balustrade screening on the southern sides of the balconies of these flats to be submitted.

3.3 The proposed building will project beyond the rear elevation of no. 281 Preston Road to a small extent. Specifically, the building will project 2.1m to the rear of the centre of the nearest ground floor habitable room window at no. 281 and 3.5m to the rear of the centre of the nearest first floor habitable room window at no. 281. Given that the built form of the development is set in from these centre points of the windows by 7.5m, the proposal complies with the 1:2 rule as set out within Brent's SPG5 guidance.

3.4 The proposal does not comply with the 30 degree or 45 degree rules as set out in Brent's SPG17 guidance when measured from the northern boundary of no. 281 (45 degree line drawn towards the development from a height of 2m) or the nearest ground floor habitable room window (30 degree line drawn towards the development from the centre of the window from a height of 2m). The proposal marginally breaches the 30 degree rule as measured from the nearest first floor window at no. 281 Preston Road. Given these breaches of reasonable amenity limits, the applicant has provided a daylight and sunlight study to more closely assess the impact of the development on the amenities of no. 281. The study has been carried out in accordance with established BRE guidance and the British Standard document BS8206 Pt2. The results of these tests have shown that, whilst there will be some reductions in daylight to individual windows, the amount of direct skylight received within each of the neighbouring habitable rooms will remain high and in excess of the BRE criteria. The assessment of sunlight to neighbouring windows has also shown full compliance with the BRE criteria. Given compliance with the established standard for daylight and sunlight, the proposal is considered to have an acceptable impact on no. 281 Preston Road.

3.5 The development is significantly distanced from other properties (21.5m to the side boundary of no. 2 Preston Way and approx. 12m to the side boundary of no. 289 Preston Road) so as not to raise amenity impact concerns in accordance with SPG17 guidance.

4.0 Quality of Accommodation

4.1 25 residential units are proposed. Four of these are 3-bed units, ten are 2-bed and eleven are 1-bed. The units' compliance with London Plan standards are displayed within the table below:

Floor	Legend	1	2	3	4
Unit 01	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	1b2p 49.8sqm (0.2sqm under) 14sqm bedroom	"	"	3b5p 98.06sqm (12sqm above) 14.3, 12.2 and 10.8sqm
Unit 02	- Flat composition - Flat size (+/-	3b5p 84.6sqm (1.5sqm	"	"	2b3p 66.57sqm (5.5sqm

	<i>London Plan req)</i> - Bedroom sizes	under) 12.8, 11.9 and 11.9			above 13.5sqm & 10.6sqm
Unit 03	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	1b2p 63.68sqm (14sqm above) 17.18sqm bedroom	"	"	1b2p 59.41 (9.41sqm above) 13.7sqm bedroom
Unit 04	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	1b2p 52.2sqm (2sqm above) 12.3sqm bedroom	"	"	2b3p 66.75sqm (5.75sqm above) 13.5sqm & 11.7sqm
Unit 05	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	1b2p 55.04sqm (5sqm above) 11.73sqm	2b4p 76sqm (6sqm above) 14.4sqm & 11.9sqm	"	N/A
Unit 06	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	2b4p 82sqm (12sqm above) 17.37sqm & 13.26sqm	2b4p 85sqm (15sqm above) 18.16sqm & 16.8sqm	"	N/A
Unit 07	- Flat composition - Flat size (+/- London Plan req) - Bedroom sizes	2b3p 76.9sqm (16sqm above) 14.3sqm & 10.3sqm	2b4p 76.9sqm (16sqm above) 14.7sqm & 13.6sqm	"	N/A

4.2 With the exception of two flats, all units comply with the relevant London Plan standards for floor space. Many of the flats significantly exceed the requirements (in some cases by up to 16sqm). The two flats that do not meet the standard are less than 2sqm short. On balance, the size of the flats is considered to provide an acceptable standard of accommodation for future residents. Flats 00-06 and 00-07 on the ground floor are shown to be DDA flats, which equate to an 8% provision of disabled access flats. This is two points below the 10% sought within the London Plan, however given that an additional DDA flat would result in provision being two points above the 10% standard sought, a balanced view has been taken that considers the 8% provision to be acceptable.

4.3 Nearly all primary and sole habitable room windows offer a good level of outlook, with all achieving at least 10sqm of unobstructed outlook from their source. The exceptions to this are within the lounge, bedroom and kitchen of flat 00-03 and the bedroom of flat 00-04. These ground floor flats face the northern boundary of the site at a distance of approx. 1m, likely to result in poor light and outlook. Whilst some weight is given to the previous appeal scheme, where the same arrangement of rooms was found acceptable by the inspector, more justification is achieved in consideration of flat 00-03 being oversized (by 13sqm) and flat 00-04 having dual aspect outlook from its main habitable living space/kitchen.

4.4 Flats 00-03, 01-03 and 02-03 are single aspect flats whose windows face north. Whilst specifically discouraged within the London Plan, some weight is given to the previous appeal scheme, where the same arrangement of rooms was found acceptable by the inspector. All of these units are notably oversized (by 13sqm) and serve one bedroom units. As such, it is considered that these units can be supported. The applicant's daylight and sunlight study has also noted that these flats are to experience restricted levels of sunlight. However, through revised plans, the kitchen spaces have been opened up to form part of open plan living/dining/kitchen spaces which will maximise the available light across the flats. Given the significant size

of these units, and the lack of outlook issues with other flats in the development, it is considered that this amenity shortcoming is acceptable on balance.

4.5 The ground floor flats are to be equipped with small private gardens. The private gardens are separated from the communal spaces by vegetated boundary treatments. In all cases, these boundary treatments are positioned so as to provide less than 5m of outlook from the ground floor windows. However, the boundary treatments have a height of 1.5m and will therefore retain a suitable balance between retaining outlook and retaining privacy.

4.6 The flats are stacked atop one another and as such no concerns over unacceptable noise transference are raised.

4.7 The proposal provides a large area of amenity space to accommodate the needs of prospective residents. A communal landscape area is provided on the platform above the basement car park. This has an area of approximately 360sqm. Additional private amenity spaces are provided in the form of private gardens on the ground floor, totalling 212sqm. These amenity spaces are communal between some of the flats, and a condition will be added to ensure that details of appropriate screening/boundary treatment is provided between each of these amenity spaces. Of the 18 flats on the upper floors, 10 of the flats are to be provided with private balconies, varying in size with the largest being 17sqm in size, for the top floor 3 bedroom flat. The balconies mostly achieve a 1.5m depth for usability. All flats have access to communal amenity space, and 17 out of 25 have access to their own private amenity space too. All four of the 3 bedroom units have access to private amenity space with only smaller flats being left with communal space access only.

4.8 The overall quantum of amenity space equates to 667sqm with about half of this being the communal garden. In accordance with SPG17 standards, the four family flats and twenty-one smaller flats should achieve have access to a total amenity space provision of 620sqm, which is therefore exceeded within this development. A large communal amenity space is provided to the rear. The amenity space does not contain a purpose built children's play space although the eastern part of the amenity space has been planted more densely to encourage an imaginative play space. However, it is not considered that this space would be sufficient to comply with the London Plan standards for child play and recreation. In accordance with the Mayor's child play space calculator, a development of this composition is likely to have 1 child under 5 and one child between the ages of 5 and 11 resident within the block. This will therefore necessitate 24sqm of child play space within the rear communal garden space in accordance with the calculator. A condition will be attached to secure details of such a play space. The proximity to Tenterden Sports Ground is noted.

4.9 The access arrangements for the residents are clear, secure and attractive. The proposed residential accommodation is considered to be in accordance with the relevant design standards and is considered to be acceptable.

5.0 Affordable Housing

5.1 No affordable housing is proposed as part of this scheme. The Council's policy on this is for 50% affordable housing or the most viable level as demonstrated in the toolkit. The applicants have submitted a toolkit which sets out that no affordable housing is viable for this proposal. Following an independent financial review being made on behalf of the Council, it is agreed that it will not be viable for this scheme to deliver affordable housing and as such we will not require any to be proposed. However, based on a dearth of new build residential comparable evidence within the surrounding area, it is considered that there is significant uncertainty over achievable values of the development. The scheme will also be sensitive to value growth over the development period. Therefore, the Council would be requiring a viability review mechanism to be secured through a S106 agreement as part of an approval. This will allow a periodic review of actual construction costs and an ability to secure affordable housing within the development if the actual costs prove to be lower than those that are projected.

6.0 Landscape Design and Trees

6.1 The proposal would result in the loss of some vegetation and two small trees along the frontage and the loss of 15 trees within the rear of the site. A comprehensive landscaping plan is provided which would see a significant amount of planting along the front of the site and particularly within the rear of the site. The only tree of notable prominence to be lost is a Eucalyptus tree towards the rear. A large Quercus Ilex is proposed at the rear of the site, which will appear as a large feature tree helping to mitigate the loss of the Eucalyptus Tree. Four smaller Quercus Ilex trees are to be planted along the rear garden boundary, helping to provide a boundary screening for the site to the west.

6.2 Four *Pyrus Communis* “Beech Hill” trees are to be planted along the frontage to mitigate the loss of vegetation along the frontages of the houses. Nine additional *Pyrus* trees are to be planted and line the vehicular access on both sides at the rear. One final *Pyrus* is to be planted at the north western corner of the site, close to the feature *Quercus*, helping to provide a more diverse screening and foliage as seen from the car park site to the north.

6.3 The rear garden is to be planted with eleven *Malus* ‘White Star’ trees to mitigate the tree losses.

6.4 Overall, 26 new trees are to be planted as part of the development, representing a suitable mitigation of those which are to be lost.

6.5 The Council’s tree officer has raised two concerns regarding the tree planting plan:

- A poor diversity of trees is provided within the rear garden for residential amenity. At least one more species of tree, appropriate to this setting should be incorporated to the mix to improve tree and biodiversity for the enjoyment of residents.
- The sloping topography along the vehicular access at the rear of the site is likely to significantly limit the life expectancy of the *Quercus Ilex* trees which are proposed to be planted along this location. A different species, which would be more resilient to the topography within this part of the site, should be used.

6.6 The tree officer has also requested that additional information is provided that would confirm the pot sizes and proposed stem girth of each tree at planting. Given the basement level below the garden, the soil depth for each tree and the proposed lawn should be confirmed. A planting plan which sets out a plan of irrigation for the trees is also requested.

6.7 All of these elements will be required to be addressed through a condition, which will be worded to require submission and approval of details, as well as planting in accordance with the details, prior to first occupation of the development.

7.0 Highways and transportation

7.1 Preston Road is a local distributor road, with three pay & display parking bays in place along the site frontage. Preston Way is a local residential cul-de-sac, with parking restriction in place along the frontage of No. 2a. Public transport access to the site is moderate (PTAL 3), with Preston Road station (Metropolitan line) and three bus services within 640 metres.

7.2 Car parking allowances have been amended since the previous applications and are now set out in Appendix 1 of the adopted DMP 2016. This now gives a maximum allowance of 27 spaces for these 25 flats. With a total of 23 marked spaces now proposed, standards would still be complied with, whilst remaining close enough to the maximum allowance to make overspill parking from the site unlikely, given that average car ownership for flats in the area would suggest about 20 cars would be owned by future residents.

7.3 The proposed provision of three wide, marked disabled spaces is also sufficient to satisfy Blue Badge parking requirements, ensuring that each designated disabled unit has access to a dedicated space and that a spare space is available for visitors.

7.4 The layout of the proposed basement provides adequate dimensions for the parking spaces and for manoeuvring, but the headroom of 2.5m does not provide sufficient clearance for high top conversion vehicles for wheelchair users. However, the final plans submitted include an external disabled parking space at the end of the access road, thus addressing previous concerns regarding headroom. Thirty-nine bicycle parking spaces have now been indicated within an enlarged basement storage room, which is sufficient to meet London Plan standards in a secure and covered location.

7.5 Refuse storage for collection days remains in the same location in the basement car park as proposed on previous schemes, some 25m from Preston Way. As before, this exceeds the maximum refuse carrying distance of 10m for flats (as set out in Brent’s Waste Planning Policy), so will require the refuse vehicle to reverse into the site from Preston Way. This is generally acceptable, with tracking having been provided to demonstrate this would work, subject to suitable kerb radii of about 4m being provided onto Preston Way.

7.6 A further day-to-day store located in the basement closer to the lift core for the convenience of residents to satisfy the recommended maximum refuse carrying distance of 30m set out in Part H of the Building Regulations (2000) for residents. A property manager will take responsibility for relocating the bins on

collection days and this arrangement is considered acceptable. All units are within 45m of Preston Road, so fire access requirements are again catered for.

7.7 As before, the provision of vehicular access from Preston Waye is generally supported, as it will allow two redundant crossovers onto Preston Road to be removed and additional on-street pay and display bays to be provided. The cost of amending the Traffic Regulation Orders will be added to the cost of the crossover works. As above, suitable kerb radii will be needed to accommodate refuse vehicles and precise access layout arrangements will need to be agreed with the Highway & Infrastructure service as a condition of any approval. The proposed gates along the access road are fine.

7.8 Visibility issues were carefully considered under the previous applications, due to the narrow footway width and the bend in the road. As before, sightlines would fall marginally short of the appropriate standard for the traffic speeds in the road (i.e. 2m x 21m (eastwards) and 2m x 23m (westwards)), but not by so significant a degree as to be likely to cause a highway safety problem. In the longer term, any future redevelopment of the adjoining site at 281 Preston Road to flats (which has previously been mooted) would allow sightlines to be improved eastwards, through a widening of the footway into the site to achieve a 2m width.

7.9 As before, planter bays are indicated along the boundary to No. 281 which could be removed to accommodate vehicular access to any future car park provided at the rear of that site. This is again welcomed in highway terms as it would limit the proliferation of new accesses onto the highway. It is again recommended that the right of any future developer of No. 281 to use this access road to access car parking be secured through a S106 Agreement.

7.10 The pedestrian access to all units is again shown directly from Preston Road, which is welcomed and again overcomes any need to provide a segregated pedestrian route and access gate along the rear car park access road, allowing the width of the access to be reduced to provide more soft landscaping.

7.11 The previously submitted Transport Statement has been updated to reflect the change in the number of units and to update the survey sites used to derive trip rates. The amended assessment gives a predicted total of 160 movements between 7am and 7pm on a weekday, with 20% as car drivers, 7% as car passengers, 28% on public transport, 43% by foot and 1% by bicycle. Total vehicle trips are therefore estimated at 15 arrivals and 16 departures over the course of the 12-hour day, with peak hour flows of 1 arrival/3 departures in the am peak (8-9am) and 1 arrival/1 departure in the pm peak (5-6pm). These totals are again not considered large enough to have a significant impact on the local transport network.

7.12 Finally, the CIL charging mechanism has now come into effect to replace the previous S106 standard charge and funding towards sustainable transport improvements through this would be welcomed.

7.13 In summary, subject to:

- (a) a Section 106 Agreement to secure a right of vehicular access over the proposed car park access road into any redevelopment of No. 281 Preston Road; together with
- (b) conditions requiring: (i) the reinstatement of all redundant crossovers onto Preston Road to footway and associated amendments to on-street parking bays at the developer's expense prior to occupation of the development; (ii) amendments to the basement car park to provide a minimum headroom of 2.6m (excluding lighting, pipes etc.); and (iii) the submission and approval of further details of the junction of the proposed vehicular access road with Preston Waye, including the provision of 4m kerb radii; and
- (c) an informative advising the applicant to contact the Head of Highways & Infrastructure to arrange for the site access works and removal of the redundant crossovers to be carried out,

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

8.0 Environmental Health

Noise

8.1 The application is for the demolition of existing properties to provide new accommodation in the form of flats. There are a number of areas linked to this development that may cause issues with noise to the future occupants if the appropriate measures are not taken. One of these areas is in relation to the existing noise

from traffic and commercial uses on Preston Road and how this may impact on the future occupants. Another of these areas relates to the proposed lower ground floor car park, plant room and gym and how noise from these areas may impact on the ground floor occupants. In addition, the layout of the flats should ensure that the type of rooms above and below should be similar in order to ensure that noise transmission is minimised. Therefore in order to ensure that noise does not impact on future occupants it is recommended that appropriate noise insulation and reduction conditions are applied to the consent.

Construction Noise and Dust

8.2 The development is located very close to residential premises. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. A condition is therefore recommended to secure a Construction Method Statement to minimise the impact on local air quality and protect the amenity of neighbours during construction.

Air Quality

8.3 The applicant has not provided details of the proposed heating system to be used within the development and no information on the proposed transport emissions. Therefore it is recommended that a condition to secure an Air Quality Neutral Assessment is applied to ensure compliance with GLA guidance.

9.0 Flooding and Drainage

9.1 In response to concerns raised by residents about surface water draining and flooding, the applicants have commissioned a report detailing Flood Risk Assessment and a Sustainable Urban Drainage Solution (SUDS) for the site. The report details arrangements that will greatly reduce the surface water run off leaving the site, and therefore reduce flood risk at the site and elsewhere, as well as providing biodiversity and amenity value. Following the implementation of the proposed SUDS solution, the peak flow rate of surface water will be reduced from 30.8 litres/second for a 1 in 1 year storm event to 5 litres/second, and from 97.6 litres/second for a 1 in 100 year storm event, also to 5 litres/second.

9.2 These details have been reviewed by Brent's Local Lead Flood Authority and are confirmed to appropriately meet Brent's requirements.

10.0 Conclusion

10.1 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 applicant has included an Energy and Sustainability Statement.

The applicant proposes passive energy efficiency measures in the development through the building's orientation and passive design, a condensing gas combination boiler as a heating system, rendered blockwork cavity walls and brick & block walls utilising full-fill PIR board, triple glazed windows and doors, heat loss via non-repeating thermal bridging, a low energy ventilation strategy and low energy light fittings using LED extensively with presence detection.

The applicant indicates that with these measures in place the CO₂ emissions of the building can be reduced from 71,681Kg/year (under minimum building regulation requirements) to 65,854Kg/year (8% reduction).

The applicant has also considered the feasibility of alternative energy generation technologies, with a preference for a 41 panel PV array, producing 11,011Kwh/annum in total.

The SAP models (reproduced at Appendix C) for the development which have also been detailed above in Table 4, show a final gross emission level of 57,978Kg/year representing a total 19.12% reduction in emissions over the baseline model. Overall, regulated emissions achieve a 34.8% reduction in DER/TER.

These energy efficiency proposals are currently being reviewed externally on behalf of the Local Planning Authority.

CIL DETAILS

The proposal is liable to pay CIL as set out below because the proposal comprises at least one new residential unit, in accordance with Reg 42(2) of the CIL Regulations 2010 (as amended), the provisions of which supersede the provisions of Reg 42(1) 'exemption for minor development'.

This application is liable to pay **£613,982.95*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 2352 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	2352	307	2045	£200.00	£35.15	£522,205.36	£91,777.59

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)	286	
Total chargeable amount	£522,205.36	£91,777.59

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

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

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

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/5444

To: Mr Steven Fitzwilliam
Autor Architecture Ltd
Reliance Wharf
5th Floor - Unit M
2-10 Hertford Road
London
N1 5EW

I refer to your application dated 19/12/2016 proposing the following:
Demolition of the existing buildings and construction of a four storey building with a basement level providing 25 self-contained flats (11 x 1bed, 10 x 2bed and 4 x 3bed) with associated vehicular crossover off Preston Waye, car and cycle parking spaces, bin stores, amenity space and ancillary gym for private use by the residents
and accompanied by plans or documents listed here:
Refer to condition 2.
at 2A, Preston Waye and 283, 285 and 287 Preston Road, Harrow, HA3 0QQ

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: 15/05/2017

Signature:

Alice Lester

Head of Planning, Transport and Licensing

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012
London Plan 2015
Brent Core Strategy 2010
Brent Development Management Policies 2016
Council's Supplementary Planning Guidance 5 2002
Council's Supplementary Planning Guidance 17 2001

- 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):

502-03 AL(01)100 – Site Location Plan
502-03 AL(01)099 Rev A – Lower Ground Floor Plan
502-03 AL(01)100 Rev B – Ground Floor Plan
502-03 AL(01)101 Rev A – First Floor Plan
502-03 AL(01)102 Rev A – Second Floor Plan
502-03 AL(01)103 – Third Floor Plan
502-03 AL(01)104 – Roof Plan
502-03 AL(02)200 – Sections AA & BB
502-03 AL(03)301 – East & South Elevations
502-03 AL(03)302 – North & West Elevations
502-03 AL(00)100 – Existing Site Plan
502-03 AL(00)200 – Existing Elevations & Section

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

- 3 The south facing windows within flats 01-07, 02-07 and 03-04 are to be constructed with obscure glazing and shall not include openings below a height of 1.7m as measured from the floor level of the room which the respective windows serve.

Reason: To protect the privacy of residents at no. 281 Preston Road

- 4 The development hereby approved shall not be occupied until:

i) All crossovers onto Preston Road that are rendered redundant by this development are reinstated to footway and associated amendments are made to on-street parking bays

ii) The highway arrangement at the junction of the proposed vehicular access road with Preston Waye has been altered to provide 4m kerb radii

These works will need to be carried out by the Council at the applicant's expense. The development shall not be occupied unless the above works have been implemented in full and the works to the adopted highway have been completed, and the car parking spaces and accesses within the site and to and from the adopted highway (both vehicular and pedestrian) as detailed within the approved drawings and documents have been implemented in full

accordance with the approved drawings and details and are available for use for the residents of the development. Thereafter, the car parking spaces, cycle storage, bin storage and vehicular and pedestrian accesses shall be retained and maintained for the life of the development and they shall be used solely for purposes ancillary to the flats hereby approved unless an alternative arrangement is first agreed in writing by the Local Planning Authority.

Reason: In the interest of pedestrian and highway safety, to ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development does not harm the visual amenity of the locality in the interests of protecting the amenities of the occupants of the development.

- 5 The development hereby approved shall be carried out and maintained so as to fully accord with the proposed SUDS solution as detailed within the Flood risk assessment & SUDS report prepared by Nimbus Engineering Consultants Ltd dated March 2017.

Reason: To ensure that the development will not give rise to undue surface water runoff and associated flood risks.

- 6 The proposed gym shall only be used by the residents of the development hereby approved.

Reason: To ensure that the development is fit for purpose, secure and self contained.

- 7 The development hereby approved should be built so that 92% of the residential units achieve Building Regulations requirement M4(2) – ‘accessible and adaptable dwellings’ and that the remaining 8% of the residential units achieve Building Regulations requirement M4(3) – ‘wheelchair user dwellings’.

Reason: To ensure that the development achieves an inclusive design in accordance with London Plan Policy 3.8

- 8 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- 9 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced (excluding demolition, site clearance and the laying of foundations). The work shall be carried out in accordance with the approved details.

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

- 10 Prior to occupation of the development, details of screening for the southern sides of the balconies serving flats 01-07, 02-07 and 03-04 shall be submitted to and approved in writing by the Local Planning Authority. The approved screening details shall be implemented in full prior to first occupation of the development and thereafter retained for the lifetime of the development.

Reason: To protect the privacy of residents at no. 281 Preston Road

- 11 Prior to occupation of the development, further details of screening between the communal and private gardens, as well as between individual private gardens within the outdoor spaces of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved screening details shall be implemented in full prior to first occupation of the development and thereafter retained for the lifetime of the development.

Reason: To protect the privacy between communal and private gardens within the proposed development.

- 12 Prior to occupation of the development hereby approved, the following revised and additional details shall be submitted to and approved in writing by the Local Planning Authority in respect of the tree planting plan. The planting as indicated within the approved details shall be carried out prior to first occupation and thereafter retained.

i) The addition of at least one additional species of tree, appropriate to the rear garden setting, to be incorporated to the arrangement of trees within the rear garden.

ii) Removal of the Quercus Ilex trees proposed alongside the sloping vehicular access at the rear of the site and replacement with trees of a species which would be more resilient to the sloping topography within this part of the site.

iii) Details of pot sizes and proposed stem girths of each tree at planting. The trees will require a minimum stem girth of 12-14cm and the feature tree at the rear will require a minimum stem girth of 18-20cm.

iv) Details of the soil depth for each proposed tree and the proposed lawn. The trees will require a minimum soil depth of 600-800mm, the feature tree will require a minimum soil depth of 1500mm and the lawn will require a minimum soil depth of 400-600mm.

v) A planting plan which sets out a plan of irrigation for the proposed trees.

Any planting that is part of the approved scheme that within the lifetime of the development 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 position, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure the visual amenities provided by the trees are to be maximised for prospective residents.

- 13 Prior to occupation of the development hereby approved, details of the hard and soft landscaping of the areas identified within the drawings hereby approved, including the roof terraces, shall be submitted to and approved in writing by the Local Planning Authority. The details shall specify species, densities and heights of plants proposed together with hard landscaping materials and other landscaping features.

Details of specific infrastructure and/or apparatus forming a child play space, measuring at least 24sqm in size, within the communal rear garden shall also be submitted to and approved in writing by the local planning authority.

The details shall be implemented in full prior to first occupation and thereafter retained.

Any planting that is part of the approved scheme that within the lifetime of the development 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 position, unless the Local Planning Authority first gives written consent to any variation.

Reason: To preserve and enhance the amenities of nearby residents, in compliance with the

London Plan and to prevent privacy being compromised

- 14 No 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 in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

All residential premises shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal noise levels:

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

The approved details shall be fully implemented prior to occupation of the development.

Reason: To obtain required sound insulation and prevent noise nuisance

15

- 16 The insulation for the gym, plant room and car park shall be designed so that noise from the commercial premises shall be at least 10 dB(A) below the measured background noise level at the nearest noise sensitive premises.

Reason: To ensure that the residential units are high quality and offer acceptable amenity standards for future residents, and that the impact on neighbouring properties is acceptable.

- 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. Plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect acceptable local noise levels

- 18 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

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

- 19 Prior to the commencement of the development, 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 in writing. The assessment shall include mitigation proposals should it be found that the development is not air quality neutral. The development of the building and its use thereafter must be carried out in accordance with the approved details.

Reason: To protect local air quality

- 20 Details of any external lighting, including details of the fixtures and luminance levels, shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any such lighting and the lighting shall thereafter be installed in accordance with the approved details.

Reason: In the interest of the amenity of adjoining occupiers and the safety of pedestrians and vehicles using the parking and communal areas within the development and on the local highway network.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 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
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the crossover, on street parking bay and kerb radii works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 5 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.
- 6 From the information provided within the application most of the buildings to be demolished may contain asbestos. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 7 The applicant is advised of the following guidance notes from Thames Water in respect of the development:
 - Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
 - Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

- A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
- Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
- With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
- There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

Any person wishing to inspect the above papers should contact Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903