



Planning Committee Map

Site address: 2A Preston Way & 283-287 odd, Preston Road, Harrow, HA3

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This map is indicative only.

RECEIVED: 21 April, 2011

WARD: Barnhill

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: 2A Preston Waye & 283-287 odd, Preston Road, Harrow, HA3

PROPOSAL: 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.

APPLICANT: Ashmount Properties Ltd

CONTACT: Autor Architecture

PLAN NO'S:
See condition 2

RECOMMENDATION

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning to agree the exact terms thereof on advice from the Director of Legal and Procurement.

SECTION 106 DETAILS

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- A contribution of £48 000 (£3000 **per bedroom**), for education, sustainable transportation and open space and sports in the local area.
- Prior to any occupation, the owner must submit to the Council an independent and revised financial appraisal of the scheme that includes the actual build and other costs accrued, as well as verified sales values. If this revised appraisal reveals that the development yields a residual value surplus when measured against the sites acquisition cost, admitting a developer return of 17%, on the build contract value the owner will either provide affordable housing on site to a level that eliminates that residual value or give the Council a commuted sum equal to that residual value for the provision of affordable housing in the borough.
- The construction adheres to the Demolition Protocol
- The Contractor joins and adheres to the Considerate Contractors scheme

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.

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 4 which is classified as good and it is within 150m of Preston Road tube station. The Planning Inspector for the 2009 appeal considered the site to be within an established suburban location (see 09/0136 below).

PROPOSAL

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 Way and associated landscaping.

HISTORY

11/0136. Full planning permission sought for the demolition of four dwellinghouse and the erection of a three storey building comprising 19 self-contained flats (9 x 1-bed, 8 x 2-bed, 2 x 3-bed), basement car park containing 16 parking spaces, new access road from Preston Way, with associated services and landscaping. Withdrawn.

09/2136. 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 Way, associated services and landscaping.

This application was refused on 04/11/2009 for the following reasons:

1. *The proposed access route to Block B by reason of the excessive distance from the principal highways and lack of informal surveillance fails to provide a safe, convenient and attractive walking route to the entrance contrary to policies BE5, H12 and TRN 10 of Brent's UDP 2004 and SPG 17.*
2. *The proposed 3/4 storey building by reason of its excessive height in proximity to the rear garden of No. 2 Preston Road would have an overbearing detrimental impact on the visual amenities of the residents of this property contrary to policies BE9 and H15 of Bent's UDP 2004 and SPG17.*
3. *The proposed layout of the residential accommodation by reason of the excessive provision of single aspect north facing residential units and the positioning of habitable rooms on the north elevation for dwellings provides inadequate daylight and sunlight to a high proportion of the residential units and fails to maximise solar gain to the proposed habitable rooms contrary to policies BE9 of Brent's UDP 2004 and SPG 17.*
4. *The proposed residential development by reason of the inadequate area and quality of amenity space and the excessive distance from the flats to the bin store and is therefore considered to provide a substandard form of accommodation contrary to policies BE6, BE7, H12 and TRN10 of Brent's UDP 2004 and SPG 17.*
5. *The proposed groundfloor residential units adjacent to the access road to the public car park by reason of the siting of ground-floor, habitable-room windows in proximity to the site boundary, would fail to provide acceptable levels of outlook and privacy for prospective residents and would have an inadequate relationship with adjoining space, contrary to planning policy BE9 of Brent's Unitary Development Plan 2004 and Supplementary Planning Guidance 17: "Design Guide for New Development".*
6. *The proposed design and layout of the access arrangements by reason of:*
 - (a) *the failure to provide adequate access for refuse vehicles,*
 - (b) *failure to provide a safe means for pedestrian egress and access,*
 - (c) *lack of control for overspill parking resulting in parking above maximum parking standards;*
 - (d) *failure to provide a means to secure access arrangements to facilitate access the neighbouring site thus prejudicing the ability for future development of No. 281 Preston Road, without necessitating an excess number and width of vehicle access points;*
 - (e) *provision of an excessive area of hard landscaping.*

is considered to be contrary to planning policies TRN3, TRN4, TRN10, TRN14, TRN 15, TRN 23, TRN 34 and BE7 of Brent's UDP 2004.

This application was dismissed on appeal. The Inspector's decision is discussed in the first paragraph of the remarks section of this report.

Prior to this there were 2 applications which were withdrawn, these were:

09/0136. A proposals for a four storey building containing 35 self-contained flats. withdrawn MAY 2009

07/2864. Full planning permission was sought for the demolition of four dwellings and erection of 3-, 4- and 5-storey building with basement level car park, comprising 42 self-contained dwellings, consisting of 21 x one bedroom flats, 18 x two-bedroom flats and 3 x three-bedroom flats, formation of new access onto Preston Way, provision of 30 car-parking spaces, including 5 disabled bays, refuse and recycling store, cycle store and landscaping to site. This application was withdrawn on 03/12/2007

There have been various other minor planning applications decided for alterations to the existing dwellinghouses on the site. Planning permission was refused for the change of use of No. 285 Preston Road from a dwellinghouse into a nursery in February 2004 (ref 03/3192). The dwellinghouse at No. 2A Preston Way that is proposed to be demolished was granted full planning permission in 1957 (ref 23123 5836).

Planning history of neighbouring sites

281 Preston Road

Planning permission was granted for for the erection of a two storey, three bedroom dwellinghouse in the rear gardens of 281 and 283 Preston Road which expired on 01/07/2009 (ref 03/2558). No details relating to any of the conditions requiring the submission of further details have been submitted and no material start has been made on the planning permission therefore it is considered to have expired.

There have also been a number of planning applications for the demolition and redevelopment of No. 281 Preston Road for a flatted development.. The most recent application for 15 flats was in 2008 and was withdrawn before being presented to committee with recommendation for refusal in June 2008.

POLICY CONSIDERATIONS

Core Strategy 2010

CP1	Spatial Development Strategy
CP2	Population and Housing Growth
CP5	Placemaking
CP6	Design & Density in Place Shaping
CP15	Infrastructure to Support Development
CP17	Protecting and Enhancing the Suburban Character of Brent
CP19	Brent Strategic Climate Change Mitigation and Adaptation Measure.
CP21	A Balanced Housing Stock

UDP 2004

BE2	Townscape: Local Context and Character
BE3	Urban Structure: Space and Movement
BE4	Access for Disabled People
BE5	Urban Clarity and Safety
BE6	Public Realm: Landscape Design
BE7	Public Realm: Streetscape
BE9	Architectural Quality
H12	Residential Quality - Layout Considerations
H13	Residential Density
TRN3	Environmental Impact of Traffic
TRN11	Cycle Network
TRN14	Highway Design
TRN23	Parking Standards - Residential Developments
TRN34	Servicing New Development

Supplementary Planning Guidance Note 17 - Design Guide for New Development

Supplementary Planning Guidance Note 19 – Sustainable Design, Construction & Pollution Control

SUSTAINABILITY ASSESSMENT

The applicants have submitted a sustainability checklist with a self-assessed rating of 68%. The Council's own sustainability officer has assessed the checklist and given the development a rating of 51%. This is in-line with the requirement for all major residential schemes.

The applicant has demonstrated that the proposed development could achieve Code 3 of the Code for Sustainable Homes and 20% of the energy supply could be secured from decentralised and renewable low carbon energy sources over the lifetime of the building. While this would normally be secured by clauses within the section 106 legal agreement the applicants have requested that these be secured by condition instead. This issue was discussed at the appeal hearing and the Inspector had the following comments:

"I am not convinced that this could not be secured by condition and I see no reason for the appeal to fail because this has not been included in the uni-lateral undertaking"

Following the consideration of the Inspector's decision the Council would not be in a position to refuse the application by reason of the failure to include the sustainability within the section 106 as the Inspector has found that this could be controlled by appropriately worded conditions.

CONSULTATION

87 residents within the local area were consulted by letter and site notices were put up outside the site on Preston Road and Preston Way..

Urban Design, Landscape Design, Transportation, Environmental Health, Thames Water, Housing, Preston Amenities Protection Association (PAPA), QARA group of Associations and the ward councillors were all consulted.

8 objections were received from local residents on the following grounds.

- Overdevelopment of garden site
- Out of character with the surrounding area.
- Detrimental impact on the amenity of neighbouring residents
- Over parking on surrounding streets
- Congestion on Preston Way
- Noise pollution
- Proposal results in a loss of family homes.
- Loss of garden will result in increased flooding
- Loss of trees along the boundary with No. 2 Preston Road and detrimental impact on security
- Detrimental impact on privacy for residents of flats on Preston Road

Also on behalf of local residents, PAPA have objected to the proposals on the following grounds:

- The excessive size, poor siting and design
- Overdevelopment and loss of garden space

Officer response to comments:

Overdevelopment of garden site:

The proposed development while it results in the redevelopment of rear garden space will also involve the provision of new amenity space with improvements in the provision of trees with the rear garden space. Notwithstanding this the majority of the built form fronts onto Preston Road and is within an area with good public transport links and close access to Preston Road Town Centre. This is further addressed in the *principle paragraph* in the remarks section of the report.

Out of character with the surrounding area:

The Planning Inspector had significant concerns with the scale and massing of the previous scheme as this was one of the main reasons for the appeal being dismissed. The current scheme has been significantly reduced in size and scale and is considered to be more appropriate given its context. This is addressed further in the *design paragraph* of the Remarks section.

Detrimental impact on amenity of neighbouring residents

The proposed development has been significantly reduced in scale from the previous appeal scheme. The Inspector found that the appeal scheme would have a detrimental impact on amenity of residents at 281 Preston Road and the residents of the properties to the North on Preston Road. The impact of the current proposal on these properties is considered in the main remarks section of this report.

Over-parking and Congestion on Preston Way:

The Inspector found that the transport impact of the proposed development would be acceptable. The current scheme proposes one for one parking and will have less vehicle movements than the previous scheme as such the transport impact is considered to be acceptable.

Noise pollution

It is recognised that noise and disruption may occur during the construction period of an approved development. To ensure that noisy works are undertaken at appropriate times a condition will be attached to ensure that works are undertaken between 0800-1800 Monday to Friday and 0800-1300 on Saturdays and at no time on Sundays or Bank Holidays.

Proposal results in a loss of family homes.

The proposal includes the provision of 4 family units to offset the loss of the existing family dwellinghouses.

Loss of garden will result in increased flooding

Details of foul water and surface water drainage will be sought by condition. Thames Water have not objected to the proposal.

Loss of trees along the boundary with No. 2 Preston Road and detrimental impact on security

The proposed development will be gated to ensure that access to the site is controlled. There is also additional planting along the boundaries with the neighbouring development. This is considered to provide adequate security for the neighbouring residential dwellings. Additional planting along the boundaries will also be provided.

Transportation - No objections subject to:

- a Section 106 Agreement to secure: (i) a financial contribution of £19,000 towards non-car access improvements in the vicinity of the site; and (ii) a right of vehicular access over the proposed car park access road into any redevelopment of No. 281 Preston Road; together with
- conditions requiring: (i) the reinstatement of all redundant crossovers onto Preston Road to footway at the developer's expense prior to occupation of the development; (ii) amendments to the basement car park to provide a minimum aisle width of 6m with supporting columns set back from the front of parking spaces to aid safe turning within the site; 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
- an informative advising the applicant to contact the Head of Transportation to arrange for the site access works (incl. the removal of an on-street parking bay) to be carried out,

Environmental Health - No objections to the proposal provided subject to conditions being attached to an approval.

Urban Design - No objections to the proposed development

Landscape Design - No objections to the amenity/landscape provisions subject to conditions requiring the submission of details of hard and soft landscaping

REMARKS

Inspector's Appeal Decision

The application reference 09/2136, for the demolition of the existing dwellings and erection of a 2, 3, 4 storey building containing 33 flats, was considered on appeal at a planning hearing in May 2010. The Inspector dismissed the appeal on 16/06/2010. In particular had the following concerns with the proposal:

- The design with its large scale, depth and massing, would make it a very dominant building, not easily assimilated into the street scene. As such it would appear out of context and detrimental to the distinct character and appearance of the area.
- The long flank walls containing a high number of habitable windows would reduce outlook and privacy detrimental to the amenity of neighbouring residents. The Inspector stated: "*The combined loss of outlook and privacy would be very un-neighbourly detracting from the living conditions of occupier of No. 281. Other residential gardens to the north along Preston Road would also be overlooked...*"

In response to the Council's other reasons for refusal and local objections she found that:

- Although there would be increased traffic the proposal would not have a detrimental impact on local highway conditions or pedestrian safety.
- While there would be a change in view for the residents of 2 Preston Waye there would not be a detrimental impact on the living conditions of the residents at this address
- The proposed access way onto Preston Waye would not result in noise and disturbance that would detract from the amenity of neighbouring residents.
- The secondary access way from Preston Road, the lack of setback from the north boundary, the proportion of north facing units and the small amenity space would not have a detrimental impact on the living conditions for prospective residents.

Amendments since appeal

The following amendments have been made since the appeal was dismissed last year. These are:

- The number of proposed residential units has been reduced from 33 to 17.
- The height of the extension has been reduced from a part 3/part 4 storey building to a part 2/part 3 storey building.
- Along the north boundary the depth of the extension has been reduced from 37.5m to 27.6m on the ground and first floor and from 37m to 15m on the second floor. The third floor has been removed.
- The number of windows facing towards neighbouring gardens has been significantly reduced from 17 to 2 facing south towards the rear garden of No. 281 Preston Road and 33 to 15 to facing north towards 289 Preston Road. The larger windows are covered by louvres to restrict overlooking.
- There is only 1 main pedestrian access to the block and this is from the site frontage onto Preston Road.
- The proportion of north facing single aspect units has been reduced from 8 units to 2 units.
- The area of communal amenity space has increased from approx 250sqm to approx 400sqm.
- There is an increased set in from the north boundary from 1.5m to 2.2m.

Principle of redevelopment

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 therefore it is important to consider the amendments made to PPS3 in relation to the redevelopment of garden space.

PPS3 (3rd edition) was published 9 June 2010 and defines previously developed land as follows:

'Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.'

Given that there has been no previous development on the site, the site does not fall within the definition of 'previously developed land'. This is not to say that development on the site can not be supported. Paragraph 49 of PPS3 relates to efficient use of land and intensification, stating that "careful attention to design is particularly important where the chosen local strategy involves intensification of the existing urban fabric. More intensive development is not always appropriate." (CLG, 2010). In the case of Brent, the recently 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).

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

Design

Layout

The site layout is arranged so that the L-shaped building fronts onto Preston Road and round the corner along the access road to the Tenterdene Sports Ground car park. The main pedestrian access is from Preston Road where existing crossovers will be removed and replaced with a landscaped area and front boundary treatment. There is a basement car park proposed with access from Preston Waye, along which there will also be a pedestrian access. A communal amenity space with a childrens play space is provided on a plinth to the rear. Landscape buffer zones will be provided along the boundaries with 281 Preston Road and 2 Preston Waye.

Scale, massing and bulk

The proposed replacement building will front onto Preston Road. It will have a width of 27.7m and will be 3 storeys in height with a recessed second floor. The proposal will have a flat roof with the height of this being equal to the height of the ridgeline of the neighbouring detached house and 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 1m forward of the main front wall.

The main part of the building fronting Preston Road will have a depth of 15.5m. There will be a further two-storey rear projection with an additional depth of 12m where it is set in 12m from the side boundary with No. 281 Preston Road and set in 2.4m from the boundary with the side access road to the car park. Variation in materials along with projection help to breakdown 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 first and second floor provides a vertical emphasis in contrast to the dominant horizontal emphasis.

It is considered that the proposed development is of a scale and massing that can be comfortably accommodated within the site and is in keeping with the character and appearance of the surrounding area.

Density

The density of the proposed development at 238hrh is well within the density ranges of the London Plan (200-350hrh for sites with Ptal 4-6 in suburban locations) and SPG 17 (240-450hrh for sites with 600m of town centre and tube station). The proposal is considered to make an efficient use of the site.

Amenity

The impact of the proposed development on the amenity of neighbouring residents at 281 and 289 Preston Road was one of the reasons that the appeal was dismissed. The Inspector was particularly concerned with the impact of the habitable room windows on the privacy of neighbouring resident and stated the following:

"because of the large depth and scale [of the two storey rear projection], it would be very obtrusive to the occupiers of this property. Furthermore, a wide range of windows on three floors would look towards their garden and there would be no private area remaining."

The appeal scheme had 17 habitable room windows on the ground, first and second floor on the flank wall of the property facing towards the rear garden of 281 Preston Road. These windows were for living areas, kitchens and bedrooms. The current scheme has only two such windows both of which are bedroom windows and will have timber slats applied externally to restrict overlooking of the neighbouring garden. This significantly reduces overlooking of the rear garden and combined with the reduced depth and height of the projection it is considered that the impact on privacy and outlook of the 2-storey rear projection will not be adversely detrimental to the amenity of the residents of No. 281 Preston Road.

To the North of the site the proposed development faces towards the rear garden of No. 289 Preston Road approximately 12.7m from the proposed flank wall of the development. The appeal scheme had 33 habitable room windows facing towards and within 11.7m of the same gardens. 8 of the residential units within the appeal scheme were single aspect facing towards this space. The current proposal will have 12 windows facing this garden of 10 are bedrooms and 2 are living rooms, only 2 of the units are single aspect. The majority of these windows will face the flank wall of the neighbouring property while the larger windows will also have timber slats to restrict overlooking.

The proposed alterations have addressed the Inspector's concerns in relation to the privacy and outlook of neighbouring residents. The reduced scale of the proposed development has further addressed the previous negative impact of the proposal. Conditions will be sought to ensure that adequate boundary fences, planting and balcony screens are in place to protect the amenity of neighbouring residents. As such it is considered to have an acceptable impact on the amenity of neighbouring residents.

Residential Quality.

17 residential units are proposed. Four of these are 3-bed units, seven are 2-bed and six are 1-bed. All the units comply with the relevant SPG 17 recommended minimum internal floor space. 8 of the units are below the minimum standard set out in the Draft London Plan however only one of these is more than 2 sqm short and this is a 2-bedroom dwelling for 4 persons which to comply with the guidelines could be marked as a

2-bed 3-person unit. Furthermore the London Plan is only in draft form and given that it has not been adopted it cannot be given significant weight. The proposal fully complies with the Mayor and the Council's guidelines for amenity space provision. While the location of the habitable room windows within 2.5m to the boundary with the side access road is not considered to be an issue as the appeal scheme had more windows closer to the boundary and the Inspector found that prospective residents would have adequate privacy. 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.

Housing

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. This toolkit has been assessed by the Council's Housing Officer who has confirmed the findings. As the assessment is based on current values and build costs a financial review mechanism will be included in the section 106 requiring the submission of a revised financial appraisal of the scheme that includes the actual build and other costs accrued, as well as verified sales values. If this revised appraisal reveals that the development yields a residual value against the existing use value, admitting a developer return of 17%, the owner will either provide affordable housing on site to a level that eliminates that residual value or give the Council a commuted sum equal to that residual value for the provision of affordable housing in the borough.

Landscape Design

The proposal provides an adequate 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 400sqm. Additional private amenity spaces are provided in the form of private gardens and balconies. The Inspector found that the appeal scheme had an acceptable level of provision in terms of amenity despite less provision and almost double the number of units. Full details of the hard and soft landscaping details including the provision of trees will be sought by condition. The provision of increased trees and soft landscaping will help soften the visual impact of the proposed development from neighbouring gardens.

Highways

The proposal includes the provision of a basement car park with 15 parking spaces and two additional parking spaces to the rear. This will provide in total 17 parking spaces (with three disabled parking spaces). This is in accordance with Council Standards for parking in an area with good public transport accessibility. A bike store with space for over 17 parking spaces is also provided again in compliance with policy requirements. A Transport assessment with swept path analysis shows that servicing and refuse collection can be accommodated off-site and that the proposals will have an acceptable impact on local highway conditions and pedestrian safety. The Council's Highways officer has considered the highway implications of the proposal and has no objection to the proposed development.

Conclusion

The significantly reduce size and scale of the proposed development has addressed the main concerns of the planning inspector on the previous scheme in relation to the design and appearance of the proposed building and its impact on the amenity of neighbouring residents. The scaled back proposals also have addressed previous concerns raised by the Council in relation to amenity space, lack of sunlight to prospective residential units and poor quality access arrangements. As such the proposed development is considered to be in accordance with the relevant Council policies and guidelines and accordingly approval is recommended subject to the conditions set out below.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17 - Design Guide for New Development

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

Built Environment: in terms of the protection and enhancement of the environment
Housing: in terms of protecting residential amenities and guiding new development

CONDITIONS/REASONS:

- (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):

0101RevB
0102RevB
0103RevB
1100RevB
1101RevB
1102RevB
1103RevB
1104RevB
1105RevB
3101RevB
3102RevB
3103RevB
3104RevB

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

- (3) The parking spaces detailed on the approved plans (including cycle storage spaces) shall be constructed in full prior to the occupation of the buildings and shall be permanently retained and used for the parking of private vehicles directly associated with the dwellings hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the approved standards of parking provision are maintained in the interests of local amenity and the free flow of traffic in the vicinity.

- (4) During construction on site:-
(a) The best practical means available in accordance with British Standard Code of Practice B.S.5228: 1984 shall be employed at all times to minimise the emission of noise from the site.
(b) The operation of site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays.
(c) Vehicular access to adjoining and opposite premises shall not be impeded.
(d) All vehicles, plant and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only.
(e) No waste or other material shall be burnt on the application site.
(f) A suitable and sufficient means of suppressing dust must be provided and maintained.

Reason: To limit the detrimental effect of construction works on adjoining residential occupiers by reason of noise and disturbance.

- (5) Except as may be agreed in writing by the Local Planning Authority, there shall be no obstruction over 850mm in height within the site within a visibility splay either side of the vehicular access defined by lines joining points on the edge of the public highway at a distance of 2.4m from the edge of the access to a point on the centre line of the access way 2.4m back from the public highway.

Reason: To ensure that construction of the access does not prejudice conditions of safety for pedestrians on the public highway.

- (6) Any part of the existing vehicular accesses onto Preston Road that will become redundant due to the new access for the flats shall be reinstated at the applicant's own expense.

Reason: In the interests of highway and pedestrian safety.

- (7) Notwithstanding any description of materials given in the application, further details of the materials, including samples, proposed for:

- (a) all external surfaces of the building
- (b) all areas of hard landscape works
- (c) boundary walls, fencing and any other means of enclosure (i.e. balconies) including materials

shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any work on site, and the development shall not be carried out otherwise than in accordance with any such approval. Where appropriate, a schedule of the exact product references shall be provided.

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

- (8) All areas shown on the plan and such other areas as may be shown on the approved plan shall be suitably landscaped with trees/shrubs/grass in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such landscaping work shall be completed prior to occupation of the building hereby approved.

Such scheme shall also indicate:-

- Walls and fences

Proposed walls and fencing, indicating materials and heights.

- Screen planting on boundary

Screen planting along the boundary with No. 281 Preston Road and No. 2 Preston Waye.

- Physical separation

Adequate physical separation, such as protective walls and fencing, between landscaped and paved areas.

- Signboards and seating

Other appropriate matters within the context of a landscaping scheme, such as details of signboards, seating, foot ways and other paved pedestrian and vehicle parking areas.

- Maintenance details

Details of the proposed arrangements for maintenance of the landscaping.

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

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (9) Details of lighting, baffled so as to avoid glare, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development for the roads and footpaths within the site. The approved details shall be fully implemented.

Reason: In the interests of safety, amenity and convenience.

- (10) The access road and gates shown on the approved plans shall be constructed in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority. Thereafter the buildings shall not be occupied until the access road and gates have been constructed in accordance with the approved details. Such details shall include:-

(a) an indicative access point with no obstructive landscape features to the neighbouring site at No. 281 Preston Road to ensure an adequate access for any future development of this site.

(b) the mechanism by which the gates will open and close

(c) details of lighting and drainage.

Reason: To ensure a satisfactory design in the interests of the free-flow of traffic and the conditions of general safety along the neighbouring highway and to protect the amenity of neighbouring residents in terms of noise and disturbance.

- (11) Notwithstanding the approved plans, full details of the balconies, including side screening to restrict overlooking of neighbouring gardens, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be completed in accordance with the approved details.

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

- (12) Prior to the commencement of the development, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority, outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The works will be carried in accordance with the approved statement.

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

- (13) Development shall not commence until a drainage strategy detailing any on- and/or off-site drainage works has been submitted to and approved by the Local Planning Authority in consultation with the railway undertakers. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed. No water or effluent should be discharged from the site or operations on the site into the railway undertaker's culverts or drains. The works shall be carried out in accordance with the approved details.

Reason; To ensure that sufficient capacity is made available to cope with the new development.

- (14) Each dwelling hereby permitted shall be constructed to achieve a minimum Code for Sustainable Homes Level 3. Prior to commencement of development the following details shall be submitted to and approved in writing by the Local Planning Authority at the same time:-

a) details of a 'Design Stage' assessment and related certification, and,

b) details of how the development will reduce carbon dioxide emissions to a level 20% below the level of emissions that would result from the predicted total energy demand, through the use of on-site sustainable energy technologies such as renewable and/or low carbon technologies.

Following completion of the final dwelling, a Code for Sustainable Homes 'Post Construction Stage' assessment and related certification confirming the Code Level that has been

achieved, and stating the amount of residual carbon emissions, and how they are proposed to be dealt with to ensure that the development is carbon neutral (including any necessary mechanisms to be put in place and associated timetables) shall be submitted to and approved by the Local Planning Authority in writing.

The approved measures and technologies to achieve the minimum Code for Sustainable Homes Level 3 standard and to ensure that the development is carbon neutral shall be implemented in accordance with the approval and thereafter shall be retained in working order in perpetuity.

Reason: In order to ensure that energy efficiency through sustainable design and construction is achieved.

(15) Notwithstanding the plans hereby approved a revised plans shall be submitted to and approved in writing by the Local Planning Authority showing:

a) amendments to the basement car park to provide a minimum aisle width of 6m with supporting columns set back from the front of the parking spaces

b) further details of the proposed vehicular access road with Preston Waye, including the provision of 4m kerb radii.

The proposed development shall be implemented in full accordance with the revised details.

Reason: To ensure that construction of the access does not prejudice conditions of safety for pedestrians on the public highway.

INFORMATIVES:

(1) If the development is carried out, it will be necessary for a crossing to be formed over the public highway by the Council as Highway Authority. This will be done at the applicant's expense in accordance with Section 184 of the Highways Act 1980. Application for such works should be made to the Council's Streetcare Section, Brent House, 349 High Road, Wembley, HA9 6BZ (tel: 020 8937 5050).

Any person wishing to inspect the above papers should contact Robin Sedgwick, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5229