



Planning Committee Map

Site address: Hawthorn Road And Litchfield Gardens Corner Site, Hawthorn Road, London, NW10

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This map is indicative only.

RECEIVED: 12 April, 2011

WARD: Willesden Green

PLANNING AREA: Willesden Consultative Forum

LOCATION: Hawthorn Road And Litchfield Gardens Corner Site, Hawthorn Road, London, NW10

PROPOSAL: Demolition of existing commercial buildings and erection of 10 x 2-storey terraced dwellinghouses (3-bedroom) and 10 flats (1 x one-bedroom, 7 x two-bedroom, 2 x four-bedroom) within a 3-storey building with associated landscaping

APPLICANT: Euros Steel Ltd

CONTACT: Nathaniel Lichfield and Partners

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 minimum of 20% Affordable Housing (See 'Remarks')
- A contribution of £153,000 (£3000 per additional private bedroom and £2400 per additional affordable bedroom) towards Education, Sustainable Transportation and Open Space & Sports in the local area, due on Material Start, and index linked from the date of Committee
- Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and Code for Sustainable Homes Level 3 in addition to adhering to the Demolition Protocol, with compensation should it not be delivered.
- Provide at least 20% of the site's carbon emissions through onsite renewable generation, which has no detrimental effect on local Air Quality
- Join and adhere to the Considerate Constructors scheme.
- The development shall be part 'permit-free'

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 Core Strategy, Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

EXISTING

The subject site is a broadly rectangular piece of land with an area of 0.2Ha located on the north-eastern corner of the junction between Litchfield Gardens and Hawthorn Road. The site is currently occupied by two large scale single-storey industrial buildings with pitched roofs.

PROPOSAL

See above

HISTORY

There have been three previous planning applications for the redevelopment of the site. In 2001 an outline planning application (01/1545) was submitted for the erection of 8 three-bedroom houses and 6 two-bed flats on the site. In 2002 an outline planning application (02/0279) was submitted for the erection of 11 two-bedroom houses, 4 studio flats and 4 one-bedroom maisonettes on the site. In 2007 a full planning application was submitted for the erection of a part 1-, 2- and 3-storey block comprising of 3 x 2-bedroom and 3 x 1-bedroom flats and the erection of two 2-storey blocks comprising of 11 x 3-bedroom terraced dwellings. All of the above planning applications were withdrawn prior to determination.

POLICY CONSIDERATIONS

The following policy documents need to be taken into account in the assessment of this application:

- London Borough of Brent adopted LDF Core Strategy 2010
- London Borough of Brent LDF Site Specific Allocations DPD (Submission Version 2010)
- London Borough of Brent Unitary Development Plan 2004 (saved policies)
- Supplementary Planning Guidance Note (SPG) 17 "Design Guide for New Development"
- Supplementary Planning Guidance Note (SPG) 19 "Sustainable Construction & Pollution Control"
- Supplementary Planning Document:- s106 Planning Obligations
- The London Plan (Consolidated with Alterations since 2004)

London Borough of Brent adopted LDF Core Strategy 2010

Within the adopted LDF Core Strategy the following policies are considered to be the most pertinent to the application.

CP2 Population & Housing Growth

Defines the minimum housing targets required to meet the expected population growth and housing demand within the Borough. 85% of housing growth is expected to be provided within Growth Areas, including 2400 new homes in South Kilburn by 2026.

CP15 Infrastructure to Support Development

The council has set out, in an Infrastructure and Investment Framework, the infrastructure requirements necessary to support new development in the growth areas. Appropriate contributions will be sought to ensure that the necessary infrastructure to support development is provided.

CP18 Protection and Enhancement of Open Space, Sports and Biodiversity

Support will be given to the enhancement and management of open space for recreational, sporting and amenity use and the improvement of both open space and the built environment for biodiversity and nature conservation. This will include improvements to existing open spaces in South Kilburn.

CP19 Brent Strategic Climate Mitigation and Adaptation Measures

All development should contribute towards achieving sustainable development, including climate change mitigation and adaptation.

CP21 A Balanced Housing Stock

The Plan seeks to maintain and provide a balanced housing stock in Brent in support of Policy CP2 by protecting existing accommodation that meets known needs and by ensuring that new housing appropriately contributes towards the wide range of borough household needs

London Borough of Brent Unitary Development Plan 2004

Within the adopted Unitary Development Plan 2004 plan the following list of 'saved' policies are considered to be the most pertinent to the application.

BE2 Proposals should be designed with regard to local context, making a positive contribution to the character of the area, taking account of existing landform's and natural features. Proposals should improve the quality of the existing urban spaces, materials and townscape features that contribute favourably to the area's character and not cause harm to the character and/or appearance of an area.

- BE3 Proposals should have regard to the existing urban grain, development patterns and density in the layout of the development sites, and should be designed to ensure that spaces are satisfactorily enclosed by the built form; its layout is defined by pedestrian circulation; emphasis is placed upon prominent corner sites, entrance points etc; it respects the form of the street of which it is part by building to established frontages unless there is a clear urban design justification; connections are established where appropriate to open space.
- BE4 Access for disabled people.
- BE5 Development shall be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.
- BE6 High standards of landscape design is required as an integral element of development schemes.
- BE7 A high quality of design and materials will be required for the street environment.
- BE9 Creative and high-quality design solutions specific to site's shape, size, location and development opportunities. Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.
- BE12 Proposals should embody sustainable design principles, taking account of sustainable design, sustainable construction and pollution control
- H12 Seeks to ensure that all residential development has a high quality layout, has an appropriate level of car parking and features housing facing onto streets.
- TRN3 Environmental Impact of Traffic
- TRN4 Set out measures to make transport impacts acceptable
- TRN11 The London Cycle Network
- TRN23 Parking Standards – Residential Developments
- TRN34 Servicing in New Developments
- TRN35 Transport Access for Disabled People and others with Mobility Difficulties
- PS14 Car Parking Standards – Residential Development
- PS15 Parking for Disabled People
- PS16 Bicycle Parking

London Borough of Brent LDF Site Specific Allocations DPD (Submission Version 2010)

The subject site has been identified for redevelopment within the Council's Site Specific Allocations DPD. Having been subject to an Examination in Public (EIP) this DPD has been found sound and will be reported to the Council's Executive Committee on the 11th July 2011 for approval to formally adopt the document as part of the Local Development Framework. The subject site had also previously been identified within the Unitary Development Plan 2004 as a Site Specific Proposal.

SUSTAINABILITY ASSESSMENT

SUSTAINABILITY CHECKLIST

The application is a Major Case proposing in excess of 10 residential units and consequently reference needs to be had to the Council's SPG19. As such, the applicant has completed the Council's Sustainability Checklist which, following review by the Council's Sustainability Officer, achieves a score of 52%, 2% above the required score of 50%. As such, Officers are satisfied that the proposed development would achieve a 'Very Positive' sustainability rating. However, it is recommended that compliance with the submitted sustainability checklist is secured by way of a s106 legal agreement in order to ensure that the development would realise the full sustainability benefits of the proposal if the development is implemented.

CODE FOR SUSTAINABLE HOMES

The applicants have stated that all affordable units would reach level 4 of the Code For Sustainable Homes whilst all private units would achieve level 3. As the subject site is not within a growth area this would be in accordance with the requirements of policy CP19 of the LDF Core Strategy. It is recommended that achievement of the stated code levels should be secured as part of a s106 agreement.

ENERGY ASSESSMENT

The London Plan adopts a presumption that developments will achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible. The proposal puts forward two alternative proposals, to either provide renewable energy through the provision of pv solar panels or through the provision of air source heat pumps. The applicants preferred option for the development would be to seek to meet the 20% target through the provision of pv panels on the roof of the buildings and it is proposed to install 82 pv panels in total across the site. Having been assessed by the Sustainability Officer it has been calculated that these panels would be expected to generate levels of electricity that would result in a reduction of more than 20% in CO² emission on the site and it is recommended that compliance with this target is secured through a s106 agreement.

CONSULTATION

EXTERNAL CONSULTATION

Consultation letters, dated 27th April 2011, were sent to Ward Councillors and 115 local owner/occupiers. The application was also advertised as being "in the Public Interest" by way of a site notice, display from the 27th April 2011, and a press notice published on the 5th May 2011. In response three letters of objection were received from local residents. Comments on the application were also received from Ward Councillor Lesley Jones. The concerns of the objectors include:-

- The proposed development would be an overdevelopment which would exacerbate existing parking problems within the vicinity of the site.
- The proposed development would harm the character and quality of the surrounding area.
- The proposed development cause overlooking, noise and security issues for neighbours.
- The proposed development would result in a loss of jobs.
- The proposed development should be subject to a requirement to join and adhere to the Considerate Constructors scheme.

INTERNAL CONSULTATION

Environmental Health - Given that the site is currently used for industrial purposes the Council Environmental Health Unit has recommended that any permission be subject to conditions that require the applicant to undertake a site investigation to identify any land contamination on the site. The condition should also require that if any land contamination is identified during the site investigation that remediation measures should be submitted to the Council for approval and that the approved measures should be carried to remove any contamination prior to the commencement of the development. Conditions requiring the submission of a Construction Method Statement and requiring adherence to the standard hours of work are also recommended.

Landscape Design Team - The landscape design team have raised no objection to the preliminary landscaping proposals for the site. Further details should be secured by way of condition.

Sustainability Officer - No objection to the proposal (see 'Sustainability Assessment')

Transportation Unit - No objection to the proposal provided that permission is subject to a partial 'permit-free' agreement applied to the proposed flats. The applicant should also be required to reinstate any redundant crossovers at their own expense.

Housing - No objection to the current proposals, subject to a s106 clause enabling a re-evaluation of the affordable housing contribution prior to implementation.

Thames Water - No objection subject to recommended informatives and conditions.

REMARKS

PRINCIPLE OF DEVELOPMENT

As set out under the 'Policy Considerations' section of this report, the subject site has been identified within the submission version of the Council's Site Specific Allocations (SSA) DPD which will be reported to Executive for adoption in July 2011. The site was also allocated within the Site Specific Proposals in the Unitary Development Plan 2004. The site allocation, which appears on page 82 of the DPD, seeks to redevelop the site for residential purposes including amenity/open space. The justification for including the site in the DPD refers to the poor quality of the buildings on the site and the opportunity to provide a better use of land and create a more aesthetically pleasing outlook for the neighbourhood. The site is also considered to offer an opportunity to increase the supply of residential development within the Borough, including the provision of affordable housing.

The proposed development envisages the demolition of the existing industrial buildings on the site and the formation of 10 dwellinghouses and a block of 10 residential flats, including associated amenity space. The principle of such developments would normally be subject to an assessment of the environmental conditions associated with the site and/or the viability of the employment use of the site in the medium term. However, in this case, given that the site has been allocated within the SSA DPD, and that the proposal is in general conformity the DPD, it is considered that the principle of the proposed development is generally acceptable.

URBAN DESIGN

At present, the existing industrial buildings on site, given their design and condition detract from the appearance of the surrounding area which is predominantly residential, characterised in the main, by traditional two-storey terraced houses inter-dispersed with examples of more modern architecture, including the two and three-storey blocks along Clare Road and Sterling Close. The proposed development would comprise of two distinct elements, a three-storey block of flats at the western end of the site adjacent to no. 1 Litchfield Gardens and an adjoining terrace of two-storey dwellinghouses projecting eastward to meet the junction between Hawthorn Road and Litchfield Gardens. The general concept of the development is considered to respect existing development patterns within the locality of the site.

It is considered that the proposed development would exhibit a relatively consistent scale that would be in keeping with the surrounding area. The three-storey block has been designed to be of a similar scale, within the streetscene, to the adjoining terrace by incorporating set backs at second floor level and by introducing a shallow pitched roof.

Although the elevational design would present a modern architectural facade, in terms of materials, the proposed buildings would generally be finished externally with yellow brick work and tiled roofs which would respect the general character of the traditional terraced buildings in the surrounding area. The buildings would be finished with aluminium windows and pv solar panels would be attached to roofs. The flank wall of the end-of-terrace property, facing Hawthorn Road would be punctuated by two vertical rectangular windows which would relieve and add interest to the elevation. The front gardens to the buildings within the development would be landscaped and enclosed by modest boundary walls which would reinforce the established streetscene.

Overall, it is considered that the proposed development would enhance the existing streetscene and contribute positively to the residential character of the surrounding area.

UNIT MIX

The proposed development would comprise of 10 x 3-bedroom dwellinghouses and 1 x 1-bedroom, 7 x 2-bedroom flats and 2 x 4-bedroom flats. As such, 60% of the units within the scheme would provide family

sized accommodation, as defined under policy CP21 of the Core Strategy, and the proposed development is considered to provide an appropriate range of unit sizes on the site. The proposed development would include the provision of two 2-bedroom ground floor flats which would provide suitable accessibility for wheelchair users satisfying the London Plan requirement that 10% of all new housing should be wheelchair accessible. The units have been designed to comply with Lifetime Homes Standards.

AFFORDABLE HOUSING

The proposed development would involve the erection of 20 new dwellings on the site. The London Plan normally seeks to achieve a minimum of 50% affordable housing on sites of this nature unless it can be demonstrated that it would be unviable to do so. The London Plan also recommends a tenure split of 60/40 between social-rented and intermediate units.

The applicant has submitted a viability assessment for the proposed development which has been carried out using the GLA's 2010 Development Control Toolkit Model. The assessment concludes that at the present time a viable contribution towards affordable housing would involve the provision of 4 affordable units, comprising of 3 x 3-bedroom dwellinghouses on a social rent basis and 1 x 1-bedroom flat on an intermediate. Officers have inspected the assessment and consider the proposed affordable housing provision to be reasonable provided that the expected build costs are reached at the time of implementation and on the basis that the assumption there will be no HCA funding available for the scheme is correct. On this basis, Officers would recommend that any permission be subject to a s106 agreement securing a minimum of 20% affordable housing on the site including a mechanism to require a review of the viability prior to implementation which would potentially enable and increase in affordable housing provision beyond the baseline of 20% . In addition, given the new "Affordable Rents" model for affordable housing, which was unveiled by the HCA in February 2011, Officers would also recommend the provision of a mechanism within the s106 agreement to allow Officers to review the tenure of the affordable housing to be provided on site as adopting the new Affordable Rents model could, potentially, increase the overall provision of affordable housing on the site.

For Members information, the Government have set out that the 'Affordable Rent' model will form the principal element of new affordable housing supply between 2011-15. The HCA's new grant regime relies on lower levels of grant and higher levels of rent, known as the 'Affordable Rent' which is set at up to 80% of open market rent. At present, the HCA is only grant funding affordable housing where rents are set at 80% of market rent. New 'Affordable Rent' homes will be made available to tenants at a maximum of 80% of the gross market rent, inclusive of service charges, and will be allocated in the same way as social housing is at present. Registered Providers will be able to offer Affordable Rent homes on flexible tenancies of a minimum of two years (although 'lifetime' tenancies will remain an option) and where tenants are eligible for Housing Benefit that will continue to be paid in full in the same way as for social rented properties at present. At the same time, new flexibilities will allow Registered Providers to make social rented properties available at re-let at the new Affordable Rent, with the additional borrowing capacity generated from re-lets used to support the delivery of new housing supply. Market rents are calculated on individual properties using the Inland Revenue and Valuation Service methodology, and 80% of rent is calculated from this.

RESIDENTIAL QUALITY

The ten proposed dwellinghouses would each comprise of a living room, kitchen and dining space at ground floor level with three bedrooms and a bathroom above. All of the houses would have an internal floor area in the region of 100m² which complies with the minimum guidance of 85m² set out in SPG17. Each house would have a private rear garden providing an amenity area in excess of the guidance of 50m². The applicant has indicated that a small tree would be planted within each garden which should be secured by condition. A modest front garden, with a depth of at least 2m would be provided to each house and this would include space for the storage of refuse/recycling bins.

As discussed above, the rear gardens would exceed the minimum guidance of 50m². However, if substantial extensions were to be erected then it is likely that many of the garden areas would fall below the minimum guidance. As such, Officers would recommend that the permitted development rights that allow extensions should be removed from the proposed dwellinghouses in order that this issue can be properly considered, by way of a planning application, on a case by case basis in the future.

The proposed flats would all exceed the minimum internal floorspace standards set out in SPG17 for various unit sizes. All habitable room windows would have a sufficient form of outlook and daylighting either towards the front or the rear of the building. The vertical stacking of units within the building is generally good which would alleviate any noise transmission issues between the units. A landscaped communal garden would be

provided to the rear of the building and this space would also be used to provide secure cycle storage for future occupiers of the flats. The communal garden would have an area in excess of 400m², equivalent to 40m² per unit, and would include the provision of a modest play area for young children. It is recommended that all landscaping for the site be subject to further details secured by way of condition. Refuse and recycling storage would be provided to the side of the building in a convenient location for collection.

Overall, it is considered that the proposed development would provide a good standard of accommodation for future occupiers.

IMPACT ON ADJOINING OCCUPIERS

The subject site, whilst being approximately 84m wide along the Litchfield Garden frontage, is constrained by its relative lack of depth, particularly towards the junction with Hawthorn Road. As such, 5 of the 10 proposed houses fail to maintain a distance in excess of 10m, which is recommended in the guidance contained in SPG17, between the rear facing habitable room windows and the rear garden boundary with the properties along the southern side of Strode Road. In the worst case, which would be the end-of-terrace dwellinghouse adjacent to Hawthorn Road this distance would be approximately 7m. However, the properties along Strode road enjoy relatively deep gardens and therefore the distance between the rear facing windows to the proposed dwellinghouses and the Strode Road properties would be in excess of 20m, in compliance with the guidance contained in SPG17. The existing boundary wall between the subject site and the rear gardens of the properties on Strode Road, which is approximately 2m in height, would be retained preventing overlooking at ground floor level. On balance, it is considered that, although some of the houses do not maintain a 10m distance to the rear garden boundary, given that the window-to-window distances are comfortably in compliance with SPG17 that the proposed development would not result in an unreasonable loss of privacy to occupiers of the properties along Strode Road. As discussed above, the applicant has indicated the planting of a small tree in each of the rear gardens and it is considered that this would also help reduce any potential overlooking.

As discussed above, Officers consider that permitted development rights should be removed from the proposed houses due to concerns regarding the loss of amenity space. Officers also consider that permitted development rights should be removed to allow Officers to consider the impacts of any proposed extensions or alterations to the upper floor and roof of the dwellinghouses which, due to the limited rear garden depth, could potentially have an adverse impact on the amenity of adjoining occupiers.

In terms of size and scale, the proposed development would comply with the guidance contained in SPG17 as it would be set below a line of 45 degrees from the rear site boundary and 30 degrees from the rear of the properties along Strode Road measured from a height of 2m. Where the proposed block of flats would be located adjacent to 1 Litchfield Gardens, the building has been set back, and in, from the boundary in order to reduce any impact on the neighbouring occupiers who currently suffer from having an existing industrial building located along the full length of the garden boundary with the subject site.

The applicants have submitted a daylight and sunlight assessment as part of the planning application which has been undertaken in accordance with BRE guidance. In terms of daylight, the report concludes that the proposed development would not adversely affect the daylight of neighbouring properties. In fact, due to the demolition of the existing industrial buildings, the assessment finds that daylight to 1 Litchfield Gardens and 9 Euro Close should improve as a result of the development. In terms of sunlight, the assessment also concludes that no neighbouring property will be adversely affected, again, with minor improvements expected for some neighbouring properties.

Whilst inevitably there would be some level of noise disturbance associated with construction works required to complete the development, it is not considered that if completed the proposed redevelopment would unreasonably raise noise levels on the site beyond that associated within the existing industrial use. The surrounding area is predominately residential and therefore it is considered unlikely that background noise levels would be significantly affected as a result of the proposed development.

Overall, it is considered that the proposed development would not have an unreasonable impact on the amenity of neighbouring occupiers, in terms of privacy, outlook, light and noise.

HIGHWAYS ISSUES

The subject site is located within easy walking distance of Willesden High Road and therefore the site enjoys relatively good levels of public transport accessibility (PTAL 4-5). The site is also located within a controlled parking zone which operates between 8.30 and 18.30 on Monday to Friday. Given these local transport

conditions the site is considered suitable for a 'permit-free' agreement whereby potential occupiers would not be entitled to on-street residents parking permits. The applicant has agreed to enter into a s106 agreement to secure a 'permit-free' arrangement on the proposed flats. As such, only the impact of the demand for on-street parking generated by the 10 houses needs to be considered.

The maximum parking standard for the proposed houses, including 3 affordable units, would be 10.2 spaces. At present there are 12 dual use residents/pay-and-display parking bays along the site frontage on Litchfield Road as well as a number of other residents parking bays within close proximity to the site. The applicant has undertaken an overnight parking survey, when the controlled zone is not in operation, to assess the capacity to accommodate additional parking demand within the vicinity of the site. The parking survey identified 28 spaces in total within the vicinity of the site, 3 within the 12 bays immediately outside of the site, 16 within the wider scope of Litchfield Gardens and 9 on Hawthorn Road. As such, it is considered that there is sufficient on-street capacity to safely accommodate the likely demand generated by the proposed dwellinghouses and this has been confirmed by the Council's Highways & Transport Delivery Unit. Further more, there are two existing vehicular crossovers to the site which will be reinstated to kerb and channel as part of the proposed development further increasing the supply of on-street parking.

As discussed above, 15 secure and covered cycle parking spaces will be provided for occupiers of the 10 flats. Each house would have a store within the rear garden which would allow for the storage of two cycles.

PLANNING OBLIGATIONS

As part of the proposed development, the applicant has agreed to make a financial contribution of £153,000 towards mitigating the impact of the development on local transportation, open space, sport and education infrastructure. This contribution would be in accordance with the Council's standard charge of £3000 per additional private bedroom and £2400 per additional affordable housing bedroom. It is recommended that any contribution be secured on implementation by way of a s106 agreement in order to ensure that the impacts of the development are adequately mitigated on occupation.

CONSIDERATION OF OBJECTIONS

The concerns of objectors relating to the impact on parking, the character and appearance of the surrounding area and the impact on adjoining occupiers have been addressed in the report above. In response to concerns that the proposal would result in a loss of jobs, whilst if this happens it is regrettable, it should be noted that the subject site has been allocated, following widespread public consultation, for residential development due to the adverse impact associated with the existing use on the amenity of residents in the surrounding area. In response to concerns regarding the impact of construction works on the surrounding area, Officers can confirm that any permission would be subject to a s106 agreement requiring the developer to join and adhere to the Considerate Constructors scheme (See 'Section 106 Notes').

CONCLUSION

Overall, it is considered that the proposed development provides an appropriate response to the details set out in the Site Specific Allocation DPD which would suitably replace the existing development on the site to the benefit of neighbouring residential occupiers who suffer adversely from the impacts associated with the current use. Having assessed the planning merits of the proposals Officers do not consider that the proposed development would be likely to cause unreasonable harm to the amenities of the surrounding area and therefore approval is recommended.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

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

London Borough of Brent LDF Core Strategy 2010
London Borough of Brent Unitary Development Plan 2004
London Borough of Brent LDF Site Specific Allocation DPD (Submission Version 2010)

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

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Transport: in terms of sustainability, safety and servicing needs
Site-Specific Policies

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 drawings:-

240/000	240/001
240/002	240/101
240/102	240/103
240/104	240/105
240/106	240/201
240/111	240/112
240/113	240/114
240/121	240/122
240/123	240/131
240/132	240/133
240/211	240/212
240/213	240/214
240/301	

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

- (3) Prior to the occupation of the development, hereby approved, the two existing vehicular crossovers to the site shall be reinstated to kerb-and-channel.

Reason: In the interests of highway and pedestrian safety.

- (4) Notwithstanding the provisions of Classes A, B, C, D & E of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 1995, as amended, (or any order revoking and re-enacting that Order with or without modification), no further extensions or buildings, other those expressly authorised by this permission, shall be constructed within the curtilage of the dwellinghouses, hereby approved, unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reasons:

i) Due to the limited size of the rear gardens to the dwellinghouses, the erection of any further extensions or buildings which would otherwise be permitted by the provisions of the above Order, could result in an under provision of amenity space for future occupiers.

ii) Due to the limited distance between the rear of the dwellinghouses and rear site boundary, the erection of any further upper floor or roof extensions or alterations which would otherwise be permitted by the provisions of the above Order, could have an unacceptable impact on the amenity of neighbouring occupiers.

- (5) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. 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.

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

(a) a tree planting plan including species and siting, to include, but not limited to, the planting of one tree in each private rear garden to each dwellinghouse;

(b) proposed walls and fences indicating materials and heights;

(c) existing contours and any proposed alteration to ground levels such as earth mounding;

(d) details of hard landscape works and proposed materials;

(e) details of the proposed arrangements for the maintenance of the landscape works.

(f) details of children's play area within communal garden, including play equipment.

(g) details of the appearance and siting of refuse/recycling and secure cycle storage.

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

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

- (7) A Construction Method Statement (CMS) shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any demolition or construction works on site. This shall include, but not be limited to, evidence of measures to adopt and implement the ICE Demolition Protocol, and Considerate Contractor Scheme registration and operation. The approved Statement shall be fully implemented.

Reason: To minimise nuisance caused during demolition and construction activities and ensure demolition waste is sustainably reused or recycled locally, minimising waste sent to landfill.

- (8) Following the demolition of the existing buildings on site, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. Prior to the commencement of any building works a report including the methodology used to undertake the site investigation, the results of any research and analysis undertaken, an assessment of the risks posed by any contamination present and an appraisal of remediation options required to contain, treat or remove any contamination found shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

- (9) Any measures for the remediation of contamination, approved under condition 6 of this permission, shall be carried out in full. Prior to the commencement of building works, a verification report stating that any remediation measures have been carried out in accordance

with the approved remediation scheme under condition 6 of this permission, and that the site is permitted for end use, shall be submitted to and approved in writing by the Local Planning Authority, .

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004

- (10) No impact piling shall take place during the development unless a piling method statement, detailing the 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 water or sewerage infrastructure, and the programme for the works; has been submitted to and approved in writing by the Local Planning Authority. Any piling should be undertaken in accordance with the approved method statement.

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

INFORMATIVES:

- (1) The applicant is advised to contact Brent Council's Highways and Transport Delivery Unit in order to arrange for the necessary works to remove the vehicular crossovers.
- (2) The applicant is advised to contact Thames water Developer Services on 0845 850 2777 prior to the submission of any piling method statement.

REFERENCE DOCUMENTS:

London Borough of Brent adopted LDF Core Strategy 2010
London Borough of Brent LDF Site Specific Allocations DPD (Submission Version 2010)
London Borough of Brent Unitary Development Plan 2004 (saved policies)
Supplementary Planning Guidance Note (SPG) 17 "Design Guide for New Development"
Supplementary Planning Guidance Note (SPG) 19 "Sustainable Construction & Pollution Control"
Supplementary Planning Document:- s106 Planning Obligations
The London Plan (Consolidated with Alterations since 2004)
Three letters of objection
One letters with comments

Any person wishing to inspect the above papers should contact Ben Martin, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5231