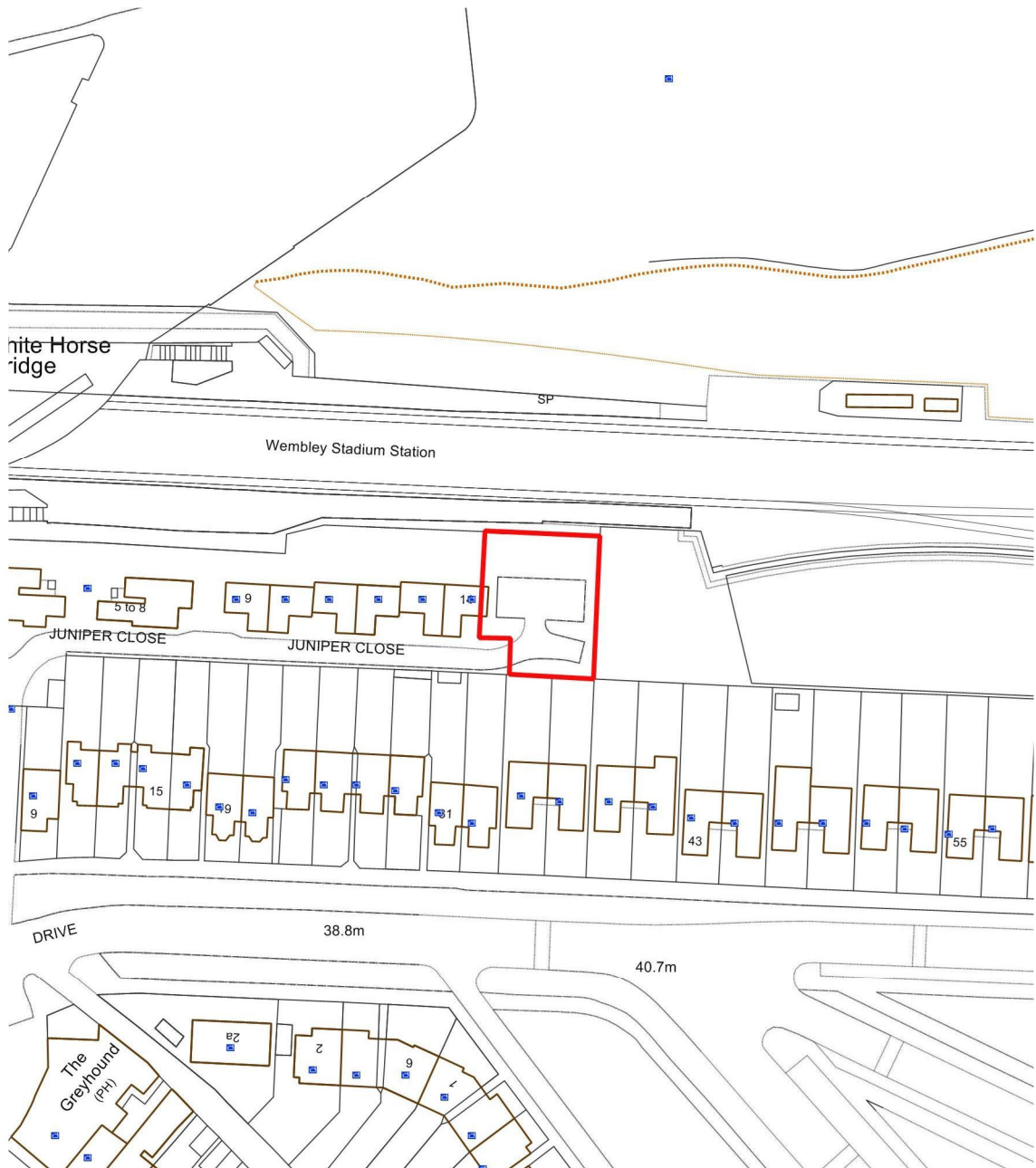
 **Planning Committee Map**
Site address: Land next to 14 Juniper Close, Juniper Close, Wembley
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This map is indicative only.

RECEIVED: 5 August, 2011

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Land next to 14 Juniper Close, Juniper Close, Wembley

PROPOSAL: Erection of 4 three bedroom family dwellings with associated landscaping and car parking

APPLICANT: Family Mosaic Housing

CONTACT: Signet Planning Ltd

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 Borough Solicitor.

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 £3,000 per bedroom (£36,000 total) due on material start and, index linked from the date of committee for Education, Sustainable Transportation, Open Space & Sports in the local area.
- An additional contribution of up to £5,300 towards the provision of Open Space & Sports in the local area.
- Join and adhere to the Considerate Contractors scheme.
- Removal of the rights of residents to apply for parking permits.

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 application site is a 0.05 hectare area land located at the eastern end Juniper Close, a short cul-de-sac located between the rear gardens of 9 to 37 Oakington Manor Drive and Wembley Stadium Station.

The site was last used to provide car parking for the mixture of bungalows and 2-storey flats that formed the original Juniper Close development. These have now been demolished having been vacant and subject to anti-social behaviour for a number of years. The construction of a terrace of 15 three storey town houses is now underway following the grant of planning permission earlier this year.

Juniper Close is accessed from Oakington Manor Drive.

PROPOSAL

Planning permission is sought for the erection of a terrace of 4 three storey town houses. The proposed houses are very similar to the design and appearance of the 15 town houses currently under construction in Juniper Close and the proposal is in effect an extension to this development.

The proposed development comprises a terrace of three dwellinghouses (House Type C) on the northern boundary of the site. Each house will provide 3 No. bedrooms and is proposed to accommodate up to five people. Private amenity space for each dwelling is provided on the southern aspect, in the form of private terraces.

A further dwellinghouse (House Type D) is set slightly forward of the other three properties due to a maintenance strip at the rear that is set aside for access by London Underground only. This dwellinghouse also consists of three bedrooms and can accommodate up to five people. It has a 13 sqm private garden to the rear of the property. A lawn area is also provided to the front in addition to a private terrace also with a southerly aspect.

Each dwellinghouse has its own car parking space and includes timber enclosures for bin storage and cycle parking, accommodating up to two cycles each.

HISTORY

The recently demolished housing in Juniper Close was erected in the 1980s.

- 30.03.11 Planning permission granted for the erection of a 3-storey terrace comprising 15 x 3-bedroom dwellinghouses with associated landscaping, car parking and infrastructure and subject to a Deed of Agreement dated 29/03/2011 under Section 106 of the Town and Country Planning Act 1990, as amended.(Ref: 10/1362). Currently under construction..
- 18.06.09 Planning application for the demolition of all buildings along Juniper Close and the erection of three 4- and 5-storey residential blocks and one 5- and 22-storey mixed-use tower with basement and ground-floor parking, comprising 112 flats, and a mix of commercial, retail, leisure uses withdrawn (Ref 09/0767).
- This application also incorporated the vacant triangular plot of land adjacent to White Horse Bridge. This land doesn't form part of the current application. Although withdrawn on the day of the planning committee the application was presented to the Planning Committee who supported the officer's recommendation to refuse and endorsed the reasons set out in the report.
- 12.11.04 Outline planning permission granted for the demolition of 326-342 High Road, Nos. 1-19 Wembley Hill Road, Network House 10-12 Neeld Parade, AIB Bank 14 Neeld Parade and The Red House 34A Wembley Hill Road, and the erection of a comprehensive mixed-use redevelopment to provide:Business and Employment uses up to 21,747m² (Class B1); Retail and Food and Drink up to 7,475m² (Class A1, A2 & A3); Residential apartments up to 43,160m² (Class C3); Community cultural and leisure facilities up to 12,961m² (Class D1 & D2);together with new means of access and circulation, new station facilities at Wembley Stadium Station, new pedestrian crossing at Wembley Hill Road, re-configuration of Wembley Triangle junction, car-parking, public square and open space, landscaping and other supporting works facilities and erection of a new bridge and platform access for which all matters are reserved, except for the bridge and the siting and means of access for the public square and approaches to the bridge. (Ref: 04/0379). Partly implemented with the creation of the Station Square to the north of the railway and the erection of White Horse Bridge.

POLICY CONSIDERATIONS

Mayor of London

The London Plan 2022

Mayor of London Supplementary Planning Guidance

- Sustainable Design and Construction (May 2006)
- Planning for Equality and Diversity in London (October 2007)
- Accessible London: Achieving an Inclusive Environment (April 2004)
- Providing for Children and Young People's Play and Informal Recreation (March 2008)

Brent Unitary Development Plan 2004

STR3 - In the interests of achieving sustainable development (including protecting greenfield sites), development of previously developed urban land will be maximised (including from conversions and changes of use).

STR5 - A pattern of development which reduces the need to travel, especially by car, will be achieved.

STR9 - The Council will ensure that development proposals do not conflict with the role of GLA Roads and London Distributor Road whilst discouraging through traffic on local roads.

STR11 - The quality and character of the Borough's built and natural environment will be protected and enhanced.

STR12 - Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.

STR13 - Environmentally sensitive forms of development will be sought.

STR14 - New development to make a positive contribution to improving the quality of the urban environment in Brent

STR15 - Major development should enhance the public realm.

BE2 - Townscape: Local Context & Character

BE3 - Urban Structure: Space & Movement

BE4 - Access for disabled people

BE5 - Urban clarity and safety

BE6 - Public Realm: Landscape design

BE7 - Public Realm: Streetscene

BE8 - Lighting and light pollution

BE9 - Architectural Quality

BE12 - Sustainable design principles

BE13 - Areas of Low Townscape Quality

EP2 - Noise and Vibration

EP3 - Local air quality management

EP4 - Potentially polluting development

EP6 - Contaminated land

EP10 - Protection of Surface Water

EP12 - Flood protection

EP15 - Infrastructure

H12 - Residential Quality – Layout Considerations

H13 - Residential Density

H14 - Minimum Residential Density

H15 - Backland Development

TRN1 - Transport assessment

TRN3 - Environmental Impact of Traffic

TRN4 - Measures to make transport impact acceptable

TRN10 - Walkable environments

TRN11 - The London Cycle Network

TRN12 - Road safety and traffic management

TRN13 - Traffic calming

TRN14 - Highway design

TRN23 - Parking Standards – residential developments

TRN24 - On-Street Parking

TRN35 - Transport access for disabled people & others with mobility difficulties

PS14 - Residential Parking Standards

PS15 - Parking for disabled people

PS16 - Cycle parking standards

Local Development Framework - Core Strategy 2010

CP1 - Spatial Development

CP2 - Population and Housing Growth

CP5 - Placemaking

CP6 - Design & Density in Place Shaping

CP7 - Wembley Growth Area

CP17 - Protecting and Enhancing the Suburban Character of Brent

CP21 - A Balanced Housing Stock

Brent Council Supplementary Planning Guidance and Documents

SPG12 - Access for disabled people

SPG17 - Design Guide for New Development

SPG19 - Sustainable design, construction and pollution control

SPD - Section 106 Planning Obligations

Planning Policy Guidance and Statements

PPG13- Transportation

PPS1- Delivering Sustainable Development

PPS1 - Supplement: Planning and Climate Change

PPS22 - Renewable energy

PPG24 - Planning and Noise

SUSTAINABILITY ASSESSMENT

As a minor development the proposal is not subject to section 106 clauses relating to sustainability. These only apply to applications that meet the statutory definition of major development – 10 or more units in the case of residential schemes. However the applicants are intending that the scheme be highly sustainable, with all proposed dwellings achieving Level 4 of the Code for Sustainable Homes. This follows the same principles approved as part of the earlier Juniper Close scheme. Measures to achieve this will include responsibly sourced materials, brown roofs, photovoltaic panels at roof level and energy-efficient lighting.

The applicant has submitted a TP6 Sustainability Checklist which they have scored at 56% (Very Positive). Your officers have scored the TP6 at 53% and the submitted checklist is considered acceptable.

CONSULTATION

Neighbour Consultation

Standard three week consultation period carried out between 1st September 2011 and the 22nd September 2011 in which 123 neighbouring residents and businesses were notified along with ward councillors and the Vivian Avenue Action Group.

1 response has been received from a neighbouring property in Oakington Manor Drive that backs on the site objecting to the proposal for the following reasons:

- loss of light,
- loss of privacy
- cramped form of development out of keeping with the rest of the properties in the area.

External Consultees

Network Rail

The proposal is next to Wembley Stadium Station and as such in order to avoid any adverse impact adversely on the operation of the station and railway they suggest conditions to:

1. No encroachment during and after construction onto Network Rail land.
2. No discharge of storm/surface water onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail.
3. All roads, paths or ways providing access to any part of the railway undertaker's land both temporary and permanent, shall be kept open at all times during and after the development.
4. Assessment of the potential for any noise/ vibration impacts caused by the proximity between the proposed development and the railway and if necessary appropriate mitigation undertaken.
5. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's land, and therefore all/any building should be situated at least **2 metres** from Network Rail's boundary.

6. If not already in place, the Developer must provide, at their expense, a steel palisade fence **of at least 1.8m in height** adjacent to Network Rail's boundary.

Thames Water

No objection. Suggest standard informative advising the application to contact them regarding connecting scheme to the local sewage and drainage network.

Internal Consultees

Contaminated Land

Site investigation report is satisfactory. Condition recommended regarding Soil Quality Verification Report to be submitted following landscaping of the site.

Noise and Vibration

The noise assessment shows that mitigation measures are required to protect future residents from railway and traffic noise. Design measures have been proposed, but to ensure that the desired sound levels are achieved a condition is recommended requiring the carrying out of post completion testing to demonstrate that reasonable resting levels of noise and vibration attenuation have been achieved.

Transportation

Subject to a S106 Agreement to secure: (i) a financial contribution of £6,000 towards non-car access/highway safety improvements and/or parking controls in the area (this would come out of the standard contribution) and (ii) a 'car-free' agreement, together with a condition requiring the submission and approval of further details of lighting, drainage and signage (to enforce parking around the turning head), there would be no objections on transportation grounds to this proposal.

Landscaping

No objection.

REMARKS

Principle of development

The site is situated within the Wembley Growth Area which is defined with the Local Development Framework Core Strategy adopted in July 2010. Policy CP7 of this document outlines the plans for the regeneration of this area which includes 11,500 new homes. As such the principle of the redevelopment the existing derelict housing site, for new residential development is accepted within planning policy subject to a satisfactory form of development being proposed.

Design Approach

The current scheme will follow the same principles of design and appearance as the approved planning scheme for the rest of Juniper Close currently under construction, continuing the three storey terraced town house approach. The house types proposed in the current application are almost identical to the two house types used in the approved scheme.

The residential terrace proposed adopts a contemporary design approach whilst utilising a well-established housing form to create a more traditional street environment. Due to the constraints of the site, the proposed dwellings are situated close to the northern boundary of the site. This maximises the southerly aspect for future occupants with south facing private terraces for each dwelling looking out onto the public realm.

Siting, scale and density

The site is located to the rear of suburban housing which fronts Oakington Manor Drive (situated to the south of the site). The scale and density of development in relation to these buildings should therefore reflect this suburban character. The proposal is considered to respect the prevailing character of the area through the provision of a three storey, flat roofed terrace which would be subordinate to the frontage development.

An assessment of the scheme in relation to neighbouring properties has been made to ensure SPG17 standards are met. The scale of the building complies with the 30 degree line and the 45 degree line set out within SPG17. These tests seek to ensure a satisfactory scale in order to prevent any significant overbearing impact. As the proposed development does not breach these lines, the proposal is not considered to have an unduly detrimental impact on neighbouring residential amenity in terms of loss of light, overbearing and overshadowing impact.

Concerns are raised by the objector regarding the siting of the building close to the northern boundary of the site and the provision of private amenity spaces in front of the building rather than to the rear. Whilst it is noted that the traditional pattern of development is in the form of dwellinghouses with short front gardens and long rear gardens, the private terraces maintain a distance of 10m from the southern boundary of the site and at least 20m from the rear windows of properties fronting Oakington Manor Drive. These distances comply with SPG17 guidelines which seek to ensure adequate privacy for neighbouring properties and gardens and ample distances in order to avoid any significant noise or light pollution issues for the existing neighbouring properties. As such the siting of the building is not considered to raise any significant concerns.

The residential density of the proposed scheme has been calculated to be 295HR/Ha or 68 units per hectare. The London Plan indicates the site to fall within the density range of 200-450HR/ha appropriate for a site within an urban context with a good PTAL rating of 4. The density proposed therefore sits comfortably within the prescribed density range.

Your officers accordingly consider the scale and massing of the building and its siting and design to respect the amenities of neighbouring properties and be in-keeping with the character of the area.

Quality of Accommodation

Unit Size: All units within the development significantly exceed the minimum size guidelines advocated by SPG17. One of the proposed houses (Type D) is at 99sqm marginally below the Mayor's minimum internal floor area of 103 sqm for 5 bed three storey houses as set out in the latest London Plan. However the other three proposed houses (Type C) all significantly exceed this standard at 123 sqm. The units all comply with lifetime homes standards and are adaptable for wheelchair use.

Light and outlook: The main outlook for the units is onto the public realm to the south. Amendments are being sought to ensure that any north facing windows either serve non-habitable accommodation such as bathrooms or are secondary windows in dual-aspect rooms with the southerly aspect being maximised thus alleviating officers concerns regarding the poor northerly aspect which looks on to the railway. In addition amendments have been requested to the fenestration to ensure the southerly aspect is maximised. The units are a minimum of 10m from the southern boundary of the site. As such this aspect would comply with SPG17 standards and offer sufficient outlook in order to compensate for the poor northerly aspect. Confirmation that the amendments requested are adequate will be reported within the supplementary report to ensure that all new units are considered to be afforded ample light and outlook.

Privacy: The main consideration regarding privacy for future occupants is to ensure a degree of separation from the railway platform which ensures no direct view into the units from this land. Sections have been provided which shows the ground level of the site to be at a raised level in comparison with the railway platform preventing a direct view into the new dwellings from the platform and ensuring adequate privacy is provided for future occupants.

Sensitive habitable room windows at the ground floor are afforded privacy from the street through front gardens with front boundaries clearly marked by timber structures for cycle storage and refuse and recycling storage which provide a sense of enclosure. Your officers consider the standard of accommodation provided to be satisfactory in terms of light, outlook and privacy.

Noise and Vibration: PPG24 is a material consideration for developments in noise-sensitive locations. A noise survey has been undertaken which has established that the site falls within Noise Exposure Category B. In such areas, noise should be taken in to account when determining planning applications and conditions should be imposed to ensure an adequate level of protection against noise. The information provided to Environmental Health has indicated that sufficient measures are proposed to mitigate the impact of noise. This includes a mechanical ventilation system rather than the need for opening windows. As such the applicants have demonstrated compliance with this material planning consideration subject to testing of noise levels post completion. An appropriate condition is recommended to secure the completion of these tests prior to occupation of the units.

External amenity space: External amenity space provision is provided in the form of a roof terraces which are around 24sqm in area. SPG17 requires 50sqm of amenity space per family dwellinghouse and it is noted that only half of the required standard is met through private amenity space provision. The access road and turning head is proposed as a shared surface. Given that the road is a short cul-de sac that is likely to experience relatively low levels of vehicle usage and that vehicle speeds will be slow it is considered that the shared surface will provide a useful amenity space. Furthermore an additional £5,300 is being on top of the standard s106 contribution to assist in enhancing existing public amenity spaces in the local area. This is in addition to the additional £20,000 agreed as part of the planning permission for the 15 houses currently under construction.

Landscaping

An arboricultural method statement and tree protection plan has been submitted demonstrating measures to protect existing trees during construction and methods of construction intended to protect existing and proposed new trees. At the time of writing this report the Council's tree officers assessment of this statement were still awaited. The tree officers' assessment will be set out in a later supplementary report along with the landscape officers assessment of the proposed landscaping scheme. However given that the strategies for both tree planting and new landscaping are similar to the approved scheme it is anticipated that these elements of the proposal will be acceptable.

Parking and Servicing

Parking is provided for the new dwellings in the form of one parking bay on the forecourt of each house, these are wide enough to be accessible to wheelchair users. Parking provision for the site is considered to comply with policy.

The applicants have agreed to include within the S106 agreement, the removal of rights for residents to apply for parking permits for the controlled parking zone on Oakington Manor Drive in order to prevent problems with overspill parking within the vicinity of the site. This is considered an acceptable approach in an area with good access to public transport (rail links and local bus routes) and is considered to limit the impact on existing parking pressures and pedestrian safety within the area.

The vehicular access to the site is established and has previously been in use for residential purposes. The proposal is not considered to result in a significant intensification in terms of the use of this access and as such the objectors concerns regarding noise and disturbance cannot be supported by officers.

The turning head provided as part of the approved scheme is considered to be suitable in size to accommodate refuse and emergency vehicles. As such the proposal is not considered to raise any significant issues in terms of parking and servicing requirements.

The lighting scheme is a continuation of the one approved for the existing permission.

Cycle storage: Cycle storage is provided through the provision of bespoke timber storage facilities which meet council standards.

Refuse storage: Refuse storage is provided which meets the council's adopted standards. These facilities are situated within bespoke timber storage facilities on the front boundary of each dwelling and as such can be easily serviced by refuse vehicles.

Impact on crime

The scheme has been considered by the Secured By Design officers within the Metropolitan Police who have also raised no objection to the scheme on these grounds as the scheme allows natural surveillance of Juniper Close and the rear boundaries belonging to Oakington Manor Drive.

Conclusion

Your officers consider that the proposal will maintain the amenities of surrounding residents and provide a satisfactory standard of accommodation subject to the amendments which have been agreed with the applicants. The receipt of appropriately amended plans will however be confirmed within the supplementary report. The proposed development is considered to be an appropriate density within this context and

acceptable in terms of scale and design maintaining the general character of the area. The success of the scheme will be largely dependent on the quality of materials which have been supplied at the time of the application submission, the use of the agreed materials can be secured by condition to ensure a good quality finish is achieved. As such it is recommended that the scheme be approved, subject to conditions.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent Unitary Development Plan 2004
Local Development Framework Core Strategy adopted 2010
Central Government Guidance
Council's Supplementary Planning Guidance

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

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

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):

1115(PL)001 - Site Location Plan
1115(PL)002 - Proposed Site Plan
1115(PL)010 - Proposed Landscaping Plan
1115(PL)100 - Proposed Ground Floor Plan
1115(PL)101 - Proposed First Floor Plan
1115(PL)102 - Proposed Second Floor Plan
1115(PL)103 - Proposed Roof Plan
1115(PL)110 - Proposed House Type C Floor Plans
1115(PL)111 - Proposed House Type D Floor Plans
1115(PL)200 - Proposed Elevations
1115(PL)201 - Proposed Context Elevations
1115(PL)300 - Proposed Sections
1115(PL)400 - Proposed Schedule of Materials
1115(PL)401 - Proposed Facing Materials
38469_JUN/200/1 - Topographical Survey
38469_JUN/200/2 - Topographical Survey
DFC 1046 - Tree Protection Plan

And the following supporting documents:

Planning Statement dated 05.08.2011
Design & Access Statement August 2011
Noise & Vibration Assessment dated 01.08.2011
Ecological Assessment August 2011
Arboricultural Statement dated 12.05.2011
Construction Method Statement dated 04.08.2011
Geoenvironmental Desktop Study August 2011
Transport Statement dated 01.08.2011

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

- (3) The landscape works and planting shown on the approved plan 1115(PL)010 shall be carried out prior to the occupation of any part of the development.

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 position, unless the Local Planning Authority first gives written consent to any variation.

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

- (4) The areas approved by the Local Planning Authority for car parking, loading, unloading and parking of service vehicles; vehicle turning space; and parking and access provision for disabled persons shall be used only for those purposes.

Reasons: To ensure that these areas are permanently retained for these uses in compliance with the Council's parking and servicing standards, in the interests of the general amenities of the locality and in the interests of the free flow of traffic and conditions of highway safety within the site and on the neighbouring highways.

- (5) Shared surface areas not identified for the parking of vehicles in the approved plan shall be kept clear of parked vehicles at all times, apart from short term parking by refuse, emergency and occasional delivery vehicles. The shared surface indicated on the approved plans shall be retained for the manoeuvring of vehicle and as amenity space for residents of the development.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highways and to maintain specified servicing area.

- (6) Notwithstanding the provisions of Schedule 2, Part 1 Classes A to F of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modification), no enlargement, improvement or other alteration of the premises shall be carried out to the approved dwellinghouses, unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason:

In view of the restricted size of the site for the proposed development no further enlargement or increase beyond the limits set by this permission should be allowed without the matter being first considered by the Local Planning Authority.

- (7) The units hereby approved shall not be occupied unless an acoustic report has been submitted to and approved in writing by the Local Planning Authority. The acoustic report shall demonstrate that "reasonable" resting levels of noise and vibration attenuation have been achieved within each of the units' habitable rooms and associated amenity space (post-completion of the building works) in line with the levels set out within PPG24.

If "reasonable" noise levels have not been achieved, the report will detail what additional measures will be undertaken to ensure that they are achieved. These additional measures shall be implemented prior to the occupation of the building in accordance with the details so approved.

Reason: To ensure satisfactory noise levels for the future occupants of the building.

- (8) Prior to the occupation of the units hereby approved and following the landscaping of garden areas, a Soil Quality Verification Report shall be submitted to and approved in writing by the Local Planning Authority verifying that the soil in soft landscaped areas is suitable for use. This must include evidence of the source of any imported soil as well as in-situ soil samples to verify the quality of this soil.

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) The approved development shall be completed in accordance with the approved facing materials (Reference 1115(PL)400 & 1115(PL)401) unless the Council agree in writing to a variation.

Reason: To ensure a satisfactory appearance and in the interests of the visual amenities of the locality.

- (10) Notwithstanding the landscaping plan hereby approved (Reference L253-P-01 Rev B) further details of the treatment of the shared surface shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the commencement of works on site. Such details shall include:
- Informal seating and additional planting around the area designated as a turning head
 - Informal play equipment within the area reserved as a turning head

The approved details shall be implemented in full prior to the occupation of the dwellings.

Reason: In the interests of residential amenity for the future occupants of the development.

- (11) Notwithstanding the landscaping plan hereby approved (Reference L253-P-01 Rev B) a scheme of external lighting to the shared surface, accessway to the site and turning head shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the commencement of works on site. The approved details shall be implemented in full prior to the occupation of the dwellings.

Reason: To ensure that the external lighting scheme within the development site does not result in nuisance to adjoining residential properties and provides a safe environment for residents.

- (12) The approved development shall be carried out in accordance with the approved tree protection measures set out in the approved Tree Protection Plan (Ref: DFC 1046) and the DF Clark Bonomique Ltd Arboricultural Method Statement dated 12th May 2011, unless the Council agree in writing to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure the viability and health of the existing trees, in the interests of the occupants and general public.

- (13) The applicant shall give written notice to the LPA of 7 days prior to carrying out the approved tree works and any operations that present a particular risk to trees (e.g. demolition within or close to a RPA, excavations within or close to a RPA, piling, carnage).

Reason: To ensure the on-going health and vitality of the existing trees throughout the duration of the development, in the interests of the occupants and general public and to enable the Local Authority to monitor such measures.

- (14) A Landscape Management Plan for maintenance of all hard and soft landscape areas is to be submitted to and approved in writing by the Local Planning Authority within 6 months of the commencement of any demolition/construction work on the site. This should comprise a maintenance schedule and any specific management duties.

Such details may include:

- (i) Regular watering of trees/shrubs, especially during dry periods in the first 2 years of establishment.
- (ii) Spot weeding and application of appropriate herbicides or fungicides if necessary.
- (iii) Inspection and checking of all plants and for health and/or damage to plants.
- (iv) Mowing/grass-cutting regimes to amenity lawns, sports turf, rough grass or wildflower grass.
- (v) Loosening of tree ties, mulching, necessary removal of tree stakes and pruning if necessary.
- (vi) Necessary pruning, dead heading, trimming, mulching of shrubs.
- (vii) Removal of litter, debris or any other detrimental material from all hard and soft landscape.
- (viii) Digging over, aerating, composting, mulching application of fertilizer as appropriate to soils.
- (ix) Care not to damage any trees or shrubs by strimming and adding protection as required.
- (x) Necessary cleaning and repair of all hard materials and elements including permeable paving.

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 the survival and on-going vitality of, all plants and soft landscape. To ensure the environment for the local community and residents continues to remain pleasant and attractive indefinitely. To prevent any financial loss due to neglect, sickness and/or damage to any plants.

INFORMATIVES:

- (1) 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 Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
- (2) The applicant is advised to contact Network Rail to inform them of their intention to commence works, a minimum of 6 weeks prior to the proposed date of commencement.
- (3) Any demolition or refurbishment works must not be carried out on the development site that

may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures.

- (4) Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

Any person wishing to inspect the above papers should contact Neil McClellan, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5243