

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

10 October, 2018
04
17/0637

SITE INFORMATION

RECEIVED	13 February, 2017
WARD	Stonebridge
PLANNING AREA	Brent Connects Harlesden
LOCATION	Flats 1-17 INC and 18 Prospect House, North Circular Road, Stonebridge, London, NW10 7GH
PROPOSAL	Erection of four additional floors over existing mixed used building comprising 28 self-contained flats (8 x 1bed, 16 x 2bed and 4 x 3bed) to include internal childrens play area at ground floor level, cycle parking, roof terrace with associated screening, timber ramp access, landscaping and alterations to the external facade of the building
PLAN NO'S	see Condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_132623</p> <p><u>When viewing this as an Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "17/0637" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

To resolve to grant planning permission, subject to the completion of a satisfactory Section 106 or other legal agreement, and the conditions and informatives recommended in this report, and to delegate authority to the Head of Planning or other duly authorised person to agree the exact terms thereof on advice from the Chief Legal Officer.

A. That the Committee resolve the GRANT of planning permission subject to:

1. Payment of Council's legal and other professional costs in the preparation and management of the Agreement
2. Affordable housing:
 - a. The securing of all units on the third floor of the resulting development as affordable rented accommodation (x7 units)
 - b. Affordable Rented definition (rents agreed at 1 beds 80% OMR, 2 beds 70% OMR, 3 beds 60% OMR – all inclusive of service charges, capped at LHA rates)
 - c. Affordable Rented units disposed to RP on freehold or minimum 125 year lease
 - d. Nomination rights
 - e. s106 post-implementation review
3. Training and employment
 - a. Prior to a material start on site, to inform in writing Brent Works of the projected amount of construction jobs, training opportunities and provide a copy of the Schedule of Works.
 - b. Prior to a material start, to prepare and submit for the Council's approval an Employment Training Plan for the provision of training, skills and employment initiatives for residents of the Borough relating to the construction phase of the Development and in relation to the operational phase of the Development.
 - c. To offer an interview to any applicant who is a Brent resident and who also meets with the minimum job criteria
 - d. From material start, to provide monthly verification of the number of Brent residents employed or provided training during construction, and if the targets are not being met, to implement measures to achieve them
 - e. To use reasonable endeavours to achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide training for a previously unemployed Brent resident/school leave for at least 6 months
4. Carbon offsetting
 - a. Contribution of £41,500 towards a local carbon off-setting scheme to achieve a zero carbon development based upon the carbon reduction measures set out in the Energy & Sustainability Statement dated 23rd January 2017.
5. Considerate Constructors Scheme
6. Any other planning obligation(s) considered necessary by the Head of Planning.

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

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

1. Time Limited Approval
2. Approved Plans/Documents
3. Accessible/Adaptable Dwellings
4. Parking Layout
5. Travel Action Plan
6. Flood Risk
7. Air Quality
8. Restriction of change of use to C4
9. Non-Road Mobile Machinery (pre-commencement condition)
10. Construction Methodology/Traffic Management (pre-commencement condition)
11. Construction Site Waste Management Plan (pre-commencement condition)
12. Details of Materials
13. Landscaping
14. Satellite Dish/TV Antenna
15. Details of external lighting

16. Living walls
17. Sustainable Urban Drainage Systems
18. Noise
19. Plant
20. Electric Vehicle Charging Points
21. Cycle Storage
22. Details of zero/low carbon technologies

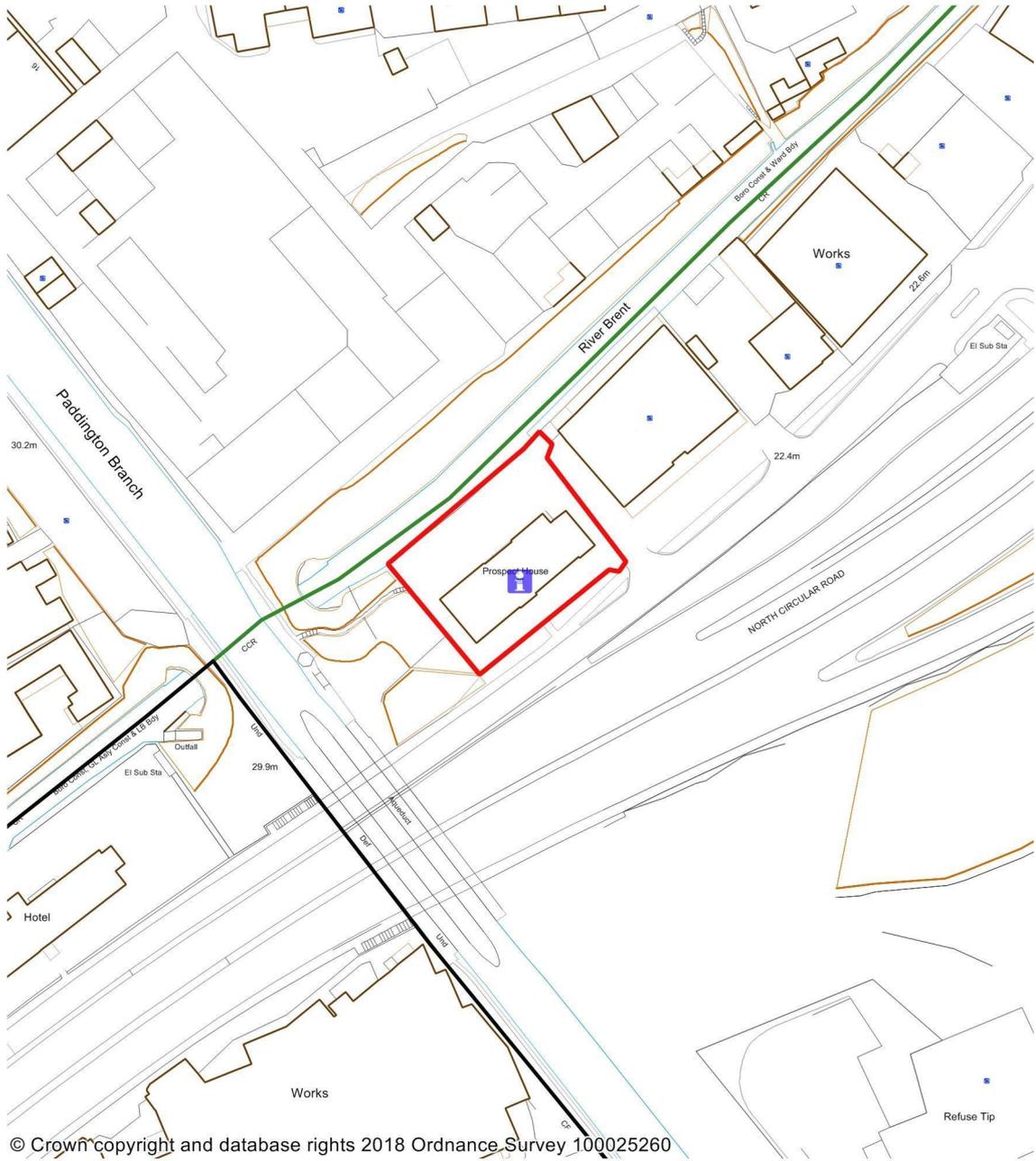
D. Informatives as detailed at the end of this of this report.

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

F. That, if the legal agreement has not been completed by the statutory determination date for this application (including determination dates set through agreement), the Head of Planning is delegated authority to refuse planning permission.

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: Flats 1-17 INC and 18 Prospect House, North Circular Road, Stonebridge, London, NW10 7GH</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

PROPOSAL IN DETAIL

Erection of four additional floors over existing mixed used building comprising 28 self-contained flats (8 x 1bed, 16 x 2bed and 4 x 3bed) to include internal children's play area at ground floor level, cycle parking, roof terrace with associated screening, timber ramp access, landscaping and alterations to the external facade of the building.

The building will increase in height from 12.6m to 23.43m to the top of a flat roof or 25.76m to the top of the glazed screening for the rooftop amenity space.

EXISTING

The site comprises of a three storey former office building bounded by the North Circular on its southern boundary, the River Brent on its northern boundary, and an area of woodland (SINC) on its western boundary, with the Grand Union Canal beyond, in an aqueduct which goes over the North Circular. To the west is the Shurgard Self-Storage building, which rises to approximately 4-storeys in height.

The first and second floors have been converted to residential accommodation via a prior approval application (**ref: 15/0752**), with the office uses retained on the ground floor. The residential units are let to homeless families on a 5-year lease arrangement managed by Shepherd's Bush Housing Association

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

Representations received: A total of 23 neighbours were consulted on the application. No objections were received in relation to the planning application.

Principle: The proposal is for new residential dwellings within a designated Strategic Industrial Location. However, with those floors having been converted to residential accommodation by virtue of a prior approval application. As such, the inclusion of additional homes above the existing homes is considered to be acceptable.

Affordable housing: The development does not achieve the target of 50% with regards to the provision of affordable housing, but has been subject to a Financial Viability Assessment which demonstrates that the maximum reasonable proportion of Affordable Housing will be provided. The scheme will provide 7 affordable rent units (accounting for 25% affordable housing, and is subject to a post implementation review to capture any potential uplift in viability.

Family Housing: Adopted policy seeks 25% of new homes within the borough to be family sized accommodation (3+ bedrooms). With 14% of the overall provision, the development falls below this level. However, officers consider that an appropriate balance has been achieved between the amount of family housing and the level of Affordable Housing and is considered to be acceptable.

Transportation considerations: Sufficient parking would be available on site and within the site and along the site frontage, and the impact associated with traffic generation is predicted to be minimal. Furthermore, there is sufficient cycle parking and refuse facilities for the development.

Design: The design, layout and appearance of the building is considered to be acceptable and appropriate for the area.

Impact on amenity: The proposal will not have a materially detrimental impact on any nearby residential units.

RELEVANT SITE HISTORY

In November 2014, a prior approval application (**ref: 14/3764**) was **refused** for the change of use from office

(use class B1) to residential (use class C3) creating 27 flats (12 x 2 bed, 7 x 1 bed and 8 studios) due to concerns that due to the site being within Flood Zones 3(a) and 3(b), the development had failed to demonstrate the safety of occupants or a safe means of access/egress in the event of flooding.

In April 2015, a prior approval application (**ref: 15/0752**) was **granted** for the change of use from offices (Use Class B1) to residential (Use Class C3) involving 17 flats (7 x 2 bed, 4 x 1 bed and 6 x studios) as the applicant had overcome the objections raised with the previous application in relation to flooding.

CONSULTATIONS

External

Letters were sent to the occupiers of 23 neighbouring and nearby properties in addition to site and press publicity. No comments have been received.

Statutory / Internal Consultees

Environment Agency

The EA advise that there are no objections.

Environmental Health

It has been advised that there are no objections

POLICY CONSIDERATIONS

The London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 4.1	Developing London's economy
Policy 4.2	Offices
Policy 4.3	Mixed use development and offices
Policy 4.4	Managing industrial land and premises
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.18	Construction, excavation and demolition waste
Policy 5.19	Hazardous waste
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling

Policy 6.12	Road network capacity
Policy 7.1	Lifetime neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.7	Location and design of tall and large buildings
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

Core Strategy

CP1	Spatial Development Strategy
CP2	Population and Housing Growth
CP6	Design & Density in Place Shaping
CP19	Brent Strategic Climate Change Mitigation and Adaptation Measures
CP20	Strategic Industrial Locations and Locally Significant Industrial Sites
CP21	A Balanced Housing Stock

Development Management Document

DMP 1	Development Management General Policy
DMP9a	Managing Flood Risk
DMP9b	On Site Water Management and Surface Water Attenuation
DMP12	Parking
DMP13	Movement of Goods and Materials
DMP14	Employment Sites
DMP15	Affordable Housing
DMP18	Dwelling Size and Outbuildings
DMP19	Residential Amenity Space

Other Relevant Policy Considerations

National Planning Policy Framework (NPPF)
 Planning Practice Guidance (PPG)
 Technical housing standards – nationally described space standards (2015)
 London Plan (2016)
 draft London Plan (2017)
 Mayor of London - A City for all Londoners
 LB Brent S106 Planning Obligations SPD (2013)
 LB Brent Design Guide for New Development (SPG17) (2001)
 draft LB Brent Design Guide for New Development (SPD1)
 LB Brent Waste Planning Guide SPG
 Community Infrastructure Levy Regulations 2010
 London Cycling Design Standards

DETAILED CONSIDERATIONS

Principle of development:

1. The site is on land designated as SIL, where the introduction of non-employment uses would not normally be supported, as set out in CP20 of the Core Strategy. In addition, DMP14 of the Development Management Policies has the stated aim of limiting the loss of employment land to 11.5ha in the period to 2029, as recommended by the 2015 Employment Land Demand Study (“ELDS”). However, it is considered that an “in-principle” objection in this instance, cannot be sustained because the two upper floors have already been converted to residential accommodation (x7 2-bed, x4 1-bed, x6 studio) by virtue of a prior approval application (**ref: 15/0752**), with the office uses retained on the ground floor. As such the upper floors are already not in employment use.
2. Notwithstanding the above, it is important that all other relevant planning considerations which seek to

ensure that appropriate regard is given to design, the character of the area, neighbour amenity, traffic generation, highway safety, and sustainable design and construction are properly addressed. These are discussed below

Design/Scale/Character/Appearance/Proximity to Boundaries

3. The footprint of the existing building covers an area of approximately 733sqm and the proposed building will increase this to approximately 768sqm (not including the attached cycle store at the rear) primarily through the enclosing of the external staircase at the north-eastern end of the building and also through the provision of a lift shaft and entrance lobby at the rear of the building. Distances to boundaries remains unchanged.
4. The additional floors will increase the height of the building from 12.6m to 23.43m in height to the top of a flat roof or 25.76m to the top of the glazed screening for the rooftop amenity space. Whilst the building will almost double in height, when viewed within the context of the existing streetscene, the additional height is considered acceptable because immediately to the east is the Shurgard self-storage building (22.5m in height), to the west beyond the viaduct is the 8-storey Travelodge Hotel, and beyond the River Brent to the rear, there is a resolution to grant planning permission on the former Northfield Industrial Estate (ref:18/0321), where the masterplan indicates a building of up to 14-storeys near to the application site.
5. In terms of appearance, the existing building is a mixture of brick and render and it is proposed that the entire façade will be re-clad in Marley Equitone Cladding with contrasting timber inserts on the front elevation to match the introduction of timber cladding on the access ramps on either side of the entrance. Whilst there is no objection to the principle of re-cladding, timber cladding often does not weather well. However, an alternative material would serve the same purpose in design terms. Further details could reasonably be secured by condition to ensure a satisfactory appearance.
6. The appearance of developments can be insensitively altered following occupation, through the introduction of numerous satellite dishes or TV aerials. It is considered appropriate to impose a condition to secure details of a communal television system/satellite dish to minimise the proliferation of aerials/dishes.

Quality of Accommodation

Internal Space Standards

7. To improve the quality of new housing, new development must meet with or exceed the minimum internal space standards contained within the London Plan (Policy 3.5 Quality and design of housing developments), the Mayor's Housing SPG (because the Mayor considers the size of new housing to be a key strategic issue) and the nationally described space standards ("Technical Standards").
8. All of the 1 and 2-bed units exceed the relevant applicable Technical Standard in terms of their respective GIA and the size of single and double bedrooms. The 3b5p units should be providing a GIA of 86sqm, however they will each be 83.59sqm. Whilst it is disappointing that these are not meeting with the Technical Standards, it is considered that in this instance, having regard to the Relatively small level of shortfall together with the fact that each of these units is provided with a balcony which significantly exceeds the minimum requirement (30sqm for each balcony) and each of the bedrooms exceed the minimum space standards set out within the London Plan, on balance, to resist the application on this element would be unreasonable.
9. In order to ensure an acceptable level of light and outlook for occupiers, the number of single aspect units should be minimised, In particular, north facing single-aspect units are discouraged, although it is recognised that these may not always be unavoidable, due to the layout of the site. In this instance, the proposal involves a roof top extension to an existing building, accessed via one core. The orientation of the units are established by the orientation of the existing building, which is is a north western/south eastern direction. Of the twenty eight units proposed, twenty are single aspect units and eight are northwest-facing. The size of the fenestration on the rear is greater than on the front, thus still providing those occupiers with sufficient levels of light.

10. Design guidance (draft SPD1) and the Mayor's Housing SPG also seeks to minimise the number of units per core, advising that this should not normally exceed eight. The proposed building has seven units per floor, with each floor served by a centrally located on the rear elevation, with additional stairs and lift located at the north-eastern end of the building.

Amenity Space Provision

11. New developments should be providing private amenity space to all dwellings (20sqm per Flat), or where this is not achievable, in the form of communal space. Each of the proposed rear (north) facing units will be provided with balconies which will either be 20sqm (2b3p units) or 30sqm (3b5p units). In addition the existing north facing units will also be provided with balconies ranging in size from 6.8sqm to 14.3sqm. None of the south facing units will be provided with balconies which in this instance, is considered appropriate on design terms given that the existing flats do not have balconies. To compensate for this however, 222.3sqm of rooftop amenity space will be provided, which will be accessible by all residents within the building. The scheme is proposing an indoor play area for children at ground floor level, which would offer approximately 45sqm of space. A play area is welcomed, and would enable year-round usability.
12. Although the overall provision of communal amenity space amounts to only 6sqm per Flat (17sqm per Flat without access to a balcony), each of the flats with balconies have generous size balconies that in themselves meet external amenity space standards (minimum 20sqm each) and it should also be noted that the development site is in close proximity (550m) to the Heather Drive Open Space and to the publicly accessible amenity spaces which will be provided on the Northfield site. On balance, the provision of external amenity space for the new residential units is considered to be acceptable.

Impact on Neighbour Amenity

Distancing / Loss of Outlook / Overlooking / Loss of Privacy / Loss of Light

13. The proposed development extends the building upwards. There are no existing residential buildings within the vicinity that will be impacted by the development on these elements. It is noted that the nearest proposed building on the Northfield site would be at approximately 50m distant, and will sit at a higher ground elevation (approximately 8m). The proposed building envelope would comply with the 30-degree line guidance contained within SPG17, although it should be noted that the 30-degree angle is taken from rear facing windows and an indicative angle is taken from the ace of the building as it is uncertain at this point whether windows on that indicative building will be front or rear facing. Notwithstanding, the Northfield development should remain unaffected by the proposals for the current scheme.

Housing

Tenure / Mix / Affordable Housing

14. Core Policy 2 ("Population and Housing Growth") confirms that at least 25% of new homes will be family-sized units (3-bed or larger), and CP21 ("A Balanced Housing Stock") confirms the need to provide an appropriate range and mix of self-contained units. Core Policy 2 also confirms that the Borough will aim to achieve the London Plan's target of 50% affordable housing. DMP15 ("Affordable Housing") seeks 70% of new affordable units to be social/affordable rented and 30% intermediate housing at affordability levels meeting local needs. For the scheme, this would equate to 7 x 3-bed or larger units, and 14 Affordable homes (9 being Affordable Rent and 5 Intermediate tenure).
15. A review of the financial appraisal has confirmed that the maximum reasonable amount of affordable units which can be achieved on site is seven units (25%), taking into account the potential decanting costs for the existing 17 units (an unknown figure at this stage, and which can only be resolved once a contractor is in place, and following further discussions with Council's Housing Department and Shepherds Bush Housing Association (SBHA)), the cost of breaking the 5 year lease and the repayment of grant funding. It should be noted that the existing units, which are a result of the prior approval process, are not secured as affordable housing, as there is no requirement for this via the prior approval route. Moreover, their leases are only for five years as opposed to a 125 year lease that would be expected through the full planning route. Whilst the Council will gain some affordable units, the remaining units will be provided for homeless persons (again managed by SBHA), thereby still meeting a housing need. The level of affordable housing provision which is being secured is subject to a post implementation review, to enable the Council to potentially benefit in any uplift in values. It should be noted that the affordable units will be located on the first of the proposed additional floors (i.e. the third

floor) and will all be affordable rented, with the council retaining the nomination rights.

16. With regard to the mix, the development is not policy compliant in relation to the number of 3-bed units or greater, with only 4x 3-bed units proposed (14%) and of these, one is included in relation to the affordable offer. Although not policy compliant on this element, it is considered that given the quality of the local environment (adjacent to the North Circular Road), being accommodation above ground floor commercial units, and the remainder of the accommodation being for homeless persons/families, on balance Officers consider that a relaxation of the policy requirement in this instance is justified.

Highway Safety

17. Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (policy 6.12) and parking (Policy 6.13).

Parking

18. Policy DMP12 and Appendix 1 allows up to one car parking space per 200sqm for the existing office use on the ground floor, with the flats on the upper floors allowed one space each on the basis that public transport access is not good. The existing building is therefore permitted approximately 20 parking spaces (17 residential & 3 office) and this allowance is exceeded by the 31 existing spaces within the site.
19. The addition of 28 further flats on four additional storeys to the building will take the total number of flats to 45 (18 x 1-bed, 23 x 2-bed & 4 x 3-bed) and increase the residential parking allowance to 47 spaces. With car parking provision remaining unaltered at 31 spaces, the increased parking allowance means that parking provision would in future be within maximum allowances, which is generally welcomed.
20. Policy DMP12 however, also requires that any overspill parking generated can be safely accommodated on-street. As a proxy, it is generally assumed that residential development generates parking demand at 75% of the maximum allowance, which would equate to approximately 36 cars but will fall to 34 cars with the provision of the affordable rented units. With on-site provision for 31 vehicles (subject to some shared use between the offices in the day and residents at night and weekends), five cars might be expected to park on-street. The service road at the front has sufficient width to accommodate on-street parking along both sides, but parking on the opposite the site is prohibited at all times. The street frontage can therefore safely accommodate approximately seven cars, allowing the predicted level of overspill parking from the site to be safely accommodated along the site frontage.
21. The inclusion of three wide spaces for disabled drivers (10% of the total) meets policy requirements. The parking layout as shown on Drawing No. AW2009/0021PH Rev.A, will be secured by an appropriately worded condition.

Access / Servicing

22. With no alterations proposed to the circulation around the building, servicing requirements will continue to be met, having regard to Policy DMP13 and Appendix 2 of the Development Management Policies.
23. The indicated proposed refuse store is of a sufficient size to accommodate all of the refuse requirements for the development. This includes a requirement to provide 4560l for residual waste, 4560l for dry recycling and 1035l for food waste (approx. 11 euro bins). The bin store is within 10m carrying distance from the rear service road, so allows easy collection for refuse vehicles.

Cycle Parking

24. Applying London Plan standards 48 cycle spaces would be required for the proposed new flats and two storage areas are indicated for a total provision of 58 bicycles, thus exceeding the minimum requirement. It should be noted that the applicant is only required to make provision for the proposed development, therefore whilst full provision for existing and proposed units (x77 spaces) would be ideal, 10 additional spaces are proposed, which is welcomed. However, short-stay parking spaces should be provided for residential visitors in accordance with London Plan standards. A condition could be reasonably imposed

to secure details of the stores and stands as well as for the siting and design of the short-stay space.

Trip Generation

25. A Transport Statement has been submitted with the application, which considers likely future trip generation from the residential accommodation. Based on surveys of two other blocks of flats within Brent, the 28 proposed flats are estimated to generate 4 arrivals/33 departures in the morning peak hour (8-9am) and 12 arrivals/7 departures in the evening peak hour (5-6pm) by all modes. Of these, 1 arrival/10 departures in the am peak hour (8-9am) and 4 arrivals/2 departures in the pm peak hour (5-6pm) are estimated to be made by car, based on typical modal split data for this area collected in the 2011 Census. The anticipated level of trips is not considered significant enough to have a noticeable impact on highway conditions in the area and no further highway capacity analysis is considered necessary.

Travel Plan

26. The development falls below the threshold for which a full Travel Plan would be required. However, an Action Plan is included within a Travel Plan Statement, with the Action Plan to be implemented by the Applicant and the Building Manager. Measures outlined includes the provision of information on walking, cycling and public transport to the site through a Welcome Pack and a site noticeboard, along with details of the Liftshare scheme, plus the provision of bicycle parking and broadband facilities to facilitate homeworking. In the interest of promoting sustainable travel, the above measures are welcomed and would be secured by an appropriately worded condition.

Sustainable Design

27. Chapter five of the London Plan sets out a comprehensive range of policies to underpin London's response to climate change and mitigation. This is supported by policies within the Core Strategy (CP19) and the DMP (Chapters 6 & 7).

Flood Risk/Drainage/Water Consumption

28. London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Policies DMP9A and 9B underpin the Councils approach to these matters

29. A Flood Risk Assessment (FRA) has been provided in support of the application, as the site falls within the Flood Zone 3, and being assessed as having a 1 in 100 year or greater annual probability of fluvial flooding. The building is expected to potentially flood to a depth of 0.71m in the 1 in 100 year even and 1.03m in the 1 in 100 year climate change event, although the predicted potential depth of external flooding will be up to approximately 1.88m, thus preventing a safe route of access and egress. A number of mitigation measures are proposed at section 8.2 of the submitted report, and recommended to be implemented where practicable:

- Incorporating flood resilient wall cladding/plaster up at ground flood level.
- Incorporating hard internal floor finishes (screed, ceramic tiling, etc.) at ground floor level.
- Incorporating flood resilient and/or easily demountable internal partitioning at ground floor level.
- Citing key electrical installations on upper floors
- Any internal manholes are fitted with bolt down sealed covers to help prevent internal flooding in the event of a blockage or surcharging of the public sewer network.
- As the development is within a flood warning area, all future owners and occupiers should sign up to the Floodline Warnings Direct free service offered by the EA.

30. It should also be noted that with regard to the existing building and uses, a Flood Emergency Plan was prepared and is included as part of the development proposals. The key elements are:

- No unaided evacuation from the development in the event of a flood
- Provision of access for occupants of the building to a safe point of refuge on the upper floors

- Provision of an external escape stairway to facilitate escape from the upper floors by boat, if necessary
 - Provision of an emergency generator on the upper floors.
31. The Environment Agency initially objected to the application because they had had considered that the initial FRA was deficient because it had failed to correctly assess the impact of climate change. A revised FRA was submitted and the objection has been removed. They do advise that in their opinion, there is no safe means of access and/or egress in the event of flooding from all new buildings to an area wholly outside the floodplain (up to a 1 in100 chance + climate change flood event) but that this is solely for the LPA to consider. It should be noted that to address this, the Prior Approval scheme was subject to a the Flood Emergency Plan referred to above to address this.
32. The development does not increase the risk of flooding elsewhere and with the additional floors beginning at a point approximately 10m above ground level, there is no risk to the proposed residents. Members should note that when the prior approval application for the conversion of the existing upper floors was considered by the LPA, one of the requirements to be satisfied was matters in relation to flooding. The initial application was refused, as set out in the planning history section above, and in the subsequent application, the applicant addressed those concerns. The existing building therefore has an approved emergency flood plan, which, as recommended in the FRA should be included in the current proposal. It is recommended that should planning permission be granted, an appropriately worded condition is imposed to secure the mitigation measures as outlined in the FRA.
33. Policy 9B of the DMP requires new developments to make provision for the installation and management of measures for the efficient use of mains water and for the control and reduction of surface water run-off, and to minimise water consumption. The drainage strategy for the scheme is unclear, therefore a condition will be imposed to seek one. Measures could potentially the use of the roof terrace and the provision of water butts. However, it will be up to the developer to demonstrate what can be achieved.
34. In order to minimise any impact on water supply, major developments should be limiting consumption to a target of 105 litres or less per person, per day. Whilst details of water saving measures have not been provided, it is considered that a condition can be reasonably imposed to seek the details of such measures.

Energy

35. Being a major scheme, the development is expected to achieve zero carbon emissions in accordance with Policy 5.2 of the London Plan, with any shortfall to be off-set through a financial contribution to the Council's Carbon Offsetting Fund. The development will achieve a 35.4% improvement over Part L1A of the 2013 Building Regulations, with an off-set payment of £41,500 for the estimated residual 23.06 tonnes of CO₂ emissions. This sum will be secured via a legal agreement.
36. In terms of renewable/low carbon technologies, various technologies have been discounted due to not being feasible. Photovoltaic panels are considered to be the most suitable for the development, and should produce savings of 12.7 tonnes of CO₂ per year through the provision of 96 panels (approximately 200sqm) on the roofspace. Details for the PV panels will be secured by condition.

Air Quality

37. Policy 7.14 of the London Plan requires boroughs to seek reductions in level of air pollutants, with developments being 'air quality neutral'. The site falls within an Air Quality Management Area and as such, an Air Quality Assessment has been submitted in support of the application. Given its location, there is the greater potential to expose future occupants to elevated pollution levels and cause air quality impacts as a result of gas boiler and road traffic exhaust emissions. Predicted NO₂ and PM₁₀ concentrations were classed as APEC-A (below 5% of the annual mean Air Quality Objective ("AQO")) at all proposed residential unit locations in accordance with the London Councils Air Quality and Planning Guidance. Additionally, exceedences of the short-term AQO were not predicted at any location of relevant exposure.
38. During the operational phase of the development there is the potential for air quality impacts as a result of gas boiler and traffic exhaust emissions, and these were assessed using dispersion modelling. The results indicated effects on NO₂ concentrations as a result of operational phase emissions were predicted to be negligible at 13 receptors and slight at 4 receptors. Effects on PM₁₀ concentrations were

predicted to be negligible at all receptors. The overall significance of effects was predicted to be not significant, in accordance with the Institute of Air Quality Management (“IAQM”) guidance.

Air Quality Neutral Assessment

39. In terms of the air quality neutral requirements of the London Plan, results indicate an acceptable level of building emissions from the scheme, therefore the proposed development is considered to be air quality neutral from a building perspective.
40. Transport emissions in terms of NO_x and PM₁₀ exceeded the relevant benchmarks, however, a number of factors have been considered which should result in lower emissions, and which are accepted by Environmental Health. These include:
- The submission of a Travel Plan, which will encourage sustainable modes of transport
 - Secure cycle storage
 - The calculated building emissions are below benchmark levels
 - The operational aspects of the development are not considered significant.
41. Similar projects have indicated that Travel Plans usually provide a reduction in vehicle trips of approximately 10%. This would reduce annual NO_x emissions to 177kg and annual PM₁₀ emissions to 30kg. Having regard to all of the above, it is considered that there should not be any undue adverse impact on existing and proposed residents, should planning permission be granted.
42. During the construction phase of the development, there is the potential for emissions from machinery to have a negative impact on air quality and the health of workers on site and neighbouring sites. The details of plant and machinery should therefore be secured by condition to ensure that any emission are within adopted guidelines

Noise

43. Due to the proximity of the North Circular Road, background noise will be dominated by road traffic. In order to achieve the recommended internal noise levels for residential spaces (BS8233:2014 “*Sound insulation and noise reduction for buildings*”), minimum performance levels, as specified in Tables 6.1 and 6.2 of the submitted Noise Impact Assessment, should be met. The report concludes that no further mitigation measures should be required in order to protect the proposed residential (and commercial) elements from external noise intrusion.

Biodiversity and ecology

44. Policy 7.19 of the London Plan (“Biodiversity and access to nature”) requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 18 of the Core Strategy confirms the Borough’s commitment to promote and enhance biodiversity
45. Other than two narrow strips of soft landscaping at the front of the site, the existing site is dominated by hard standing. The proposed development seeks to improve on this through the provision of some trees within the rear car park as detailed on Drawing No. AW2009/0021PH Rev.A. The details of the trees are indicated on the aforementioned drawing, and a condition will be imposed to secure their planting. A further condition will be required to secure the proposed green wall.

Density

46. The assessment of any development must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities. Policy 3.4 of the London Plan encourages the development of land to optimise housing potential but recognises this must be appropriate for the location taking into account local context, character, design and public transport capacity.
47. The site (approximately 0.2394ha) is located within an area with a public transport accessibility level (“PTAL”) of 3/2, suggesting that an appropriate level of density for this urban location is in the range of 200-450hr/ha or 70-170u/ha. Although the application is for 28 flats (80 habitable rooms), the existing 17

flats (35 habitable rooms) must also be included in any density assessment.

48. With a total of 115 habitable rooms proposed within 45 units, this would equate to a proposed density level of 480hr/ha or 187.97u/ha. It is only marginally in excess of the suggested range and adopted policy acknowledges that a numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the proposed development. Consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties, the level and quality of amenity space to support the development, and any highways matters. These have been considered above and are acceptable.

Conclusions

49. Having regard to all of the above, it is considered that planning permission should be granted for the following reasons:
50. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3, 3.4 & 3.14 of The London Plan, Core Policies 1, 2, 6, 18 & 21 of the Core Strategy, Policies DMP1 & 15 of the Development Management Policies, and with guidance contained within the National Planning Policy Framework.
51. The proposed development, due to its design, size, scale and siting, does not unduly detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policies 5, 6 & 17, DMP Policies 1 & 19 of the Development Management Policies, and with guidance contained within the National Planning Policy Framework, and with guidance contained within the National Planning Policy Framework.
52. The proposed development, due to its siting does not unduly impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 17, DMP Policy 1 of the Development Management Policies, and with guidance contained within the National Planning Policy Framework.
53. Having regard to conditions attached to this permission, the proposal makes appropriate provision for servicing, access, parking, including cycle parking and visibility splays, and in this respect complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMP Policies 11 & 12 of the Development Management Policies, and with guidance contained within the National Planning Policy Framework.
54. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10, 5.12, 5.13 & 5.15 of the London Plan, Core Policies 20, 32 and 36, DMP Policies 8, 9a & 9b of the Development Management Policies, and with guidance contained within the National Planning Policy Framework.

CIL DETAILS

This application is liable to pay **£797,792.57*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 2428 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	2428		2428	£200.00	£35.15	£678,539.29	£119,253.28

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	313	
Total chargeable amount	£678,539.29	£119,253.28

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

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

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



Application No: 17/0637

To: Mr Carroll
Planning Co-operative
30 Altenburg Avenue
West Ealing
W13 9RN

I refer to your application dated **13/02/2017** proposing the following:

Erection of four additional floors over existing mixed used building comprising 28 self-contained flats (8 x 1bed, 16 x 2bed and 4 x 3bed) to include internal childrens play area at ground floor level, cycle parking, roof terrace with associated screening, timber ramp access, landscaping and alterations to the external facade of the building

and accompanied by plans or documents listed here:
see Condition 2

at **Flats 1-17 INC and 18 Prospect House, North Circular Road, Stonebridge, London, NW10 7GH**

The Council of the London Borough of Brent, the Local Planning Authority, hereby **GRANT** permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date: 01/10/2018

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2018
 London Plan 2016
 Brent's Core Strategy 2010
 Brent Development Management Policies 2016
 SPG17 "Design Guide for New Development" 2001

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

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

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

064/EX/011	Site Plan
064/EX/010	Location Plan
AW2009/001PH	Existing Landscaping Plan
AW2000/001PH	Existing Elevations
AW2009/001PH	Existing Ground Floor Plan
AW2009/0021PH REV.A	Proposed Landscaping Plan
AW2009/008PH	Proposed North East Elevation
AW2009/010PH	Proposed South West Elevation
AW2009/011PH	First and Second Floor Plans
AW2009/012/PH	Third and Fourth Floor Plans
AW2009/013/PH	Fifth and Sixth Floor Plans
AW2009/014PH	Proposed Roof Terrace
AW2009/027PH	Existing Roof Plan
AW2009/08PH	Front Elevation
AW2009/09PH	Rear Elevation

Planning, Design & Access Statement
 Flood Risk Assessment Rev.A (January 2018)
 Noise Impact Assessment Report
 Energy & Sustainability Statement
 Transport Statement
 Travel Plan Statement
 Air Quality Assessment

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

- 3 Not less than 10% of residential units shall be constructed to wheelchair accessible requirements (Building Regulations M4(3)) and the remaining 90% built to Requirement M4(2) of the Building Regulations and shall be maintained as such thereafter. Prior to occupation evidence of compliance with Requirement M4(2) across the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the needs of all users are met and optional national technical standard will ensure that the development allows for the future adaptability of the home to meet with the needs of future residents over their lifetime in accordance with Policy CP21 of the Core Strategy, DMP1 of the Development Management Document and Policy 3.8 of the London Plan.

- 4 The parking spaces (inclusive of blue badge spaces), as indicated on Drawing No. AW2009/0021PH Rev.A shall be provided in full prior to first occupation of the development and shall be permanently retained, kept free from obstruction and used solely in connection with the development hereby approved.

Reason: To ensure the satisfactory provision and retention of parking for the development is in accordance with adopted standards.

- 5 All measures outlined within Table 8.1 ("Action Plan") of the Travel Plan Statement shall be fully implemented from first occupation of the development hereby approved, for the life of the development.

Reason: In the interest of promoting sustainable modes of transport

- 6 The mitigation measures and recommendations outlined in the submitted Flood Risk Assessment (January 2018) shall be implemented in full, unless otherwise approved in writing by the Local Planning Authority.

Reason: To minimise the risk of flooding on the development and occupiers

- 7 Notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order), the residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, without the express planning permission having first been granted in writing by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space within the site to accommodate additional bin or cycle storage.

- 8 Unless required by any other condition attached, the development shall be undertaken in accordance with the recommendations and mitigation measures set out within the Air Quality Assessment Report (Turner Jomas & Associates, February 2018), unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect local air quality.

- 9 No works shall commence on the site until the details of all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/EC for both NO_x and PM. No works shall be carried out on site until all Non-road mobile machinery (NRMM) and plant to be used on the site of net power 37kW and 560kW has been registered at <http://nrmm.london>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM Low Emission Zone.

Pre commencement reason: These details are required pre-commencement impacts of construction commence when the development commences and as such, the need to mitigate those impacts accordingly arises at this time.

- 10 Prior to development commencing, details to be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

- a) a photographic condition survey of the roads, footways and verges leading to the site;
- b) wheel cleaning methodology and facilities (inclusive of how waste water will be collected /managed on site);
- c) the estimated number and type of vehicles per day/week;
- d) details of any vehicle holding area;
- e) details of any vehicle call up procedure;
- f) Coordination with other development projects in the vicinity (Transputec House);
- g) Hours of deliveries / collections, to avoid conflict with school drop-off/pick-up times (Lyon Park Infant and Junior Schools);
- h) Hours of work;
- i) A Construction Management Plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

The development shall be carried out in accordance with the approved detail.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability, to ensure the implementation of the development does not lead to damage to the existing highway, and to minimise disruption to neighbouring properties and the environment.

Pre commencement reason: These details are required pre-commencement impacts of construction commence when the development commences and as such, the need to mitigate those impacts accordingly arises at this time.

- 11 Prior to any development commencing, inclusive of site clearance, details of a Construction Waste Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Construction Waste Management Plan shall include as a minimum:

- (a) Target benchmarks for resource efficiency set in accordance with best practice;
- (b) Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste;
- (c) Procedures for minimising hazardous waste;
- (d) Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works);
- (e) Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups; and
- (f) No less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19 of the London Plan.

Pre commencement reason: These details are required pre-commencement impacts of construction commence when the development commences and as such, the need to mitigate those impacts accordingly arises at this time.

- 12 Prior to any superstructure works commencing, details of materials for all external work, including sample panels which shall be made available for viewing on site or within another location as agreed, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

- 13 No above ground works, other than site clearance, shall take place until full details of soft landscape proposals have been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include details of:

1. Planting, including a planting plan detailing plant species, size, location and number/density;
2. Walls / fences / means of enclosure;
3. Any levels or contouring within the site;
4. Sub-surface treatments;
5. Hard landscaping, including materials and any proposed furniture;
6. Drainage;

All hard and soft landscaping in shall be completed / planted during prior to first occupation of the development hereby approved.

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 that the ecological value of the site is enhanced post development in line with the Biodiversity Action Plan, and in accordance with DMP8 of the Development Management Policies, CP18 of the Core Strategy, and Policies 5.10, 5.11 and 7.19 the London Plan.

- 14 Prior to the commencement of above ground works, excluding demolition, for the provision of a communal television system/satellite dish have been submitted to and approved in writing by the Local Planning Authority. The development shall only be undertaken in accordance with the approved detail.

Reason: In order to mitigate the possibility of numerous satellite dishes being installed on the development hereby approved in the interests of the visual appearance of the development, in particular, and the locality in general.

- 15 Within three months of the commencement of above ground works, details of any external lighting to be provided, inclusive of the design, height, siting, and lux levels shall be submitted to the Local Planning Authority for approval in writing. The submitted details shall also include how the external lighting scheme has been designed to minimise light spillage and its impact on wildlife particularly along the northern boundary of the site. The external lighting shall be provided prior to first occupation and maintained at all times thereafter.

Reason: In the interests of visual amenity, safety, residential amenity and to ensure that light sensitive receptors are not unduly affected.

- 16 Details of the "living walls" shall be submitted to the Local Planning Authority for approval in writing. The submitted details shall include:
- (a) Type of native wildlife friendly plantings (with a minimum of three species);
 - (b) Density of plantings;
 - (c) Written specifications (including cultivation and other operations associated with plant establishment);
 - (d) Maintenance plan

Plantings shall be provided within the first planting season following practical completion of the development. Any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an alternative approved in writing by the Local Planning Authority.

Reason: To enhance the ecological value of the site and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with DMP8 of the Development Management Policies, CP18 of the Core Strategy, and Policies 5.10, 5.11 and 7.19 the London Plan.

- 17 A Within three months of development commencing, details of the proposed SuDS measures as outlined at paragraph 6.5 of the Flood Risk Statement & Drainage Strategy (March 2017)

shall be submitted to the Local Planning Authority for approval in writing. The submitted detail shall include:

1. Location, design, substrate (extensive substrate base with a minimum depth 80-150mm), vegetation mix and density, and a cross-section of the proposed green roof
2. Location, size, storage volumes, cross-sections, long-sections (where appropriate) and specifications of all the source control SuDS measures including rain gardens, raised planters, green roofs, water butts, geocellular storage, and permeable paving;
3. Final sizes, storage volumes, invert levels, cross-sections and specifications of all site control SuDS measures including ponds and underground tanks
4. Where appropriate, provide calculations to demonstrate that the SuDS provided will function for 1 in 1 year and 1 in 100 year (with the allowance of climate change) events;
5. A management plan for future maintenance for all of the drainage features

All SuDS measures shall be implemented in accordance with the approved detail.

B Prior to first occupation of the development approved, a verification report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing.

Reason: In the interest of managing surface water runoff as close to the source as possible in accordance with adopted policy.

- 18 The development shall be carried out in accordance with the noise mitigation measures recommended in section 6 of the Noise Assessment (Turner Jomas & Associates, November 2016), unless otherwise approved in writing by the Local Planning Authority.

Reason: To obtain required sound insulation and prevent noise nuisance in the interest of safeguarding amenity.

- 19 Any plant shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to installation of such plant. All plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of the neighbours

- 20 Prior to any works commencing in relation to the provision of parking / turning facilities, typical details, including siting and design of plugs, of electric vehicular charging points to be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be provided to the Local Planning Authority for approval in writing. All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently maintained and retained.

Reason: To ensure that the development complies with the sustainable development policy requirements of the London Plan

- 21 Prior to first occupation, the details of all bicycle parking spaces to be provided throughout the development approved shall be provided to the Local Planning Authority for approval in writing. The approved cycle storage shall be permanently maintained, kept free from obstruction and available for the parking of bicycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel and in accordance with adopted policy.

- 22 Details of the zero / low carbon technologies to be used in the development (rooftop photovoltaic panels) shall be provided in accordance with details to be submitted to the Local Planning Authority for approval in writing and implemented prior to first occupation of the development in accordance with the approved details and permanently maintained.

The submitted detail shall demonstrate compliance with the approved renewable energy strategy and include the design, size, siting, and a maintenance strategy / schedule inclusive of times, frequency and method.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by renewable energy are met in accordance with adopted Policy.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 3 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 4 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 5 The applicant is reminded that nesting birds are protected under the Wildlife & Countryside Act, 1981 (as amended). All buildings and areas of trees, hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development approved, should only be cleared outside of the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist must check the buildings and vegetation to be removed immediately prior to clearance and advise whether nesting birds are present.

Any person wishing to inspect the above papers should contact Sean Newton, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5166