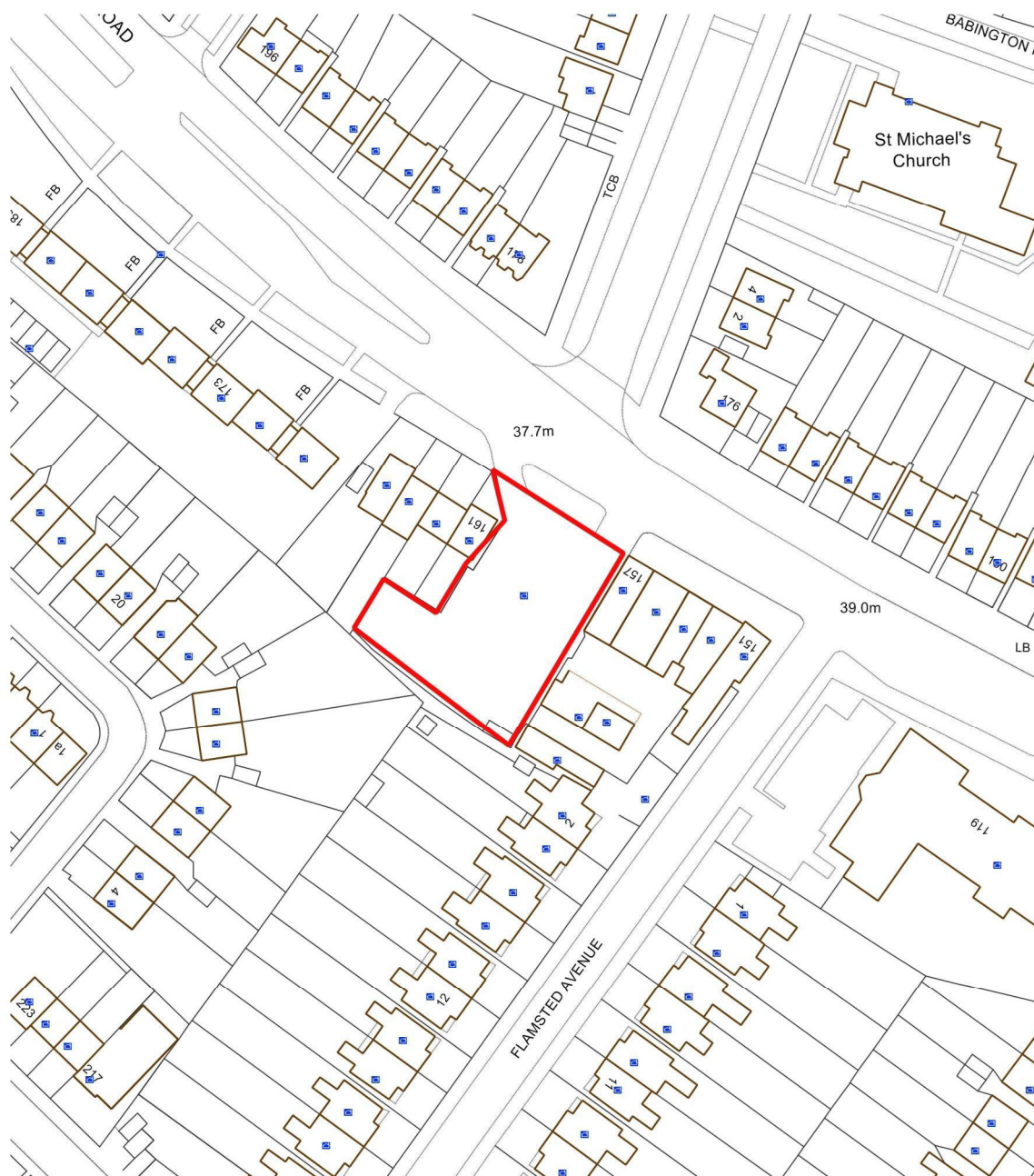


**Committee Report
Planning Committee on 15 February,
2012**

Case No.

11/2416

	Planning Committee Map
Site address: 159 Harrow Road, Wembley, HA9 6DN	
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This map is indicative only.

RECEIVED: 20 September, 2011

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: 159 Harrow Road, Wembley, HA9 6DN

PROPOSAL: Development comprising a new building ranging in height from 1 to 7 storeys comprising 18 residential units and including basement car parking, cycle parking, refuse and recycling storage and external amenity space

APPLICANT: PLCM

CONTACT:

PLAN NO'S:
See condition 2

RECOMMENDATION

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

SECTION 106 DETAILS

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

- (a) Payment of the Councils legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance
- (b) 100% Affordable Housing
- (c) A contribution of £2,400 per bedroom, due on material start and, index-linked from the date of committee for Education, Sustainable Transportation and Open Space & Sports in the local area.
- (d) Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and Code for Sustainable Homes level 4, with compensation should it not be delivered. In addition to adhering to the Demolition Protocol.
- (e) Offset 20% of the site's carbon emissions through onsite renewable generation. If proven to the Council's satisfaction that it's unfeasible, provide it off site through an in-lieu payment to the council who will provide that level of offset renewable generation.
- (f) Join and adhere to the Considerate Contractors scheme.

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

EXISTING

This application relates to an L shaped piece of land on the South West side of Harrow Road opposite the junction with St Michael's Avenue. The site is 40 metres deep and has a frontage to Harrow Road of 22 metres widening to 36 metres at the rear where the site extends behind the two storey terrace houses at 161 and 163 Harrow Road. The site is presently vacant but has a covered basement built as part of an earlier uncompleted consent. On the last site visit the basement was

completely submerged in water.

The site's Harrow Road frontage is set between a terrace of two storey hipped roof houses and a three storey parade of shops with residential accommodation above. Apart from this parade and the three storey Middlesex Manor Nursing Home located on the corner of the Flamsted Avenue/Harrow Road the remainder of this section of Harrow Road is formed of two storey housing.

To the rear of the shops and flats, with access off Flamsted Avenue are two buildings that back onto the application site. One is a low flat roofed part single/part two storey storage building which appears to be vacant. The other is a low flat roofed commercial building with residential accommodation above. This residential unit has a window in its rear elevation facing into the application site. The remainder of Flamsted Avenue is formed of two storey semi-detached houses.

To the rear of the application site are the rear gardens of properties in Nettleden Avenue.

PROPOSAL

Development comprising a new building ranging in height from 1 to 7 storeys comprising 16 residential units and including basement car parking, cycle parking, refuse and recycling storage and external amenity space.

HISTORY

Most recent planning history:

02/0445 - Demolition of existing, redevelopment and erection of 3 storey frontage building with 3 storey rear extension both with accommodation in the mansard roof to provide 2 ground floor shops and 14 residential units (6 x 2 bedroom maisonettes, 7 x 1 bedroom flats and 1 studio flat) provision of access road from Harrow Road and formation of 12 parking spaces.

Withdrawn - 22/04/2003

03/0983 - Demolition of existing single-storey building and canopy and erection of part 2-, 3-, 4-, 5- and 6-storey frontage building comprising 14 self-contained flats (3 studio flats, 7 one-bedroom flats and 4 two-bedroom flats) and provision of 14 underground car-parking spaces and amenity space to rear of site

Granted - 07/07/2003

06/1933 - Details pursuant to condition 8 (site investigation) of planning permission 03/0983, dated 7 July 2003, for demolition of existing single-storey building and canopy and erection of part 2-, 3-, 4-, 5- and 6-storey frontage building comprising 14 self-contained flats (3 studio flats, 7 one-bedroom flats and 4 two-bedroom flats) and provision of 14 underground car-parking spaces and amenity space to rear of site

Refused - 10/11/2006

07/2416 - Details pursuant to condition 2 (external finishes), condition 3 (landscaping), condition 4 (vehicular access) and condition 6 (boundary treatment of Full Planning Permission reference 03/0983 dated 7 July, 2003, for Demolition of existing single-storey building and canopy and erection of part 2-, 3-, 4-, 5- and 6-storey frontage building comprising 14 self-contained flats (3 studio flats, 7 one-bedroom flats and 4 two-bedroom flats) and provision of 14 underground car-parking spaces and amenity space to rear of site

Withdrawn - 05/10/2009

07/2493 - Retention of a car park to the lower ground-floor of the showroom

Withdrawn - 05/10/2009

POLICY CONSIDERATIONS

LDF Core Strategy 2010

- CP1** - Spatial Development Strategy
- CP2** - Population and Housing Growth
- CP17** - Protecting and Enhancing the Suburban Character of Brent
- CP18** - Protection and Enhancement of Open Space, Sports and Biodiversity
- CP19** - Brent Strategic Climate Change Mitigation and Adaptation Measures
- CP21** - A Balanced Housing Stock

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

BE9 - Architectural Quality

BE12 - Sustainable design principles

EP10 - Protection of Surface Water

TRN1 - Transport assessment

TRN3 - Environmental Impact of Traffic

TRN4 - Measures to make transport impact acceptable

TRN10 - Walkable environments

TRN11 - The London Cycle Network

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

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

Mayor of London

The London Plan 2011

Mayor of London Supplementary Planning Guidance

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

Planning Policy Guidance and Statements

PPG13- Transportation

PPS1- Delivering Sustainable Development

PPS1 - Supplement: Planning and Climate Change

PPS22 - Renewable energy

SUSTAINABILITY ASSESSMENT

The sustainability checklist currently achieves 44%, which is under the council 's 50% requirement. The applicant has however signed up to achieving 50% in the S106 agreement.

The applicant has made a commitment to achieving Code Level 4 on the Government's Code for Sustainable Homes. This will be achieved by:

- The Target Emissions Rate under the national building regulations will be reduced by 44% or a factor of .56.
- All relevant areas of the development should comply with the design guidance set out in the Energy Efficiency guidance for Level 4.
- Provision will be made to limit the effects of internal temperature rises in summer caused by excessive solar gain.
- The quality of construction and commissioning will meet the requirements set out in the Energy Efficiency guidance for Level 4
- Residents will be provided with clear and simple instructions regarding the efficient running and maintenance of the dwellings.

While this commitment is welcomed little detail has been provided as to how these criteria will be met. The requirement to achieve Code Level 4 in Brent's growth areas (which this site is) is now an adopted policy in the Council's Core Strategy. Further details will need to be provided at pre-construction stage, demonstrating how these policies have been met, including a revised TP6 checklist and an energy options assessment.

In order to meet Council policy the s106 agreement will require that no later than one month prior to a material start being made a sustainability strategy demonstrating how the measures above and others listed in the Sustainability Development Checklist (TP6 form) submitted with application are integrated into the scheme. The development shall not commence until the sustainability strategy has been approved by the Council.

A BRE sustainable assessment must also be submitted prior to commencement demonstrating that the development will be constructed to achieve a Code for Sustainable Homes level 4 rating. Prior to first occupation of the development a review by a BRE approved independent body (appointed at the developer's expense) shall be undertaken to see whether or not the measures set out in the sustainability strategy and Code Level 4 have been achieved. Failure to have

achieved any of the measures and/or a Code Level rating with require mitigating measure or compensation to be used by the Council towards the provision of sustainability measures on other site within the Borough.

CONSULTATION

Neighbours/Local Consultees

Standard three week consultation period carried out between 13 Oct 2011 and 4 Nov 2011 in which 116 properties and ward councillors were notified. Notices have also been posted outside the site and within the local press.

8 letters of objection have been received raising the following issues:

- Height of the building is not in keeping with the area of 2 and 3 storey houses and flats
- The site is not within the regeneration area and should not exceed 3 storeys
- Inadequate play areas for 20 family dwellings on a small site
- Entrance to the site at this point on Harrow Road would worsen highway safety
- Development will increase the population by at least 50 persons and diminish peace currently enjoyed by immediate neighbours
- Traffic from existing nursing home is already a problem. New development will aggravate this and leave no space for existing residents and guests parking
- Loss of privacy to properties in Flamsted Avenue
- Previous digging for houses has adversely affected Flamsted Avenue properties. How will these properties be protected?
- Loss of sunlight to neighbouring properties garden and property due to the size and height of the building.

It should be noted that the previous application for this site which was of a similar scale to the current application but of a different design attracted 40 letters of objection and a 5 signature petition objection to the proposal. This application was withdrawn earlier this year following concerns from officers about the design approach.

Consultees

Environmental Health - Previous soil investigations relating to prior planning applications have found contamination on site. The applicant has submitted a "Remedial Contamination Strategy" written by SLR. The recommendations for soil remediation within this report are satisfactory. Recommend a condition to ensure that the remediation is carried out in accordance with this specification.

Transportation - No objection.

REMARKS

Principle of development

The principle of the redevelopment of the site for a residential use has been confirmed through a previous planning application (ref: 03/0983) which granted consent for 14 self-contained residential units on the basis that the site is surrounded by predominantly residential uses. No significant policy changes have occurred since this time which would alter this position.

Background

A fuller description of the previously approved scheme is provided in order to assist with a

comparison between the existing scheme. The previous proposal involved the erection of a part 3 storey, part 4 storey, part 6 storey building which adjoined the existing parade. A modern design approach was adopted with a mixture of brick finish and render and a flat roof. The main feature of the scheme was a central curved tower which comprised the tallest section of the building and reached 6 storeys. Either side of this feature, lower elements were provided in order to provide a stepped appearance within the street scene. A smaller, narrower rear element projected into the rear garden of the site however this was set away significantly from side boundaries. Access to the site and to the basement parking area was provided between the proposed building and 161 Harrow Road. This same arrangement is proposed in the current scheme.

Density

Density: The proposed density has been calculated to be 133 units per hectare (down from 153 prior to the latest amendments) and 425 habitable rooms per hectare (down from 450). The site is situated within a predominantly urban context being within 800m of a district centre, located on a main arterial route and adjacent to a tall 3 storey commercial parade. Whilst it is noted that immediately to the south of the site, the character of the area changes to a more suburban context it is considered more appropriate to assess the scheme against the urban criteria as defined within The London Plan. This criteria suggests an appropriate density for a location with a PTAL rating of 3 as being between 45-120 units per hectare and between 200-450 habitable rooms per hectare. The scheme still exceeds the unit density and is close to the upper limit of habitable room density. Both of these recommended guidelines which seeks to locate higher densities in locations where there is good access to public transport. However it should be noted that density is only one calculation for assessing a scheme and should be considered in conjunction with layout, scale, bulk and massing. Mayoral guidance relating to density suggests that such levels can be exceeded where a good degree of livability is offered. Such factors to assess livability include proposed housing mix, design and quality of the scheme, amenity space provision, access to services, sustainable design and construction, levels of car parking and contribution to local place shaping. On the basis of this guidance, the proposed density is assessed in conjunction with these factors in order to ascertain whether the proposal is of a suitable standard to justify a higher density. These considerations will be principally discussed under the headings Massing, Scale and Design, Quality of Accommodation and Access, Parking and Servicing.

Massing, Scale and Design

The scheme proposes one L-shaped building. The main side elevation which would be visible within the street scene when approaching the site on the Harrow Road from Wembley Town Centre is broken down into three elements which step down from 7 storeys to 5 storeys to 2 storeys as the building extends back towards the rear boundary of the site. The front elevation is broken down into two stepped elements made up of the 7 storey tower and a four storey element linking it to the adjoining parade.

The design approach has been amended from the previous application and a contemporary scheme utilising large glazed elements and white render is proposed employing strong clean lines. This is considered to be an improvement on the confused and over complicated approach taken with the earlier application.

The revised design approach from the previous application is welcomed and considered an improvement. While the tallest element of the scheme is a storey higher than the previously consented scheme it is only one metre higher due to lower floor to ceiling heights in this current scheme. The revised design approach is considered acceptable and the slight additional height can be supported.

Previous concerns about the massing of the building and its relationship to the adjoining parade, the flats above it and properties in Flamstead Avenue are considered to have been addressed.

Impact on neighbouring residential amenity

Considerable efforts have been undertaken by the applicants to improve the footprint and scale of buildings proposed on the rear part of the site in order to ensure a satisfactory relationship with neighbouring gardens which abut the rear of the site and also achieving a subordinate approach relative to the main frontage development. Concerns regarding the relationship of the building to the neighbouring property at 161 Harrow Road have also been addressed. The higher element of the rear projecting wing has been set away from the side boundary of 161s rear garden by just over 9 metres. The amendment means that this element of the proposed building is now considered to comply with the 45 degree set down test set out in SPG17. A 5 storey element of the scheme does project beyond the rear building line of the neighbouring semi-detached house, this is just 4 metres from the side boundary of the neighbouring rear garden, however it projects just 2 metres beyond the rear building line of the adjoining house and is considered to have an acceptable relationship to it.

A number of first floor bedroom windows are located in the rear projecting wing of the building which face the side boundary of the adjoining rear garden of 161 Harrow Road. These windows are only 5.5 metres from this boundary. In order to protect the privacy of this garden a number of these bedroom windows will be fitted with vertical louvers that prevent overlooking.

In terms of the relationship with the adjoining parade, the proposal has been staggered in order to mitigate the impact on habitable room windows within the rear elevation of the parade. The initial portion of the building which reaches 5 storeys in height, projects 1.5m beyond the rear windows within the existing parade whilst the 6 storey element is separated from the boundary shared with this property by 4m. This element is also considerably less deep than the 4 storey element proposed in the previously consented scheme. Whilst the 1.5m projection is a deeper relationship for a 5 storey element than was agreed in the previously consented scheme, this is considered to have a reasonable relationship with habitable room windows within the existing parade as these are set away from the boundary at both first and second floor levels. Moreover, the impact of this projection is considered to be outweighed by the benefit of reducing the depth of the rear element in comparison with the previous scheme. On this basis, the proposal is considered to have an acceptable relationship with these adjoining neighbours.

The remainder of the eastern side boundary is flanked by commercial buildings with the exception of 2B Flamsted Avenue which has a main habitable room window within its rear elevation and is immediately adjacent to the eastern boundary of the site. Unit 4 has however been designed to consider this window with no primary habitable room windows being situated on upper levels within the rear elevation thereby safeguarding the privacy of the existing occupants of this property and future occupants of the proposed development.

Finally, in considering the impact of the proposal on the residential gardens to the south of the site, the rear portion of the building has been reduced and no longer breaches the 45 degree line taken from 2m above the garden level of the nearest neighbour. This test is advocated by SPG17 in order that new developments achieve a satisfactory scale in comparison with neighbouring properties.

Quality of Accommodation

Mix and Tenure: All the units are proposed as affordable housing. At the time of writing the report the exact proportion of social rented and intermediate housing had not been finalised. This will be reported in a supplementary report. The scheme is comprised of 5x3 bed; 8x2 bed & 3x1 bed flats.

Unit Size: All units now meet or exceed recommended unit sizes set out within SPG17 and the more generous areas set out in the Mayor's Housing Design Guide.

Light, Outlook & Privacy: All units are afforded adequate light and outlook onto the public realm of Harrow Road, communal amenity areas within the site or private gardens in the case of the ground floor units. Unit 01 which is on the ground floor, in close proximity with Harrow Road is dual-aspect with bedrooms being afforded outlook onto a rear garden. Whilst one of the bedrooms in this unit would be immediately adjacent to a four storey element of the building, the width of the window together with the outlook provided onto a private garden area for this unit is considered to offset any potential overshadowing impact.

All windows in close proximity with the public realm or pathways within the scheme are afforded a privacy buffer to provide a degree of separation from public areas. This is consistent with the approach taken for similar residential schemes. The scheme has, on the whole, been designed to provide 10m between primary habitable room windows and boundaries where there is a direct view into neighbouring gardens. The only exception to this are the first floor bedroom windows of three units which are 5.5m from the boundary with number 161 Harrow Road and would be afforded a view into the private amenity space belonging to this property. As stated above vertical louvers are proposed across these windows that will prevent overlooking of the neighbouring rear garden, this will restrict the outlook from these windows which while not desirable is on balance considered an acceptable compromise.

External amenity space: apart from the three one bed units, all are provided some form of private amenity space with private gardens provided for ground floor units, private balconies provided the majority of upper floor units and communal amenity space which would be used by all occupants. The remaining units have adequate levels of amenity space to meet the SPG17 requirement.

Cycle storage: Cycle storage is provided within a dedicated store within the proposed basement. This can be accessed directly from the ground floor of the building. One space is provided per unit which meets UDP standards.

Refuse storage: Refuse storage is provided on the ground floor of the building within a dedicated store. This arrangement, together with the proposed collection of waste from servicing vehicles is currently being reviewed by Streetcare . Responses will be reported within the supplementary.

Landscaping

The ground floor plan shows areas with indicative soft landscaping on the site frontage to provide a setting for the building together with soft landscaping in all private amenity areas and the communal amenity space. The indicative layout demonstrates there is sufficient potential for landscaping to positively contribute to the public realm in accordance with policy BE6 of Brent's Unitary Development Plan 2004. A detailed landscaping proposal would be secured by condition, prior to the commencement of works on site which is the standard approach in the event that a scheme could be considered favourably.

Access, Parking and Servicing

The access to the site remains consistent with the previously approved scheme. 14 parking spaces are proposed within a basement car parking including 2 disabled spaces. The parking provision and access and servicing arrangements are considered acceptable by Transportation Officers.

Environmental Issues

The previous use of the site as a petrol filling station results in a high risk of contamination with a more vulnerable use being proposed as a replacement. As a result, Environmental Health officers have assessed the Remedial Contamination Strategy submitted by the applicants. Officers are satisfied that the remediation measures proposed are adequate for the proposed use of the site.

Conclusion

The applicants have demonstrated a willingness to engage with officers to continually improve the scheme throughout the application process. Significant improvements have been made to the architectural treatment and the massing of the scheme. It is now largely compliant with SPG17 with some minor exceptions. The first floor bedroom windows are only 5.5 metres from the side boundary of the adjoining rear garden and therefore are reliant on louvers to protect the privacy of the adjoining garden. While not ideal these measure are considered an acceptable compromise given the site constraints. The amended proposal is larger than the previous consented scheme and will be a significant intervention in the streetscene. It will clearly stand out in height and appearance from the buildings around it. However this is considered to be a unique site along this stretch of Harrow Road and a development of this scale and type is unlikely to be repeated. Whilst it is understood why some may consider this an inappropriate form and scale of development it must be remembered that the site has been blighted now for some years by the stalled attempt to implement the previous permission. This amended scheme is considered to meet enough of the relevant standards set out in the Council's design guidance, achieve an acceptable quality of accommodation and an acceptable design and appearance. The benefits of achieving the redevelopment of this blighted site together with the provision of new affordable housing is considered to outweigh any misgivings regarding the scale and form of development proposed and on balance the proposal is recommended for approval.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent's Core Strategy 2010

Brent's Unitary Development Plan 2004

The following Council's Supplementary Planning Guidance:

SPG12 - Access for disabled people

SPG17 - Design Guide for New Development

SPG19 - Sustainable design, construction and pollution control

SPD - Section 106 Planning Obligations

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):

247/A-01 Rev11 - Site Location Plan

247/A-10 Rev11 - Existing Basement Plan

247/A-011 Rev11 - Existing Ground Floor

247/A-90 Rev11 - Proposed Basement Plan

247/A-100 Rev11 - Proposed Ground Floor Plan

247/A-101 Rev11 - Proposed First Floor Plan

247/A-102 Rev11 - Proposed Second Floor Plan

247/A-103 Rev11 - Proposed Third Floor Plan

247/A-104 Rev11 - Proposed Fourth Floor Plan

247/A-105 Rev11 - Proposed Fifth Floor Plan

247/A-106 Rev11 - Proposed Sixth Floor Plan
247/A-107 Rev11 - Proposed Seventh Floor Plan
247/A-200 Rev11 - Harrow Road Elevation
247/A-201 Rev11 - Side Elevation
247/A-203 Rev11 - Longitudinal Section
247/A-204 Rev11 - Cross Elevation
247/A-205 Rev11 - Cross Elevation
247/A-208 Rev11 - Longitudinal Section

Planning Submission Report - November 2011 Revision 11

(3) During demolition and construction on site:-

(a) The best practical means available in accordance with British Standard Code of Practice B.S.5228: 1984 shall be employed at all times to minimise the emission of noise from the site.

(b) The operation of site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays.

(c) Vehicular access to adjoining and opposite premises shall not be impeded.

(d) All vehicles, plant and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only.

(e) No waste or other material shall be burnt on the application site.

(f) All excavated topsoil shall be stored on the site for reuse in connection with landscaping.

(g) A barrier shall be constructed around the site, to be erected prior to demolition.

(h) A suitable and sufficient means of suppressing dust must be provided and maintained.

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

(4) The proposed communal amenity space at the rear of Block A shall be made available at all times to all tenure groups of the proposed development.

Reason: To ensure communal amenity space in the proposed development is accessible and available for use at all times by all its future occupants.

(5) Construction/refurbishment works and ancillary operations which are audible at the site boundary shall be carried only between the hours of:

Monday to Fridays 08:00 to 18:00

Saturday: 08:00 to 13:00

At no time on Sundays or Bank Holidays unless agreed in writing with the Local Authority.

Reason: To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance from plant and machinery

(6) No part of the development hereby approved shall be occupied until all parking spaces, turning areas, loading bays, access roads and footways relevant to that phase have been constructed and permanently marked out.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety within the site and along the neighbouring highway.

- (7) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (8) Further details of the bicycle-storage facility shall be submitted to and approved in writing by the Council prior to the commencement of construction on site. The approved shelter shall be available for use prior to the first occupation of any of the flats and shall not be obstructed or used for any other purpose, except with the prior written permission of the Local Planning Authority.

Reason: To ensure a bicycle-storage facility is available for use by the occupiers of this residential development.

- (9) Notwithstanding any details of landscape works referred to in the submitted application a scheme is to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any construction work on the site. Such landscape works shall be completed (a) prior to occupation of building(s) and/or (b) within 18 months of commencement of the development hereby approved.

Such details shall include:-

- (i) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling.
- (ii) Hard surfaces including details of materials and finishes. These should have a permeable construction.
- (iii) The location of, details of materials and finishes of, all proposed street furniture, storage facilities and lighting.
- (iv) The location of all proposed signage on site.
- (v) Proposed boundary treatments including walls and fencing, indicating materials and heights.
- (vi) Screen planting along the boundaries.
- (vii) All planting including location, species, size, density and number.
- (viii) Specification of any Nursery Stock trees and shrubs in accordance with BS 3936 (parts 1, 1992, and 4, 1984, Specification for forest trees); BS4043, 1989, Transplanting root-balled trees; and BS4428, 1989, Code of practice for general landscape operations (excluding hard surfaces).
- (ix) Children's play equipment.

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

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

amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (10) The development is within an Air Quality Management Area and is therefore likely to contribute to background air pollution levels. The applicant must employ measures to mitigate against the impacts of dust and fine particles generated by the demolition and construction operations. This must include:
- damping down materials during demolition and construction, particularly in dry weather conditions,
 - minimising the drop height of materials by using chutes to discharge material and damping down the skips/ spoil tips as material is discharged,
 - sheeting of lorry loads during haulage and employing particulate traps on HGVs wherever possible,
 - ensuring that any crushing and screening machinery is located well within the site boundary to minimise the impact of dust generation,
 - utilising screening on site to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area,
 - install and operate a wheel washing facility to ensure dust/debris is not carried onto the road by vehicles exiting the site,
 - the use of demolition equipment that minimises the creation of dust,
 - the loading and transfer of all materials shall be carried out so as to minimise the generation of airborne dust with all material kept damp during demolition and construction activities, clearance work and other site preparation activities, provision of adequate screening, watering down of haul routes and material likely to give rise to dust away from the site boundary.

Reason: To minimise dust arising from the operations.

- (11) a) No development (other than demolition) shall commence unless the applicants submit a Noise Report that details the background noise level of the site and provides precise details (and drawings where necessary,) of Acoustic Measures to be used to insulate the proposed residential units to a noise level approved by the Local Planning Authority (including consideration of special glazing for proposed windows and the use of acoustic trickle vents or other equivalent ventilation equipment and insulation between floors where appropriate.) This shall be submitted to and approved in writing by the Local Planning Authority prior to development commencing and thereafter the works shall only be undertaken in accordance with the approved details.
- b) Following completion of the building works a post-completion report demonstrating that "the approved" internal noise levels (in accordance with BS8233:1999 Sound insulation and noise reduction for buildings) have been achieved in 10% habitable rooms including units on the first floor, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the units
- c) Should the predicted noise levels exceed those required by this condition, a scheme of insulation works to mitigate the noise shall be submitted to and approved in writing by the Local Planning Authority and shall then be fully implemented.

Reason: The site is subject to high noise levels, where planning permission may only be granted with appropriate conditions that provide commensurate protection against noise according to PPG24

- (12) Notwithstanding the approved plans further details of adequate arrangements for the storage and disposal of refuse, food waste, paper and cardboard waste and recyclable material (including litter bins inside and outside the premises) shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to commencement of the use hereby approved. The approved detail shall be able to provide 60l of residual waste storage and 60l of dry recycling storage for each bedroom in the approved scheme and 23l of organic waste storage per unit.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

- (13) Prior to the commencement of development a detailed Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the different phases of the development shall be implemented in accordance with the approved plan.

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

- (14) In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, details of communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority before the commencement each relevant phase of the development. The approved details shall be fully implemented.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- (15) Prior to the commencement of development details of 'green' and 'brown' roofs relevant to that phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interests of sustainability and biodiversity.

- (16) Detailed drawings shall be submitted to and approved in writing by the Local Planning Authority before any work commenced on the relevant phase to indicate the finished site and ground floor levels intended at the completion of the development in relation to the existing site levels and the levels of the adjoining land and the development shall be carried out and completed in accordance with the details so approved.

Reason: To ensure that the development is satisfactorily sited and designed in relation to adjacent development and the highway, and that satisfactory gradients are achieved.

- (17) Soil remediation measures shall be carried out in accordance with the approved submitted Remedial Strategy. Prior to occupation of the development, a verification report that demonstrates the effectiveness of the remediation must be produced, and is subject to the approval in writing of the Local Planning Authority.

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

- (18) Prior to first occupation of the development the applicant shall provide a schedule indicating which dwellings will be subject to additional acoustic glazing and the acoustic ventilation or verify that all dwellings will be subject to these measures (meeting BS EN ISO 140-3 and indices derived in accordance with BS EN ISO 717-1 as a minimum).

Reason: to safeguard the amenity of future occupants of the development

- (19) Prior to commencement of development (save for demolition) a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details.

Reason; to prevent flooding by ensuring satisfactory storage and disposal of surface water from the site.

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 surface water 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 08454 850 2777. Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- (2) In relation to the soil remediation condition the applicant is advised that the quality of imported soil shall be verified through *in-situ* soil sampling and analysis, at a minimum ratio of 1 sample per every 50 cubic metres. All structures associated with fuel storage and retail shall be removed from site and this work must be validated to ensure that no residual hydrocarbons remain on site at levels above agreed concentrations.
- (3) In relation to the surface water drainage condition the Environment Agency advises the applicant that the following information will be required;
- Clearly labelled drainage layout showing pipe networks, attenuation ponds, green roofs, swales and other SUDS features. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
 - Confirmation of the critical storm duration.
 - Where on site attenuation is achieved through attenuation ponds or similar, calculations showing the volume of these are also required.
 - Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown in the plan with the agreed rate of discharge stated.
 - Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event, with an appropriate allowance for climate change in line with PPS25. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.
 - Where green roofs are provided as part of the drainage system, calculation should be submitted to demonstrate the volume of attenuation provided.

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