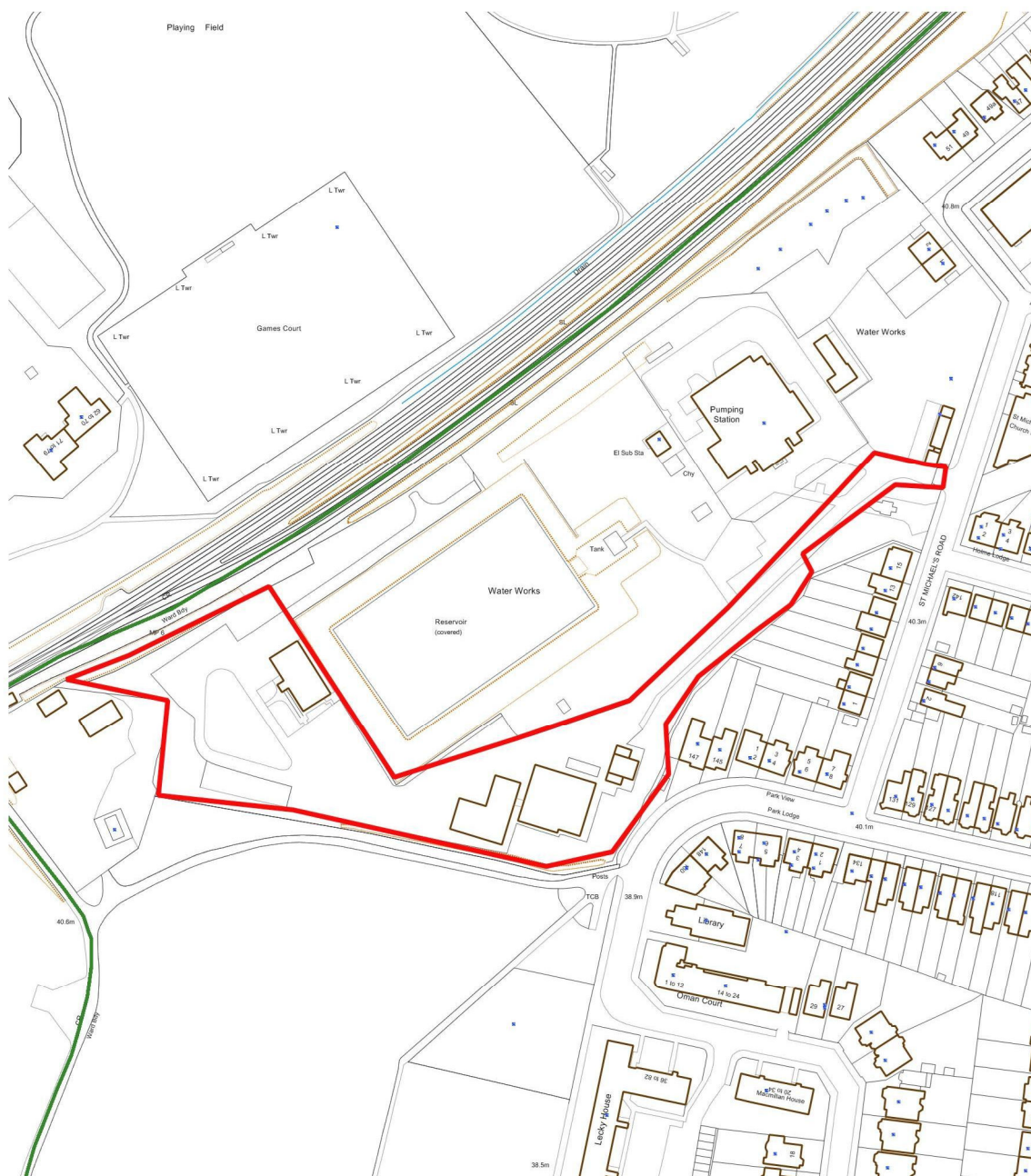




Planning Committee Map

Site address: THAMES WATER UTILITIES, St Michaels Road, London, NW2 6XD

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This map is indicative only.

RECEIVED: 6 January, 2011

WARD: Mapesbury

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: THAMES WATER UTILITIES, St Michaels Road, London, NW2 6XD

PROPOSAL: Demolition of existing industrial buildings and erection of a residential development comprising 23 houses (17 x 4-bed, 5 x 3-bed, 1 x 2-bed) and 16 flats (2 x 3-bed, 10 x 2-bed flats, 4 x 1-bed flats), with 44 parking spaces and associated landscaping and cycle storage with combined vehicular and pedestrian access via existing access from St Michael's Road and pedestrian access onto Olive Road accompanied by a Design & Access Statement and as amended by revised plans received 29/02/12.

APPLICANT: Kensal Developments Ltd

CONTACT: Studio Aitken

PLAN NO'S:
See condition 2

RECOMMENDATION

To:

- (a) Resolve to Grant Planning Permission, subject to an appropriate form of Agreement in order to secure the measures set out in the Section 106 Details section of this report, or
- (b) If within a reasonable period the applicant fails to enter into an appropriate agreement in order to meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document, to delegate authority to the Head of Area Planning, or other duly authorised person, to refuse planning permission

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) Provision of 15 units (38%) for Affordable Housing.
- (c) A contribution £329,400 (£3,000/£2,400 per market/affordable bedroom), due on material start and index-linked from the date of committee for Sustainable Transportation, Education, Open Space and Sport in the local area.
- (d) Submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and Code for Sustainable Homes Level 3 for the market sale housing and Level 4 for the affordable housing, with compensation should it not be delivered.
- (e) Sign up and adhere to the Considerate Contractors Scheme.
- (f) Adhering to the Demolition Protocol.
- (g) Provision of 20.35% CO₂ emissions reduction from on-site renewable generation.
- (h) Improvement of 43% over the Target Emission Rate of Part L of 2010 Building Regulations

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

EXISTING

The application site extends to a 1.08ha section of the Thames Water Utilities site in Cricklewood. The site is currently used by Thames Water for employment and storage purposes and it is covered with extensive areas of hardstanding and a number of single storey structures. With the exception of the boundaries the site lacks significant landscape features; however the boundaries contain significant mature plants which form an effective screen to the site, particularly from Gladstone Park and Olive Road.

The main vehicular and pedestrian access is from St Michaels Road via an existing entrance close to the junction with Ivy Road and south of the junction with Mora Road. Pedestrian access is also provided from Olive Road by the entrance to Gladstone Park, utilising rights established over land under the control of No. 147 Olive Road.

The site is irregularly shaped with the access road running north-east to south-west along the rear of back gardens of properties on St Michaels Road for approximately 120m. The majority of the application site lies within the south-western part of the site, with a 170m southern boundary with Gladstone Park. The retained reservoir intrudes from the north, creating a pinch-point roughly in the middle of the main part of the site. To the north and west the site is bound by a railway line and a Brent Council Parks Service depot; a wildlife corridor runs along the railway line and part of this site. To the south and east the site adjoins the land of No. 147 Olive Road, including a narrow ransom strip: as such the site does not abut the adopted highway of Olive Road.

The site is generally level at around 40.5m above ordnance datum (AOD) and as such it is higher than adjoining land towards its southern part—specifically Olive Road and Gladstone Park—by approximately 1-1.5m. The site does rise gradually to the north-west, increasing to 42m AOD close to the railway line.

Due to its history as operational land for Thames Water, significant sub-surface infrastructure crosses the site and thus parts of the site cannot be developed.

The character of the area is mixed. To the east the area is characterised by two-storey terraced housing dating from the turn of the 19th century with some later, interwar additions. Surrounding Gladstone Park is a mix of two-, three-, four- and five-storey residential buildings. Gladstone Park itself is a large, open park with recreational facilities including a rugby pitch, gym, children's play area and multi-use games areas. The site is low-scale industrial in appearance but the grand Pumping Station and chimney beyond are good examples of their type and are locally listed structures.

Public transport access to the site is poor (PTAL 1), with just one service (226) within 640 metres.

PROPOSAL

The proposal involves the demolition of the existing buildings and the erection of buildings to provide 39 residential units (23 dwellinghouses and 16 flats). The employment uses would cease and the functions performed here would be distributed amongst other Thames Water sites in the area.

The residential development comprises:

- (i) 23 market sale houses comprising two-bed, three-bed and four-beds.
- (ii) Seven social rented houses comprising five no. two- and three-bed houses and two no. three bed flats. Two houses and two flats would be for wheelchair users.
- (iii) Eight shared ownership flats comprising four no. one-bed and four no. two-beds

Vehicular and pedestrian access would remain as present, from St Michaels Road and for pedestrians only, Olive Road.

The market sale houses would meet Code for Sustainable Homes Level 3 and the affordable housing would meet Level 4.

All units would be 100% Lifetime Homes compliant.

Part of the site would be reduced in ground level to minimise the difference in levels with adjoining land, particularly in the eastern corner adjacent to Olive Road and Gladstone Park, where levels would be reduced to 39.35m AOD, just 0.35m above the adjoining land. This would not be the usual relationship, however, with level differences of 0.5-1m more common.

HISTORY

None relevant to this part of the site. To the north-east of the site, part of the Thames Water works was released for housing development in 2010 and planning permission was granted on 9 December 2010 for the following works:

Development to provide 25 dwellings, comprising a three-storey building fronting St Michaels Road (11 x 1-bedroom, 7 x 2-bedroom, 1 x 3-bedroom flats), a two-storey terrace to the rear (2 x 2-bedroom, 4 x 4-bedroom houses), with 15 car-parking spaces, 25 bicycle spaces, associated hard and soft landscaping and provision of a vehicular crossover on land adjacent to the pumping station and Thames Water utilities site, subject to a Deed of Agreement dated 9 December 2010 under Section 106 of the Town and Country Planning Act 1990, as amended.

POLICY CONSIDERATIONS

Local

Brent Unitary Development Plan 2004

The development plan for the purposes of s.38(6) of the Planning and Compulsory Purchase Act 2004 is the adopted Brent Unitary Development Plan 2004 and Core Strategy 2010 and the London Plan 2011. Within the 2004 UDP the following list of policies are considered to be the most pertinent to the application.

Strategic

- 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.
- 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.

Built Environment

- BE2 On townscape: local context & character states that proposals should be designed with regard to their local context, making a positive contribution to the character of the area.
- BE3 Relates to urban structure, space and movement and indicates that proposals should have regard for the existing urban grain, development patterns and density in the layout of development sites.
- BE4 States that developments shall include suitable access for people with disabilities.
- BE5 On urban clarity and safety stipulates that developments should be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.
- BE6 Discusses landscape design in the public realm and draws particular attention to the need to create designs which will reflect the way in which the area will actually be used and the character of the locality and surrounding buildings. Additionally, this policy highlights the importance of boundary treatments such as fencing and railings which complement the development and enhance the streetscene.
- BE7 Public Realm: Streetscene
- BE9 Seeks to ensure new buildings, alterations and extensions should embody a creative, high quality and appropriate design solution and should be designed to ensure that buildings are of a scale and design that respects the sunlighting, daylighting, privacy and outlook for existing and proposed residents.
- BE12 States that proposals should embody sustainable design principles commensurate with the scale and type of development.

Environmental Protection

- EP3 Noise and vibration
- EP3 Requires developments within Air Quality Management Areas to support the achievement of National Air Quality Objectives.
- EP6 Contaminated land

Housing

- H9 Requires developments capable of 15 or more dwellings to have a mix of family and non-family units.
- H11 Housing on brownfield sites
- H12 States that the layout and urban design of residential development should reinforce or create an attractive and distinctive identity appropriate to the locality, with housing facing streets, and with access and internal layout where cars are subsidiary to cyclists and pedestrians. Dedicated on-street parking should be maximised as opposed to in-curtilage parking, and an amount and quality of open landscaped area is provided appropriate to the character of the area, local availability of open space and needs of prospective residents.
- H13 Notes that the appropriate density for housing development will be determined by achieving an appropriate urban design which makes efficient use of land, particularly on previously used sites. The density should have regard to the context and nature of the proposal, the constraints and opportunities of the site and type of housing proposed.
- H14 The appropriate land density should be achieved through high quality urban design, efficient use of land, meet housing amenity needs in relation to the constraints and opportunities of the site.

Transport

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN2 Development should benefit and not harm operation of public transport and should be located where access to public transport can service the scale and intensity of the proposed use
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.

- TRN10 Walkable environments
- TRN11 London cycle network
- TRN14 New highway layouts, visibility splayed and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.
- TRN23 On parking standards for residential developments requires that residential developments should provide no more parking than the levels listed in PS14 for that type of housing.
- TRN34 The provision of servicing facilities is required in all development covered by the plan's standards in Appendix TRN2.
- TRN35 On transport access for disabled people and people with mobility difficulties states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.
- PS14 Residential car parking standards
- PS15 Parking standards for disabled people
- PS16 Cycle parking standards

Employment

- EMP9 Development of local employment sites

Open Space

- OS12 Development on SSSIs and sites of metropolitan and borough (Grade 1) nature conservation importance
- OS14 Wildlife corridors
- OS18 Children's play areas

Brent Core Strategy 2010

Adopted in July 2010, the Core Strategy has 12 strategic objectives:

- Objective 1: to promote economic performance & regeneration
- Objective 2: to meet employment needs and aid the regeneration of industry and business
- Objective 3: to enhance the vitality and viability of town centres
- Objective 4: to promote the arts and creative industries
- Objective 5: to meet social infrastructure needs
- Objective 6: to promote sports and other recreational activities
- Objective 7: to achieve housing growth and meet housing needs
- Objective 8: to reduce the need to travel and improve transport choices
- Objective 9: to protect and enhance Brent's environment
- Objective 10: to achieve sustainable development, mitigate & adapt to climate change
- Objective 11: to treat waste as a resource
- Objective 12: to promote healthy living and create a safe and secure environment

The following spatial policies are considered relevant to this application:

- CP1 Spatial development strategy
- CP2 Population and housing growth
- CP5 Placemaking
- CP6 Design and density in place shaping
- CP17 Protecting and enhancing the suburban character of Brent
- CP19 Brent strategic climate change mitigation and adaptation measures
- CP21 A balanced housing stock

Regional

London Plan 2011

The following chapters are considered relevant to this application:

- 3. Housing
- 5. London's response to climate change
- 7. London's living places and spaces

London Plan SPG

London Housing Design Guide

Providing for Children and Young People's Play and Informal Recreation – Supplementary Planning Guidance (2008)

Sustainable Design and Construction – Supplementary Planning Guidance (2006)

National

Draft National Planning Policy Framework, July 2011

The draft National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England, seeking to replace existing planning policy guidance and statements. The NPPF sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

It establishes a presumption in favour of sustainable development: local planning authorities should plan positively for new development, and approve all individual proposals wherever possible. Local planning authorities should: (1) prepare Local Plans on the basis that objectively assessed development needs should be met, and with sufficient flexibility to respond to rapid shifts in demand or other economic changes; (2) approve development proposals that accord with statutory plans without delay; and (3) grant permission where the plan is absent, silent, indeterminate or where relevant policies are out of date.

All of these policies should apply unless the adverse impacts of allowing development would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Planning Policy Statement 1 – Creating Sustainable Communities (2005)

This PPS replaces PPG1 – General Principle and Policy (Feb 1997) supports the reform programme and sets out the Government's vision for planning, and the key policies and principles, which should underpin the planning system. These are built around three themes: sustainable development – the purpose of the planning system; the spatial planning approach; and community involvement in planning.

Planning Policy Statement 3 – Housing (3rd Edition, 2010)

This document's objective will be to deliver new homes at the right time in the right place and will reflect the need for flexibility in planning between urban and rural areas, and in areas experiencing high or low demand. The aim is that the planning system is used to its maximum effect to ensure the delivery of decent homes that are well designed, make the best use of land, are energy efficient, make the most of new building technologies and help to deliver sustainable development.

Planning Policy Statement 9 - Biodiversity and Geological Diversity (2005)

PPS9 promotes sustainable development, the conservation and enhancement of wildlife and geology and rural renewal. The aim of planning decisions is to prevent harm to biodiversity and geological conservation. In the PPS, local authorities are charged with taking measures to protect habitats and species of importance for conservation, including biodiversity action plan species (as listed in Section 74(2) of the Countryside & Rights of Way Act 2000) as well as those with legal protection. The value of sites of local biodiversity interest for wildlife and local communities should also be recognised and a criterion based approach used to judge impacts of development on or near to such sites

Planning Policy Guidance 13 - Transport, 3 January 2011

PPG13 outlines the Government's aim of achieving reduced car dependency via transport and planning policies that are integrated at the national, strategic and local level. The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to: (a) promote more sustainable transport choices for both people and for moving freight; (b) promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and (c) reduce the need to travel, especially by car. The guidance places an emphasis on putting people before traffic, indicating that new development should help create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport.

Planning Policy Statement 25 – Development and Flood Risk (2010)

PPS25 seeks to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. PPS25 looks to reduce flood risk to and from new development through location, layout and design, incorporating sustainable drainage systems (SUDS).

CONSULTATION

Local consultees

Existing occupants of the site, neighbouring residents, businesses, school and ward councillors were consulted by letter on 09/01/12.

Site notices were posted on 11/01/12. A notice was posted in the local press on 16/01/12.

To date eight objections have been received from local residents and one from a Ward Councillor (for Mapesbury ward). The reasons for objecting are categorised and summarised as follows:

Principle

- No right of access over 147 Olive Road land

Visual Impact

- Out of character with the area
- Loss of green space when viewed from Olive Road
- Impact on views from Gladstone Park

Impact on neighbouring occupants

- Impact the amenity of St Michaels Road residents from the access road: light, noise, privacy
- Impact on occupants of No. 147 Olive Road
- Overlooking and loss of privacy for park users
- Noise and disturbance arising from construction works

Parking & Access

- Harm to highway and pedestrian safety arising from Olive Road entrance

- Increase in traffic on local roads, used as a rat-run
- Overspill parking on local roads
- Large vehicles accessing site during school hours

Impact on local infrastructure

- Impact on local infrastructure such as schools

Landscape and ecology

- Impact on ecology and wildlife
- Loss of trees

General

- Risk of crime for the general public and local residents
- Harm to security of retained Thames Water infrastructure

Cllr Leaman, Mapesbury Ward, objects on the following grounds:

- Excessive and a nuisance to nearby residents

These comments are addressed in the main section of the report, *Remarks*, below. Most will be addressed within the discussion of key considerations and those not covered will be addressed in the sub-section *Response to objectors*.

Internal consultees

Internal consultees (Transportation, Environmental Health, Housing, Landscape & Trees, Policy - including Sustainability, Ecology, Design, S106) were consulted on 09/01/12.

Transportation

No objections subject to a number of conditions and s.106 requirements.

Environmental Health

No objections subject to a number of conditions

Housing

No objections

Landscape & Trees - including ecology

No objections subject to conditions

Policy

No objections subject to conditions and s.106 clauses on sustainability

Urban Design

No objections

External consultees

External consultees (Environment Agency, Met Police, Network Rail, Thames Water) were consulted on 09/01/12.

Environment Agency

No objection subject to the following conditions to ensure the development is carried out in accordance with the Flood Risk Assessment (FRA) and further details to be submitted relating in particular to discharge and drainage.

Metropolitan Police

No comment

Network Rail

No comment

Thames Water

No objections

REMARKS

Introduction

The application is discussed under the following headings:

1. Principle of development
2. Mix and tenure
3. Design
4. Impact on neighbouring residents
5. Standard of accommodation
6. Parking and access
7. Sustainability
8. Other
9. Response to objections
10. Conclusion

1. Principle

Given the site's current use, consideration must be given to the policies within the Development Plan which afford protection to employment uses and which encourage the use of surplus sites for residential development.

1.1 Employment uses

The site is not in a strategic industrial location, and nor it identified as a borough employment area in the UDP. It is however considered a local employment site, and thus covered by UDP policy EMP9 which protects B class uses unless it is demonstrated that there is a lack of demand or the use causes an unacceptable environmental impact.

Since the site is used for purposes ancillary to the statutory function of Thames Water and is not an employment site in its own right, the weight given to policy EMP9 is substantially reduced. This land is becoming available as a result of a re-organisation within Thames Water and the functions which are at present carried out on the site will be moved to a number of other locations within north-west London. The site is not considered suitable for other employment uses due to its location and neighbouring land uses. As such the principle of the loss of an employment use on the site can be accepted.

1.2 Density

National, regional and local policies seek to optimise the potential of the site, with PPS3 and the London Plan encouraging the efficient use of land. Policy 3.4 of the London Plan aims to optimise the housing potential of a site taking account of local context, London Plan design principles and public transport capacity. Policy 3.4 also provides density matrix which gives a range of appropriate density ranges related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The recently adopted Core

Strategy policy CP6 seeks to ensure developments have proper regard to the London Plan and states that “a notional density figure is not the only consideration, and the quality of design, location of the site and the need to provide family housing are all important”.

For the purposes of calculating density (a) the site area includes the frontage to the midpoint of the highway (p104, Appendix 3, UDP 2004) and (b) habitable rooms include kitchens over 13sqm, bed-sitting rooms are counted as 1.5 habitable rooms and a room which is larger than 18sqm is counted as 2 habitable rooms (p.288, Glossary, UDP 2004).

The site has an area of 1.08ha and a total of 213 habitable rooms, giving a density of 197 habitable rooms per hectare. It is in a suburban location with low public transport accessibility and the appropriate density range given in the London Plan is 150-200hrh: this scheme falls within that range and is considered acceptable.

1.3 Summary

Your officers are satisfied that redevelopment of this previously developed land is appropriate and fully complies with the relevant national, regional and local policies, specifically PPS3 and strategic policy STR3 of the UDP, which seeks to maximise the use of previously developed land.

2. Mix and tenure

The applicant is Kensal Developments, a wholly owned subsidiary of Octavia Housing & Care, one of the Council's preferred Housing Association partners. The applicants have confirmed they benefit from a funding allocation for the affordable elements of the proposals from the London Homes and Communities Agency (HCA) and therefore, subject to planning, the scheme is highly deliverable.

2.1 Mix

There is a particular need for larger family homes of three bedrooms or greater in the borough and, across the whole scheme, larger family homes comprise 64% of the units, rising to 76% of habitable rooms. This comfortably complies with Core Strategy policy CP2 that states at least 25% of all new homes should be family sized accommodation of three bedrooms or more and meets the London Plan Housing Supplementary Planning Guidance that identifies a London-wide need to the year 2020 for 32% one bedroom, 38% two and three bedroom and 30% four bedroom housing.

2.2 Tenure

The application proposes a split of 62:38 market and affordable housing by unit, changing to 69:31 by bedrooms and 66:34 by habitable rooms; this is somewhat below Brent's strategic target that 50% of new homes should be affordable. In line with London Plan Affordable Housing Policy, the applicant has therefore submitted a development appraisal to demonstrate that the level of affordable housing proposed represents the maximum reasonable amount of affordable housing that can be viably delivered by the scheme.

Whilst the build cost in the development appraisal is high, your officers are satisfied that it reflects cost of the high quality scheme before you. With that in mind, the proposed level of affordable housing is considered acceptable in this case. In any case, since Octavia is a charity, if any additional surplus is generated from the scheme this would have to be re-invested back into affordable housing and the furtherance of the charitable objectives of the organisation.

The affordable housing tenure mix is broadly in line with the Local Development Framework objective that new affordable housing generally be provided at a 70:30 rented to intermediate ratio.

The larger family homes are concentrated in the social rented element of the scheme, representing 71% of social rented units, rising to 77% of social rented habitable rooms. This is welcomed due to the high levels of overcrowding in the social rented sector and the consequent pressing need for this type of accommodation in the borough, as well GLA and HCA guidance that 42% of publicly funded social rented homes be three bedrooms or greater.

2.3 Summary

The new development will provide for a mix of different unit sizes to meet a number of needs. The tenure split of the scheme provides a mix of tenures that includes private and intermediate homes and is considered to be balanced and supportive of sustainable community objectives, in line with policy 3.9 *Mixed and Balanced Communities* of the London Plan 2011.

The Council's Housing department supports the proposals to redevelop this part of the Thames Water site for residential use. These proposals will help to deliver new, quality affordable homes to help meet the needs of residents in the borough and, with an identified funding allocation, are deliverable in an otherwise difficult climate.

3. Design

Good design is a vital aspect of successful development and this has been reiterated by recent policy document including the Draft National Planning Policy Framework 2011 (see paras 114-123), the London Plan 2011 (specifically policies 3.5 *Quality & Design of Housing Developments*, 7.4 *Local Character*, 7.5 *Public Realm* and 7.6 *Architecture*) and Brent's Core Strategy 2010 (policy CP5), in addition to the existing policies requiring good design in Brent's Unitary Development Plan 2004 (saved policies) and Supplementary Planning Guidance No. 17 "Design Guide for New Development".

3.1 Form, massing and layout

The development occupies a site which currently has only low-level structures and hardstanding. It has a hawthorn hedge running along its boundary with Gladstone Park, a relic of former field boundaries, and has a number of small trees near its boundary with Olive Road. The most significant local landmark is the chimney--and accompanying pumping station--of the retained Thames Water works, to the north-east of the site.

The character of the area is mixed, with no prevailing style or pattern that demands adherence: to the east the area is characterised by two-storey terraced housing dating from the turn of the 19th century with some later, interwar additions. Surrounding Gladstone Park is a mix of two-, three-, four- and five-storey residential buildings from throughout the 20th century. Your officers are satisfied that a combination of two- and three-storey terraced and detached houses and blocks of flats are an acceptable form of development which would not be harmful to the character of the area.

The layout of the units is a result of the constraints of the site: the awkward shape and the presence of sub-surface infrastructure has limited the options available to the applicants and one compromise which is particularly obvious is the fact a number of the houses back onto the site boundaries, particularly in the south-eastern corner. This type of development is not usually successful as the rears of houses typically lack the grandeur of the frontages and over time the boundary treatments will change and lose coherence.

The applicant has overcome this by the attention paid to the design of the rear of the properties, with large aluminium-framed windows at first floor, the picture windows at second floor and the same brick as used on the frontage.

Medium- and long-distance views to the site will focus on the south-western and south-eastern facades, although the south-eastern corner of the site is the most important due to its prominence and its relationship with Gladstone Park and Olive Road. The north-western part of the site would be lost somewhat on the skyline due to the distance from the boundary and the retained hedge with Gladstone Park. Views from Gladstone Park to the chimney and pumping station will be retained with a 35m gap between the north-west and south-east parts of the site.

3.2 Architecture and materials

The three-storey terrace houses have a simple form and employ an understated language with a limited palette of materials utilising a London stock brick as the main finishing material. Some tile and metal cladding is proposed to enliven the upper floors and some faces of the houses.

A similarly restrained design approach is taken with the flat blocks. Although they display slightly differing usages of materials with more prominent use of tile hanging, they employ the same restrained palette.

In both the houses and the flats, their success will depend on the quality of the design being maintained throughout the preparation of the working drawings. As such details will be sought by condition to demonstrate how that quality will be locked into the scheme, such as the depth of the window reveals, the junctions between different type of materials, the glazed balustrade of the houses, the final design of the windows, doors and balconies and, of course, samples of the materials themselves.

3.3 Summary

It is a locally prominent site with extensive views from public areas and development must have regard to the local landmarks and to its relationship with Gladstone Park; with that in mind, the applicant's appear to have paid particular attention to the design and attractiveness of the proposal and your officers are satisfied that the site layout and buildings themselves display the high quality required.

4. Impact on neighbouring occupants

The Council seeks to protect the amenity of neighbouring occupants to acceptable standards whilst recognising the right of land-owners to develop their property. On new developments such as this the main impact on amenity arises from (i) overbearing impact of the size and scale of the building(s); (ii) loss of outlook, which is related to overbearing impact; (iii) loss of privacy; and (iv) loss of sunlight. The Council has published supplementary planning guidance which establishes generally acceptable standards relating to these matters, although site specific characteristics will mean these standards could be tightened or relaxed accordingly. Overbearing impact arising from the height of blocks is controlled via 30 degree and 45 degree planes from neighbouring habitable rooms and relevant boundaries; privacy is quoted as distances between directly facing habitable windows and from boundaries. Neither outlook nor light have specific values, although light is generally controlled to BRE standards.

There is only one property, No. 147 Olive Road which has the potential to be directly affected by the proposed building, due to its proximity to the built-up part of the site. The relationship of the access road with the backs of properties on St Michaels Road is considered, as is the relationship of the scheme with Gladstone Park in light of resident's objections.

4.1 Relationship with Olive Road

No. 147 is divided into three flats, with two on the ground floor and one on the first floor. Houses C8 and E are the only properties which would have a relationship with the habitable part of No. 147.

A single storey side and rear extension was allowed at appeal in 1999 (LPA ref: 99/1730). The plans show two windows on the flank of the extension, serving a bedroom and a kitchen. The bedroom window would be approximately 15m away from the nearest habitable room window of House E, at an angle of about 40 degrees from perpendicular. The normally accepted distance for privacy of flank windows to side boundaries is 5m and for rear windows to rear boundaries is 10m. This combined distance of 15m is achieved and this, combined with the angle of the relationship and the fact there are trees to be retained in front of the flat's windows, mean your officers are satisfied no material loss of privacy would occur for those occupants of the side extension flat.

The other two flats also have habitable rooms with windows on the flank. The plans for the conversion show the layout of the ground floor flat was changed to create three bedrooms, two of which have flank windows. The privacy of these rooms is limited at present as they look out onto an access shared with the flat in the side extension. The windows would be approximately 14m from the rear of House E and applying the same principles as above, this is only marginally less than the 15m normally required by SPG17. Additional planting is proposed along the boundary along with a new impermeable fence, which will further restrict views between the properties. On balance the relationship is considered acceptable in terms of privacy and outlook.

At first floor the habitable room is marked as a study; three other bedrooms are marked and as such the relationship with the new development is considered acceptable.

Your officers are satisfied that proposed development would not have a materially harmful impact on the amenity of neighbouring occupants, nor would it result in a loss of their privacy or an unacceptable impact on their sunlight or daylight.

4.2 Relationship with St Michaels Road and garden of No. 147 Olive Road

The access road will be the sole vehicular access to the site and it will be available for pedestrians as well. Pedestrians will also have access direct to Olive Road from the main part of the site. Your officers have considered the impact this access road would have on the back gardens of St Michaels Road properties and note that some objections have been received, particularly in terms of noise and disturbance.

Consideration should also be given to the effect of lighting along the access road on residents. Your officers are satisfied that a lighting scheme can be installed which would not harm neighbouring amenity and this will be secured by condition.

In terms of privacy and noise and disturbance, the combination of the distance between the access road and the back gardens (between 10m and 20m), the depths of the gardens themselves (between 25m and 80m) the fact the access road is already in frequent use and the new planting proposed along the boundary with No. 147 means your officers consider this part of the scheme is acceptable, subject to replacing the proposed rumble strips with speed humps.

4.3 Relationship with Gladstone Park

Some residents have objected to the proposed development on the grounds of the impact on users of Gladstone Park in terms of loss of privacy. Six units would be located close to the boundary and would have views over Gladstone Park. Gladstone Park is a public open space and visitors should not expect total privacy; your officers are satisfied that no park visitors amenity would be materially harmed by this development.

5. Standard of accommodation

A good standard of accommodation is a combination of several factors including basic space standards, outlook, privacy, daylight and sunlight and amenity space. A good living environment is subject to more subjective matters such as the quality of that amenity space, the design of the scheme and the relationship with car parking, cycle storage and external factors such as noise and pollution.

All accommodation in the scheme meets the standards in the London Housing Design Guide (GLA, 2010), which exceed the minimum sizes in SPG17. All units are laid out coherently with kitchen-living-dining rooms commonplace and no bedroom smaller than 8sqm, as required by the London Housing Design Guide.

Where possible all flats and houses have private amenity space as either gardens or balconies and communal amenity space is provided in accordance with SPG17 standards.

External factors such as noise disturbance from the railway line or the retained Thames Water works are not likely to be detrimental to the living standards of future occupants, as explained below in the discussion of the noise report. Air quality, also discussed below, is acceptable.

Summary

Your officers are satisfied that the scheme would provide a good standard of accommodation at a density suitable for this type of suburban location and would, as a result, offer a good living environment for future occupants.

6. Parking & Access

6.1 Parking

The scale of this proposal is such that it is unlikely to have a significant impact on the local transportation network; nevertheless a supporting Transport Statement has been provided to demonstrate that the overall transport impact will be acceptable. This has been prepared by Campbell Reith.

A total of 44 car parking spaces (incl. four disabled) and two bicycle stores are proposed around the site, with the majority of proposed houses having off-street car parking within their curtilage.

In terms of car parking, allowances for residential use are set out in standard PS14 of the adopted UDP 2004. As the site does not have good access to public transport services and is not located within a Controlled Parking Zone, the full parking allowance applies. As such, up to 60.8 spaces would be permitted for this development, so the proposed provision of 44 spaces would accord with standards considering affordable housing units are assumed to generate parking at about 50% of the maximum standard (Parking Standard PS14, UDP 2004: p138).

The provision of four disabled parking spaces close to the four wheelchair units complies with standard PS15 (10% of spaces in social housing schemes), whilst a further two spaces could be provided close to Block A.

6.2 Overspill parking on neighbouring roads

Consideration also needs to be given to the impact of any overspill parking on traffic flow and road safety: the adjoining roads do have spare on-street capacity to safely accommodate overspill parking but your officers consider it unlikely that this would be a regular choice for residents due to the distance to many of the properties: it is more likely that visitors would use on-street capacity on an irregular basis.

Local residents are concerned about overspill parking and your officers are aware that this is the third development to be considered in recent months, the others being the northern part of the Thames Water site (ref: 10/2247) and Oman Court on Oman Avenue (ref: 10/2012). These schemes noted that availability of on-street parking on St Michaels Road and Mora Road and to the front of Oman Court on Oman Avenue respectively.

The site is located within Controlled Parking Zone "GM", operational between 10am-9pm Mondays to Saturdays and the immediate area is generally lightly parked during the day. Surveys also show St. Michael's Road and Oman Avenue to be lightly parked at night, although parking in Olive Road as a whole was sufficient for the street to be classified as heavily parked in Appendix TRN3 of the adopted UDP 2004. On a previous late night visit to the area (10.30pm, 23rd November 2010), both Oman Avenue (22%) and St. Michael's Road (16%) were lightly parked.

Your officers consider the likelihood of residents frequently parking on adjoining roads is likely to be low, given the distance from resident's properties. Occasional visitors may need to park on-street but there are parking controls in the area to limit this and as such your officers are satisfied that the impact on any overspill parking will be limited and acceptable and would not result in an unacceptable increase in illegal or unsafe parking.

6.3 Impact on nearby road network

Residents have objected on the grounds of additional traffic on local roads and the use of those roads as rat-runs during the morning and evening rush hours. In terms of traffic impact, the submitted Transport Statement estimates that the development would generate 14 vehicular movements in both the morning and evening peak hours. The increase in traffic as a result of this development would amount to less than 5% of existing two-way peak hour flows along the street (which were surveyed at 294 vehicles in the am peak and 225 vehicles in the pm peak). As such, the predicted volume of traffic likely to be generated by the development is not considered significant enough to warrant any further road capacity analysis in this lightly trafficked area, particularly once the traffic generated by the site at present is removed.

6.4 Access

Vehicular access to the site is gained via a 4.8m wide (plus 1.5m footway), 120m long driveway along the eastern side of the Thames Water works, on which signage for a 10mph speed limit is provided. This road widens to 7m with 3m kerb radii and gates as it approaches the site access junction with St. Michael's Road. However, the footway terminates some 5m short of the St. Michael's Road highway boundary. A secondary pedestrian access gates with steps is located in the southeastern corner of the site onto Olive Road.

Once the development is complete, vehicular and pedestrian access will continue to be provided via the existing site access from St. Michael's Road, with traffic calming measures (build-outs with tree planting, rumble strips and a large block paved area) incorporated along the route. Improvements are also indicated to the access junction with St. Michael's Road, including an extension of the footway to meet the highway boundary (which is essential) and the provision of gates set 6m from the highway boundary.

No other vehicular access is proposed as part of this application, although residents have objected to an access from Olive Road. The original application drawings showed a road up to the site boundary in the south-eastern corner of the site, adjacent to Olive Road. The application did not extend right up to the boundary of the public highway as the adjacent property, No. 147 Olive Road, has a 'ransom strip' of land between the highway and the site. Thames Water have secured a pedestrian right of way over this land over time, which will also benefit this development, but no agreement has been reached between the owners of the freehold of No. 147 and the applicants to secure rights over the 'ransom strip' to form a vehicular access. As a result the road shown in the

south-eastern corner on the original plans would not have formed a vehicular access and would have been an unsightly part of the site and revised plans have been received which show this reverting to a pedestrian-only route with soft landscaping.

Objections have been received on the impact of construction traffic on the operation of the nearby school; a condition is proposed which secures a construction method statement to establish, amongst other things, the times of deliveries to avoid peak school hours.

6.5 Layout

The scheme proposes a shared surface throughout the area of the new development. This is acceptable in principle for 39 units. Surfacing is generally proposed in pre-cast concrete block paving, with some tarmac used to provide a contrast through the site. A minimum width of 4.8m meets the relevant standards and ensures that cars and pedestrians can pass one another safely.

The proposed improvements to the access road, including kerb build-outs with planting, rumble strips and a large block paved area near to the site entrance are suitable means of keeping speeds to an acceptably low level. Residents have objected to the proposal on the basis of noise generated by traffic along this route and the borough Transportation officer notes that speed humps are usually preferred to rumble strips in residential areas due to the noise generated by the latter: your officers propose speed humps be secured as part of the details of the road which will be required to ensure that the measures proposed and the final appearance of the road are appropriate. These details should also include larger scale drawings of the design of the measures along the road, including lighting, drainage and construction materials and any ancillary footway/carriageway resurfacing works.

6.6 Cycle provision

Standard PS16 requires at least one secure bicycle parking space per unit. Bicycle storage in the flats comprises 149 spaces in five storage rooms, which provides a suitable number of spaces that are secure and weather-protected. Each house has a private rear garden, so can store bicycles with a rear garden shed, although it is proposed to provide a hoop for bicycles to be secured to the front of the houses to reduce the need to bring the bicycle through the house.

6.7 Servicing

With regard to servicing, a turning stub has been incorporated into the design of the car parking area to the front of House L-M. Tracking diagrams have been submitted within the Transport Statement demonstrating that this is of sufficient depth to allow large refuse vehicles to turn, whilst refuse storage is shown to the front of both of the blocks of flats to allow easy collection. As such, servicing and emergency access requirements have been met for the site.

6.8 Summary

Subject to a number of conditions and s106 obligations, the proposed development complies with the relevant UDP policies.

7. Landscape, trees and ecology

Supporting information on the above is included in the Planning Statement.

7.1 Landscaping

A Landscape Concept and masterplan, prepared by Grontmijj, was submitted with the application. In general officers are satisfied with the landscape proposals, which provide a large communal space for the development and planting to the front gardens of the houses.

Officers are satisfied with the provision of landscape buffers along the boundaries of the site and the retention of most of the existing laurel hedge and the entire hawthorn hedge along the boundary with Gladstone Park. No landscape features of any significance are to be removed

Where possible land which would otherwise be dead-space with no overall care or control has been allocated to ground floor units in each of the three flat blocks; this provides benefits in respect of crime and anti-social behaviour as well as ensuring units have as much private amenity space as is practicable.

Details of the construction and planting, hard and soft landscape and maintenance of all communal areas and buffer zones will be required as a condition. It should be noted that when preparing those details for submission, the applicant and their consultants should ensure as much soft landscape as possible should be included and all opportunities for planting are taken; in particular those areas which may be neglected as being out-of-sight, such as the emergency access route, should not be omitted.

7.2 Trees

A Report on Inspection of Trees, prepared by Broad Oak Tree Consultants (October 2010), was submitted with the application. A tree survey was prepared and recommendations for removal of trees were made, which the borough Tree officer agrees with. There are no Tree Protection Orders in place on trees on the site.

A tree protection plan has been provided (see drawing W105864L04) to ensure the protection of retained trees, particularly the Oaks (T14 and T16) and the Poplar in Gladstone Park (T20) during the demolition and construction phases; however a more detailed specification within the arboricultural method statement will be secured by condition. Further details of the no-dig construction and ground protection methods will also be secured by condition.

7.3 Ecology

The site is generally hard landscaped with the exception of self-seeded scrub, trees and some deliberate hedge planting around the boundaries. The area of land adjacent to the railway track is a Grade One Nature Conservation Area and also a wildlife corridor. An ecological assessment was submitted with the application (within the Planning Statement). The ecology value of the existing site is low and the development would result in a decrease in the extent of hard standing and a net increase in soft landscape areas including as private gardens, play space and buffer areas. In consequence there would be a net increase in the extent of trees and shrubs and open grassland areas. The ecological assessment concludes that further surveys for the presence of bats and reptiles should be undertaken in suitable months (between May and September for bats and April and October for reptiles). A condition will be imposed to secure these surveys before any work commences on site and to ensure a relocation programme and/or provision of bat and bird boxes is included should protected species be present on site. A condition will also be imposed to ensure no vegetation removal works occur during the bird breeding season.

Further details of site-wide lighting and restrictions on rear security lights will be sought due to the proximity of the car park and rear gardens of Houses L1-M2 to the wildlife corridor.

7.4 Play

Housing developments of this size require on-site provision of age-appropriate play areas to meet the estimated child yield (policy OS18). A small area of informal play is provided in the larger communal area, which is acceptable subject to a conditions detailing some more formal play to meet policy OS18.

8. Sustainability

Achieving sustainable development is essential to climate change mitigation and adaptation. The most recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 *Brent Strategic Climate Change Mitigation and Adaptation Measures* and the GLA's London Plan 2011 policies within Chapter Five London's Response to Climate Change.

The application is supported by an Environmental and Sustainability Strategy prepared by Ramboll (April 2011).

In support of the proposal's objective of satisfying Core Strategy policy CP19 *Brent Strategic Climate Change Mitigation and Adaptation Measures*, a pre-assessment score of Code for Sustainable Homes Level 3 for the private dwellings and Code for Sustainable Homes Level 4 for all other dwellings

Brent's UDP 2004 policy BE12 and SPG19 *Sustainable Design, Construction & Pollution Control* 2003 require the submission of a Sustainable Development Checklist; the application is supported by a completed Brent Sustainable Development Checklist which demonstrates a score of 52% can be achieved. This will comprise one of the approved documents, should planning permission be granted.

In respect of Brent's sustainability policies, the proposal is considered acceptable.

The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by London Plan 2011 policy 5.2 *Minimising carbon dioxide emissions* part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

The scheme would provide a 42% or more improvement over Part L of the Building Regulations 2010 and is projected to provide a 20.35% CO₂ emissions reduction across the development. In terms of renewable energy the scheme proposes use of PV panels to provide 12.69% on site renewable energy.

Your officers are satisfied that the development is acceptable in respect of the sustainability matters in London Plan 2011.

9. Other

9.1 Air Quality Assessment

The site lies in an Air Quality Management Area (AQMA) as defined in the UDP (policy EP3 and SPG19) and air quality can be a material consideration in development control decisions as set out in PPS23 (Planning and Pollution Control, 2004). An Air Quality Statement, prepared by Campbell Reith (dated April 2011), was submitted with the application and was reviewed by the borough Environmental Health officer. The statement identifies three possible sources of air quality impact: (1) the construction phase and the associated works and emissions of vehicles; (2) post-completion traffic generated by the site; and (3) domestic boilers. The report concluded that the site has a medium-risk potential for the construction activities to generate pollutants but the other two sources are low-risk; the borough Environmental Health officer agrees with this conclusion and recommends a condition will be imposed to ensure a Construction Method Statement and appropriate dust and fine particles control measures are in place during works.

9.2 Flood Risk Assessment

As the site is over 1ha a Flood Risk Assessment (FRA) has been Campbell Reith (February 2012) in accordance with PPS25 (Development & Flood Risk, March 2010). This has been assessed by the Environment Agency, the statutory consultee on matters relating to flood risk; the EA are satisfied that, subject to conditions, the development is acceptable in terms of flood risk.

9.3 Daylight & Sunlight Report

A Daylight & Sunlight Report was prepared by Savills (April 2011) and submitted with the application. The report was prepared in accordance with the standard measure of daylight and sunlight, the Building Research Establishment (BRE) report and considered the impact of the development on 147 Olive Road. The report found that the proposal is fully compliant with the BRE guidance in respect of its impact on surrounding properties in terms of both daylight and sunlight. Your officers accept the conclusion of the report and find the scheme acceptable in terms of daylight and sunlight.

9.4 Noise & Vibration Assessment

An Environmental Noise & Vibration Assessment, prepared by Bickerdike Allen Partners (dated May 2011) was submitted with the application and was considered by the Council's Environmental Health department. Prepared in accordance with the guidance in PPG24 (Planning & Noise, 1994), the report found that the site falls within the lower range of Noise Exposure Category B (as defined in PPG24) on the facade facing the railway line. Such a level is not normally considered a barrier to development and what little attenuation is required will be addressed with specific construction techniques and double glazing. The report also concludes that the vibration levels will be below the threshold level for "a low possibility of adverse comment" as defined by the relevant British Standards. The borough Environmental Health officer has reviewed the assessment and, subject to the specific measures within section 5.2 of the report being secured by condition, is satisfied with the likely living conditions for future occupants in terms of noise and vibration. Your officers concur with this conclusion and no further conditions are required.

Members are asked to note that whilst at present the railway line is used for a low number of freight movements, the above report anticipates a doubling of the frequency of movements along the line. Further, in recent years the line has been subject to various studies investigating the possibility of introducing passenger services, in light of the long-term proposals for Brent Cross. An aspiration for a light-rail passenger service was abandoned a few years ago but the recent steps towards a proposed High Speed Two railway line has resulted in Transport for London (TfL) reconsidering this line to provide a link between the proposed High Speed Two station at Old Oak Common and Brent Cross. At this early stage TfL envisage this line could become part of the London Overground network and thus would become a higher frequency heavy-rail line. This project is in early stages and no detailed design or feasibility studies have been undertaken.

9.5 Ground Investigations

Due to the industrial history of the site, a Geoenvironmental and Geotechnical Report was prepared by Campbell Reith (May 2011). The report was assessed by the borough Environmental Health officer who, subject to the imposition of two conditions to control further investigations and a remediation strategy, is satisfied with the proposals and as such your officers are satisfied that the development would not have an unacceptable geo-environmental impact.

9.6 Statement of community involvement

A section providing a statement of community involvement is included in the Planning Statement prepared by Studio Aitken in support of the scheme (May 2011), this details the pre-application consultation with both the public and other consultees. A public consultation event was held near

the site in March 2011 and this was advertised with a widespread leaflet drop to surrounding residents the week before the event. Local councillors from three wards were also invited. Turnout was low with 11 visitors but those who did attend raised concerns about (1) traffic congestion in the area; (2) the impact on No. 147 Olive Road; and (3) the nature of the boundary treatment to Olive Road. A meeting was also held with representatives of the Gladstone Park Consultative Committee, North-West-Two Residents' Association and the Cricklewood Homeless Shelter in February 2011: concerns about traffic impact were also raised in this meeting and stakeholders expressed a desire to see s.106 funding benefit Gladstone Park and the local highway. The standard charge is applicable to this scheme and the monies required by the s.106 will be used for a range of projects to mitigate the impacts of this development, including sustainable transportation works and improvements to open space in the area as well as contributing to education requirements. Your officers do not have details of specific projects at this stage.

9.7 Crime & antisocial behaviour

Many local residents have objected to the proposed development on the basis that the development would bring about an increase in crime and anti-social behaviour. There is no evidence that housing generates crime; in this case the development will be designed to meet the principles of Secured By Design. Residents have also expressed concerns about the security of the retained Thames Water works. The retained works site will retain its security fencing and gates and the access road will remain gated. In terms of security of the Thames Water works this proposal is considered acceptable.

9.8 Impact on local infrastructure

The Council recognises that development of any scale can have an impact on local infrastructure as new population enters an area; this impact is particularly keenly felt on local schools, healthcare facilities and the road network. In recognition of this fact the Council can enter into a S106 legal agreement to secure financial contributions to enable the Council (as the education and highway authority) and the PCT to provide improvements and enhancements of local facilities to accommodate the new population. This application secures a total of about £330,000 to provide improvements to local infrastructure.

10. Responses to objectors

The majority of objections to the scheme have been addressed in the sections above.

11. Conclusion

The application would provide a significant contribution to much-needed family accommodation for general needs rent whilst providing a good living environment for future occupants and making a positive contribution to the visual amenities of the area. The development is not expected to materially harm the amenity of neighbouring occupants nor would it harm the setting of the local listed pumping station and chimney. The loss of employment facilities are considered acceptable in this instance and local infrastructure would receive a financial contribution to facilitate improvements. The scheme is judged to be sustainable development which optimises the use of previously developed land for housing and as such is in general accordance with the objectives of the draft National Planning Policy Framework, other national policy statements, the London Plan 2011 and the Brent development plan documents and approval is recommended.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent Unitary Development Plan 2004
Brent Core Strategy 2010
London Plan 2011
Central Government Guidance including draft National Planning Policy Framework
Council's Supplementary Planning Guidance

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

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Employment: in terms of maintaining and sustaining a range of employment opportunities
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
Transport: in terms of sustainability, safety and servicing needs

CONDITIONS/REASONS:

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

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

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

PL(00)001 Rev A *Location Plan*
PL(00)002 Rev A *Existing Site Plan*
PL(00)003 Rev G *Proposed Site Plan*
PL(00)004 *Ground Floor Plans (1)*
PL(00)005 *First Floor Plans (1)*
PL(00)006 *Second Floor Plans (1)*
PL(00)008 Rev A *Ground Floor Plans (2)*
PL(00)009 Rev A *First Floor Plans (2)*
PL(00)010 Rev A *Site Plan*
PL(00)011 Rev A *Roof Plan*

PL(00)200 *Site Sections*

PL(00)300 *Block A Elevations*
PL(00)301 Rev A *Houses H, K, J and Block B Elevations*
PL(00)302 Rev A *Houses C1-5, D & G Elevations*
PL(00)303 Rev A *Houses C6-8, E, F & G Elevations*
PL(00)304 *Block B, Houses L & M Elevations*
PL(00)305 *Typical Elevations of Type C Houses*

PL(00)400 *Key Details*
PL(00)401 *Pergola and Front Garden*

W105864L01 Rev C *Landscape Masterplan*
W105864L02 Rev A *Planting Plan 1 of 2*
W105864L03 Rev B *Planting Plan 2 of 2*
W105864L04 Rev A *Tree Protection and Removal Plan*
W105864L05 *Front Gardens Detail*
W105864D01 Rev A *Landscape Section 1 of 2*
W105864D02 Rev A *Landscape Section 2 of 2*
W105864D03 *Garden Fence Detail*

Air Quality Statement (Campbell Reith, April 2011)
Daylight & Sunlight Report (Savills, April 2011)
Environmental Noise & Vibration Assessment (Bickerdike Allen Partners, 17 May 2010)
Environmental & Sustainability Strategy (Ramboll, April 2011)
Flood Risk Assessment (Campbell Reith, January 2012)
Geoenvironmental and Geotechnical Due Diligence Report (Campbell Reith, May 2011)
Report on Inspection of Trees (Broad Oak Tree Consultants Ltd, 12 October 2010)
Supporting Planning Statement (Studio Aitken, May 2011)
Transport Statement (Campbell Reith, April 2011)

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

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

Reason: in view of the restricted size of the site for the proposed development no further enlargement or increase in volume beyond the limits set by this permission should be allowed without the matter being first considered by the Local Planning Authority, to prevent an over development of the site and loss of amenity to adjoining occupiers, and in view of the restricted gardens.

- (4) The existing laurel boundary hedge situated on the south-western boundary of the site with Gladstone Park shall be retained at a minimum height of 2.25m above the Finished Floor Level of Houses C1-C3 and D. Should any part die or be damaged during the course of development, replacement planting shall be undertaken in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority.

Reason: Permission is granted having regard to the present screening and boundary planting in existence, the retention of which will ensure a satisfactory visual appearance considering the prominence of the site from Gladstone Park.

- (5) All parking spaces, turning areas, access roads and footways shall be constructed and permanently marked out in accordance with the approved plans prior to occupation of any part of the development approved by the Local Planning Authority and shall be retained thereafter. Parking spaces shall be used only for domestic vehicles and no other use.

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.

- (6) The development shall be carried out in accordance with the sound insulation measures hereby approved and no part of the development shall be occupied until the approved sound insulation measures has been fully implemented. The sound insulation measures shall be retained thereafter.

Reason: To safeguard the amenities of the occupiers.

- (7) Prior to commencement of works, further details of a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority and the works shall be carried out in full prior to first occupation on in accordance with a timetable to be agreed with the Local Planning Authority and shall be retained thereafter. Such details shall include:
- (i) all lighting for the site, including the access road, pedestrian access, communal amenity space, parking areas, building security lights and rear gardens;
 - (ii) a low-height proposal for the access road to protect the amenity of residents of St Michael's Road and Olive Road from glare;
 - (iii) a lighting regime within the northern part of the site along the boundary with the railway which minimises potential effects on bats foraging around the site i.e. 'Dark Skies' compliant with fittings to prevent any upward light and the use of deflectors to reduce backlighting;
 - (iv) the output of each light and a site-wide light-spill diagram; and
 - (v) manufacturer's literature showing the mounting and/or fixtures of each light e.g. column-mounted, bollard-mounted, wall-mounted

No other security lights shall be installed on the rear or in the gardens of Houses M1, M2 and L1-3.

Reason: To ensure that such illumination does not prejudice the wildlife corridor, local amenities or safety on the neighbouring highway.

- (8) The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment (Campbell Reith, dated January 2012, ref: 10471) and the following mitigation measures detailed within the FRA:
- (i) limiting the surface water run-off generated by all events up to and including the 1:100 year storm event to 25l/s;
 - (ii) provision of onsite storage to attenuated the critical duration 1:100 year storm event (including an allowance for climate change); and
 - (iii) surface water attenuation to be provided using sustainable techniques including green roofs

Reasons: to prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site; to prevent flooding by ensuring the satisfactory storage of surface water from the site; to improve the quality of surface water run-off and provide amenity

- (9) 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 and shall be retained thereafter.

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

- (10) Details of all materials, including samples and/or manufacturer's literature, for those areas to be treated by means of hard landscape works shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved scheme shall be implemented in full prior to first occupation of the development and shall be retained thereafter.

Reason: To ensure a satisfactory standard of development in the interests of local visual amenity.

- (11) No works shall commence before an Arboricultural Method Statement has been submitted to and approved in writing by the local planning authority. Such details shall include:
- (i) a schedule of all works to trees, hedges and shrubs on-site and within the street frontage to facilitate the development or ensure the health of the tree(s) to adhere to BS3998:2010;
 - (ii) a Tree Protection Plan which adheres to the principles embodied in BS5837:2005 and indicates exactly how and when the retained trees, hedges and shrubs on-site or off-site near the site boundaries will be protected during the works and show root-protection zones; and
 - (iii) a detailed methodology for works within root protection zones including no-dig construction techniques and ground protection matting;

Provision shall also be made for supervision of tree protection and tree works by a suitably qualified and experienced arboricultural consultant and details shall be included within the tree protection statement. The development shall be carried out strictly in accordance with the agreed details. any works to the retained trees should take place outside the main breeding period for birds (March to August) unless preceded by a survey, to be submitted to and approved in writing by the Local Planning Authority, to check for the presence of breeding birds. Should nesting birds be identified, all works to the trees shall stop until the young birds have left the nest.

The works shall be completed in accordance with the approved details. The applicant shall give written notice to the local planning authority of seven days prior to carrying out the approved tree works and any operations that present a particular risk to trees.

Any such tree, hedge or shrub which subsequently dies, becomes seriously diseased or has to be removed as a result of carrying out this development shall be replaced in the next planting season with a tree, hedge or shrub of a similar species and size in the same position or in such position as the Local Planning Authority may otherwise in writing approve.

Reason: The land benefits from mature trees, hedges and shrubs on site and off site near the boundaries and this condition is to ensure the ongoing health and vitality of those existing features throughout the duration of the development or their suitable replacement, in the interests of the occupants and general public and to enable the Local Authority to monitor such measures

- (12) In addition to the plans hereby approved, prior to the commencement of any works further details of the soft landscaping shall be submitted to and approved in writing by the Local Planning Authority and all areas shown on the approved plan(s) shall be suitably landscaped in accordance the approved details prior to occupation of the development or in accordance with a programme to be agreed with the Local Planning Authority.

Further details shall include:

- (i) the laurel hedge within the gardens of Houses C1-3 and D, to show it narrowed and lowered in height to a minimum height of 2.25m above the Finished Floor Level of Houses C1-C3 and D;
- (ii) revised planting along the pedestrian access between Olive Road and the access road to provide a more structured scheme with some larger shrubs and hedging; and
- (iii) revised play equipment to include age-suitable equipment for pre-school and junior children to NPFA standards

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.

- (13) A Landscape Management Plan for maintenance of all hard and soft landscape areas is to be submitted to and approved in writing by the local planning authority prior to commencement of works and shall be implemented within a timescale to be agreed.

This should comprise a maintenance schedule and any specific management duties and such details may include:

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

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

The landscaping shall be maintained in accordance with the approved Landscape Management Plan.

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

- (14) Prior to commencement of the development hereby approved, further details of all fencing, walls, gateways and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority and the work shall be carried out prior to occupation, in accordance with the details so approved, and the fencing, walls, gateways and means of enclosure shall thereafter be retained at the height and position as approved.

Such details shall include:

- (i) type of fence, e.g.; palisade, close-board, railings, etc;
- (ii) all dimensions including height, length and thickness;
- (iii) material(s), construction and manufacturer if appropriate;
- (iv) for walls specify type, brick colour/pattern, mortar, render, or other finish, including construction details; and
- (v) any alterations, extensions or repairs to existing boundaries.

Reason(s): in the interests of the privacy and amenity of the occupants of the application site and neighbouring properties and in the interests of the visual amenity and character of the locality.

- (15) Prior to the commencement of building works further details of wildlife and ecology shall be submitted to and approved in writing by the Local Planning Authority and the works shall be carried out in accordance with the approved details and shall be retained thereafter.

Such details shall include:

- (i) a bat survey;
- (ii) a reptile survey; and
- (iii) appropriate mitigation measures including a relocation strategy and/or provision of habitat improvements for bats and reptiles if necessary

Reason: In the interests of wildlife and ecology, given the presence of mature trees and areas of scrub on site and in light of the adjoining Grade One Nature Conservation Area and wildlife corridor.

- (16) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the timing of deliveries (to avoid peak school hours) and the control of traffic entering the site;
- (ii) the parking of vehicles of site operatives and visitors;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;

- (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (vi) wheel washing facilities to be installed prior to commencement of any works;
- (vii) measures to control the emission of dust and fine particles during construction; and
- (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: In the interests of the the retained landscape features, highway safety and the freeflow of traffic, residential amenity and Air Quality Management Area objectives.

- (17) Prior to commencement of any works, a detailed soil remediation strategy shall be submitted to and approved in writing by the Local Planning Authority. Such a remediation strategy shall specify measures to contain, treat or remove any soil contamination to bring the site to a condition suitable for the intended residential use. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The works shall be carried in accordance with the approved details in accordance with the approved timetable and the Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.

- (18) Prior to occupation of any part of the development and following completion of measures identified in the approved remediation strategy, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.

- (19) Prior to commencement of the development, further details of the access road from St Michaels Road shall be submitted and approved in writing by the Local Planning Authority and the works shall be carried out in accordance with the approved details and retained thereafter. Such details shall include:

- (i) replace the proposed rumble strips with speed humps
- (ii) details of all signage

Reason: In the interests of the general amenities of the locality in terms of the noise of rumble strips and nearby residents and the free flow of traffic and general conditions of the highway safety on the neighbouring highway.

(20) Prior to the commencement of the superstructure of the buildings hereby approved, further details of the proposed development shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50) or manufacturer's literature which show:

- (i) the junctions of different materials e.g. brick and metal cladding, hung tiles and brick;
- (ii) the window and door reveals, headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (iii) the glass balustrades to roof terraces;
- (iv) the metal coping; and
- (v) the window frames including materials, colour and samples if necessary.

The development shall be completed in accordance with the details so approved before the buildings are occupied.

Reason: These details are required to ensure that a satisfactory development is achieved.

INFORMATIVES:

(1) The applicant is advised that during demolition and construction on site:

- The best practical means available in accordance with British Standard Code of Practice BS5228:1984 shall be employed at all times to minimise the emission of noise from the site
- 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
- Vehicular access to adjoining premises shall not be impeded
- All vehicles, plant and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only
- No waste or other material shall be burnt on the application site
- A barrier shall be constructed around the site, to be erected prior to work commencing
- A suitable and sufficient means of suppressing dust must be provided and maintained

(2) Japanese knotweed is classed as a noticeable weed under the Wildlife and Countryside Act 1981. It is an offence to "plant or otherwise cause to grow in the wild" such a weed, which has implications for control methods. Vegetative material and contaminated soil is classed as "controlled waste" under section 43 of the Environmental Protection Act 1990, and therefore must be disposed of at a licensed landfill site in accordance with the Environmental Protection (Duty of Care) Regulations, 1991.

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact Angus Saunders, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5017