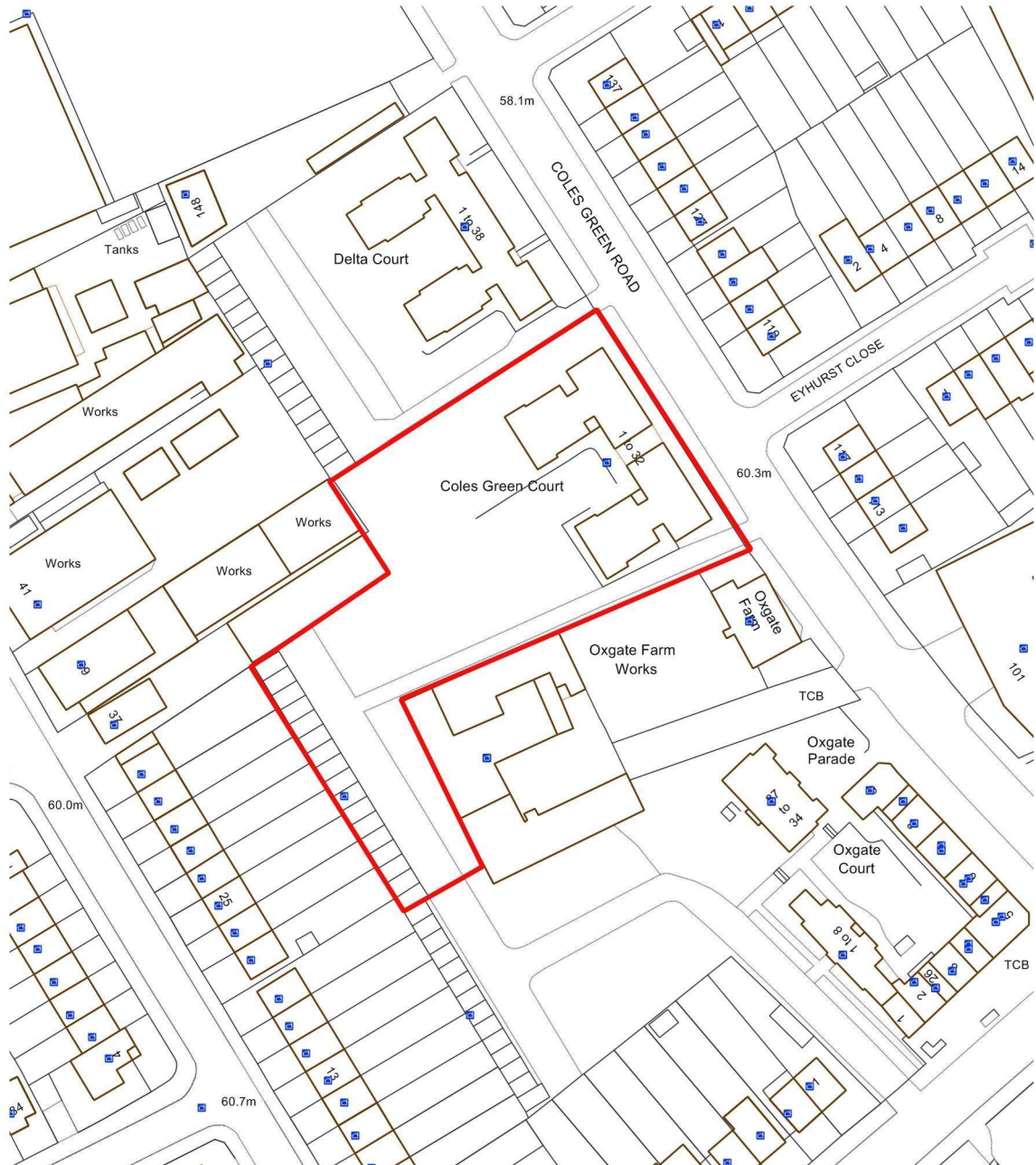




Planning Committee Map

Site address: 1-32 inc, Coles Green Court & Garages r/o Coles Green Court, Coles Green Road, London, NW2

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

RECEIVED: 2 April, 2012

WARD: Dollis Hill

PLANNING AREA: Willesden Consultative Forum

LOCATION: 1-32 inc, Coles Green Court & Garages r/o Coles Green Court, Coles Green Road, London, NW2

PROPOSAL: Demolition of block comprising 32 no. self-contained flats and 17 no. existing garages and erection of a residential development of 38 units comprising eight no. one-bed flats, 20 no. two-bed flats, six no. three-bed flats and four no. four-bed dwellinghouses and associated means of enclosure and hard and soft landscape to provide 30 car parking spaces, secure cycle storage for 38 bicycles and refuse storage.

APPLICANT: Network New Build Limited

CONTACT: Jones Lang LaSalle

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 27 units (71%) for Affordable Housing comprising 10 social rented units, 4 affordable rented units and 11 intermediate.
- (c) A contribution £37,800 (£2,400 per net affordable bedroom, £3,000 per net market 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 4, 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 30% CO2 emissions reduction from on-site renewable generation.
- (h) Improvement of 25% over the Target Emission Rate of Part L of 2010 Building Regulations
- (i) Enter into a Section 38/Section 278 Agreement for highway works at the site boundary and junction works to Coles Green Road
- (j) Provide training opportunities for local residents as part of a local labour placement under the Construction Training Initiative

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

Coles Green Court is a purpose-built block of 32 flats constructed circa 1930, finished in brick with a flat roof; it was modernised in the 1980s.

At the rear of the existing building is a large area of open ground and car parking space, with 17 garages arranged along the western boundary of the site; the area is neglected and the garages are not used.

Existing light industrial units adjoin the rear of the site: to the south is the Elite Tile works (Oxgate Works) and to the north-west is a garage door manufacturer and Zeon (watchmakers).

Immediately to the south of the site lies Old Oxgate Farm, a Grade II * listed building which dates back to the sixteenth and seventeenth centuries and is probably the oldest surviving secular building in Brent. To its rear is a garden containing a number of mature trees.

The application site is located to the western side of Coles Green Road, a local access road which is not defined as being heavily parked. The site lies outside any controlled parking zone and has moderate accessibility with a PTAL rating of level 3. No tube or rail services are within walking distance of the site, while five bus routes are locally available.

PROPOSAL

The proposals are for 38 new, mixed tenure homes: private sale, intermediate and affordable rent houses and flats. The accommodation comprises a mix of one-, two- and three-bed flats and four-bed dwellinghouses.

The application proposes the demolition of the existing block of 32 flats and 17 single storey garages at the rear of the site and erection of two blocks of flats and four mews houses. The frontage block is five storeys consisting of 26 x one- and two-bedroom flats. The rear pavilion block is four storeys consisting of eight x two-bedroom flats and the four mews houses are each two-storey, four-bedroom dwellinghouses. Four of the units would be wheelchair adaptable.

The scheme has been designed to comply generally with Network Housing Group's Design Guide, the Interim London Housing Design Guide, Lifetime Homes and Building for Life. The scheme is also designed to meet Code for Sustainable Homes Level 4.

The proposals include 28 on-site car parking spaces, including three disabled spaces, and 62 cycle parking spaces.

HISTORY

No relevant recent history.

POLICY CONSIDERATIONS

National Planning Policy Framework

The NPPF was published on 27 March and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. Its intention is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight.

LDF Core Strategy and UDP saved policies referred to in the report below have been considered in the assessment of the application and the recommendation is considered to comply with the NPPF.

London Plan 2011 and Mayor's Community Infrastructure Levy (CIL)

This applies to relevant developments from 01/04/2012

Local

The development plan for the purposes of S38 (6) of The Planning and Compulsory Purchase Act 2004 is the Adopted Brent Unitary Development Plan 2004, the Brent Core Strategy 2010 and the London Plan 2011.

Brent Unitary Development Plan 2004

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

- EP2 Noise and vibration
- EP3 Local air quality management
- EP6 Contaminated land

Housing

- H9 Requires developments capable of 15 or more dwellings to have a mix of family and non-family units.
- 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.
- H15 Special regard should be paid to certain issues where backland development is proposed
- H15 Planning permission should be refused where development underutilises a site
- H29 On accessible housing proposes that new and converted housing should be fully accessible for elderly and disabled residents.

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.
- 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

Brent Core Strategy 2010

The following spatial policies are considered relevant to this application:

- CP 1 Spatial development strategy
This sets out the spatial strategy, outlining where growth is to be focused.
- CP 2 Population and housing growth
Sets out the appropriate level of growth across the borough, including the number of new homes and proportion of affordable housing sought
- CP 5 Place making
Sets out requirements for place making when major development schemes are considered
- CP 6 Design & density in place shaping
Sets out the requirements for appropriate design and density levels for development
- CP 15 Infrastructure to support development
Requires that the infrastructure requirements of new development are met
- CP 17 Protecting and enhancing the suburban character of Brent
Balances the regeneration and growth agenda promoted in the Core Strategy, to ensure existing assets (e.g. heritage buildings and conservation areas) are protected and enhanced. Protects the character of suburban housing and garden spaces from out-of-scale buildings.
- CP 21 A balanced housing stock
Seeks to maintain and provide a balanced dwelling stock to accommodate the wide range of Brent households by: ensuring appropriate range of dwellings and mix; defining family accommodation as units capable of providing three or more bedrooms; requiring new dwellings be 100% Lifetime Homes and 10% wheelchair accessible; contributes to non-self contained accommodation and care & support housing where needed.

Brent Supplementary Planning Guidance

SPG3 Forming an access onto a road

Sets out the standards for the formation of an access onto a highway.

SPG17 Design Guide for New Developments

Sets out the general design standards for development and has regard to the character, design and appearance of developments, the design layout with respect to the preservation of existing building lines, size and scale of buildings and structures, and privacy and light of adjoining occupants. This policy guidance document addresses residential densities, minimum sizes for residential dwellings, external finishing materials, amenity spaces and parking related issues.

The above policies and guidance seeks to ensure that development should not significantly affect the amenities of the occupiers of the neighbouring properties and should be in keeping with the design, scale and character of the surrounding area.

SPG19 Sustainable Design, Construction and Pollution Control

SPD S106 Obligations

Regional

London Plan 2011

Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review. Boroughs’ local development documents have to be ‘in general conformity’ with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

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

CONSULTATION

Local consultees

Local residents, business and schools etc up to 100m away, a total of approximately 189 addresses, were consulted on 12 April 2012. A press notice was posted on 19 April 2012 and site notices were posted on 10 April. Ward Councillors for Dollis Hill were also consulted.

Objections

No letters of objection have been received.

Statutory consultees

English Heritage, the Metropolitan Police and Thames Water were all consulted on # April.

English Heritage

No objection subject to conditions

Metropolitan Police

No comments received

Thames Water

No objections

Internal consultees

The Council's Transportation department and Environmental Health service were consulted, along with

officers within the Policy section of the Planning service to comment on matters of policy, landscape & trees, ecology and sustainability.

Transportation

No objections, subject to a Section 106 Legal Agreement confirming payment in the sum of £43,000 towards improving highway safety, new parking controls and better non-car access to the borough and conditions to secure:

- (i) Widening of the existing crossover to the site including provision of 4m kerb radii and a raised entry treatment to suit the proposed new access arrangements at the developer's expense prior to occupation of the development
- (ii) Submission and approval of further details of hard surfacing, lighting and drainage arrangements for the site in the interests of highway and pedestrian safety.

Environmental Health

No objections subject to conditions

Landscape & trees

No objections subject to conditions

Sustainability

No objections subject to s.106 clauses

REMARKS

Key considerations

1. Principle of development
2. Visual impact
3. Impact on neighbouring residential amenity
4. Standard of accommodation
5. Parking, access and traffic impact
6. Landscape and trees
7. Other

1. Principle

1.1 Principle of redevelopment

Although the block was modernised in the 1980s, recent assessment has shown that the building cannot be brought up to meet current standards without significant alteration: of particular concern is the limited room and flat sizes. Network Housing Group have undertaken financial appraisals which show that best value for money will be provided through redevelopment, giving the opportunity to produce new accommodation for a range of household sizes, all designed to fully meet current improved space and quality standards. The existing building does not make a particularly positive contribution to the townscape and your officers are satisfied that such an approach is acceptable in principle.

1.2 Density

National, regional and local policies seek to optimise the potential of the site, with the NPPF 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). 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 0.44ha and a total of 158 habitable rooms, giving a density of 359 habitable rooms per hectare. It has moderate access to public transport (PTAL 2) and is close to Coles Green/Crest Road local centre; in terms of its characteristics, the site lies between a suburban and an urban environment as defined by the London Plan density matrix (GLA: p85), which gives a density range of 150-250hrh or 200-450hrh respectively.

In accordance with policy CP6, in order for a high density scheme to be acceptable, the application should provide design of the highest quality, amongst other criteria more geared towards developments in growth zones. Whilst design is a subjective matter, the proposed scheme is supported by your design officers and is considered an appropriate response to the site specific circumstances. Furthermore characteristics often associated with overdevelopment are not apparent, for example, the scheme provides high quality external amenity space with the parking predominantly set within landscaped courtyards to reduce the extent of hard surfacing. In summary, the density of the development is considered acceptable.

1.3 Mix and tenure

The applicant is Network Housing Group, one of the Council's preferred Housing Association partners.

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 26% of the units, rising to 34% of habitable rooms. This 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.

The application proposes a mix of units for market sale (29% by unit, 26% by habitable room) and for affordable housing comprising intermediate rent (34% by unit, 30% by habitable rooms), affordable rent (11% by unit, 10% by habitable rooms), and social rent (26% by unit, 34% by habitable rooms).

This means the split of affordable housing does not comply with the London Plan policy 3.11 *Affordable Housing* which seeks a split of 60:40 social rent:intermediate rent or sale; further, the existing block of 32 flats provides 28 units for social rent (23 two-bed and five three-bed). As a result of redevelopment, the site would provide fewer social rented units (10 units in total).

Your officers note that, due to the quality of the existing accommodation in terms of size, layout and condition, this redevelopment is desirable. The site as redeveloped would provide: (i) more units overall; (ii) more and better family units—the block currently houses five no. three-bed flats each less than 66sqm—including houses; (iii) mix of tenures to help create a more balanced sustainable community in accordance with the National Planning Policy Framework. In addition, there are no planning restrictions in place at present to prevent the existing units being re-let for wholly private tenure.

In summary, the site offers 71% affordable housing, significantly in excess of the Core Strategy's objective of 50% affordable units, and a substantial amount of family accommodation, again in excess of the 25% objective within the Core Strategy, all of which will be for social renting. On balance, therefore, a scheme which provides a substantial amount of high quality affordable accommodation is considered acceptable in this instance.

2. Visual impact

The proposed scheme involves the complete redevelopment of the site including demolition of all existing structures and new hard and soft landscaping.

Good design is a vital aspect of successful development and this has been reiterated by recent policy document including the National Planning Policy Framework 2011, 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".

The character of the area is mixed, with a cluster of generally four-storey blocks of flats along this part of Coles Green Road and two-storey semi-detached and terraced interwar housing and industrial buildings beyond. Immediately to the north of the site is Delta Court, which was recently renovated and extended to part five-, part six-storeys.

The scheme proposes a part four-, part five-storey frontage block set back 3-4m from the back of the

highway, roughly on the footprint of the existing building but without the two rear wings. Behind this would be a four-storey pavilion block set alongside a landscaped parking area and to the west would be two pairs of two-storey semi-detached houses with private gardens. In respect of the character of the area and neighbouring amenity, the bulk and scale of each of the building types is considered acceptable.

A contemporary design approach is taken with the blocks of flats and the houses, with a limited palette of materials and a simple, regular form resulting in a robust but moderate building which would be a pleasant addition to the townscape.

In terms of the frontage block, consideration must be given to the relationship with the neighbouring listed building, Oxgate Farm. The block is considered an improvement on the existing building, with the omission of the rear wings resulting in a narrow flank when viewed along Coles Green Road. The height of the flank wall is similar to the existing and the block then steps up to provide an additional floor some distance in from the flank. The wall itself would be clad in a bronze coloured metal cladding which echoes the colour of the clay tiles on the Oxgate Farm building. Your Design and Conservation officers have considered the proposal in terms of this relationship--and English Heritage have been consulted and raise no objections--and are satisfied that the development would not harm the setting of the listed building.

In terms of entrances and windows the scheme is well-designed and offers good surveillance.

The proposed materials are buff stock bricks and bronze coloured metal cladding (such as pre-weathered, red zinc or colour-coated aluminium). These two materials are used throughout the scheme to maintain a simple and understated palette. Window reveals in brickwork will be min 90mm and sills and copings will be metal throughout to match the cladding and your officers will seek to ensure this detail comes through in the completed development by securing this by condition.

In terms of design, materials and bulk and scale your officers find the scheme acceptable.

3. Impact on neighbouring residential amenity

The Council seeks to protect the amenity of neighbouring occupants to acceptable standards whilst recognising the need for new development. On new developments such as this the main impacts on amenity to be considered are (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 No. 17 "Design Guide for New Development" (SPG17) 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.

The scheme has been designed to comply with the guidelines of SPG17; the closest residential block is Delta Court, to the north, and although the frontage block has extended to the northern boundary, there are no habitable room windows to the flank of Delta Court closest to the boundary. The pavilion block would be positioned approximately 8m from the boundary with Delta Court, but any impact would be had on the adjoining parking area and not on habitable rooms or amenity space. The relationship with Oxgate Farm would not differ to the existing in terms of neighbouring amenity.

The height and position of the pair of semi-detached houses which back onto the western boundary with Waterloo comply with the 30 degree and 45 degree line when measured from Waterloo Road properties, which also have substantial gardens (approximately 22m). The proposed houses backing onto the shared boundary have 10m deep gardens, thus satisfying the guidance with SPG17 for privacy. The pair of semi-detached houses that are side onto to the shared boundary are designed to comply with the 45 degree line when measured from the top of the existing high wall to the rear of the garages, which would be retained; the retention of this would be conditioned.

Permission was recently granted for development of land to the rear of 27-34 Oxgate Court (ref: 12/0275) and that permission includes a two-, three-storey end of terrace house near the shared boundary with this site. This proposal would not adversely affect the living conditions of future occupants of that end of terrace house nor would that house affect the living conditions of the future occupants of the semi-detached houses.

4. 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.

The scheme has been designed to comply generally with Network Housing Group's Design Guide, the Interim London Housing Design Guide, Lifetime Homes and Building for Life. The scheme is also designed to meet Code for Sustainable Homes Level 4. Four of the units are designed to be wheelchair adaptable.

All accommodation in the scheme meets the standards in policy 3.5 of the London Plan 2011, which exceed the minimum sizes in SPG17. The houses have kitchen/dining rooms and separate living rooms and the flats are laid out coherently and each would be either dual aspect or west-facing and benefit from good outlook to the west or east.

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

External factors such as noise disturbance from the industrial unit to the north are not likely to be detrimental to the living standards of future occupants; The application is accompanied by an Environmental Noise Impact Assessment (Acoustic Design Technology Limited, ref: 1762/ENIA, March 2012), which your Environmental Health officers have assessed. They considered the likely impact of the industrial unit and found no complaints from any existing residential units. A standard restrictive condition to ensure internal noise levels are acceptable is proposed.

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.

5. Parking, access and traffic impact

The application is supported a Transport Statement prepared by JMP Consultants Limited (Issue No. 2, April 2012).

The site does not lie within a controlled parking zone and as such, away from road junctions, on-street parking is generally unrestricted. Public transport access to the site is moderate (PTAL level 3).

5.1 Parking

The site currently comprises a single block of 32 no. flats with a rear garage court providing 17 no. single vehicular garages, with access from Coles Green Road. The existing flats on the site would be permitted up to 40 off-street parking spaces, so the existing provision of 17 garages for the flats falls below standards and indeed leads to overspill parking along Coles Green Road and within the landscaped areas to the rear of the main block.

This proposed development of 38 flats on the site is permitted up to 49 spaces, with the full standards applying to the site due to its moderate access to public transport services. As such, the proposed provision of 28 spaces (incl. four disabled) complies with maximum allowances, so is broadly acceptable, whilst also satisfying disabled parking requirements (i.e. parking for 10% of units).

However, Policy TRN23 also requires consideration to be given to the impact of any overspill parking on parking conditions and highway safety in the area. In this respect, car ownership is estimated to total 75% of the maximum allowance for the private/shared ownership units and 50% of the maximum allowance for the social rented units, giving a total estimated demand for 32 spaces. If correct, this would leave four cars needing to park on-street. In this respect, Coles Green Road, being relatively lightly parked at night, would be able to safely accommodate seven cars along the site frontage, which is more than sufficient to cope with the anticipated level of overspill parking from the development.

5.2 Servicing

5.2.1 Cycle parking

Cycle parking is proposed to the proposed dwellings in secure and covered facilities. Sixty-six spaces are shown in the proposed site plans at ground floor level, which exceeds Brent Council's minimum requirements for cycle storage and is therefore welcomed.

5.2.2 Refuse storage

Refuse and recycling storage is shown in communal stores for each of the flat blocks and in front garden stores for each of the proposed houses. These all will be within minimum carry distances for both residents and waste collection staff. In terms of refuse vehicle access, the layout will allow a standard refuse vehicle to enter the site, turn and leave in a forward gear, since turning heads have been provided within the layout. This has been tested with a tracking template. The turning head will also accommodate a fire engine, as confirmed by the Fire Brigade.

The installation of a small crossover to allow Eurobins to be collected from the Coles Green Road frontage for one block will be acceptable provided works are carried out at the developers' expense. The proposed location of the crossover will minimise the loss of on-street parking as there is approximately a 6m distance to the north of the proposed crossing before the next access, and approximately a 36m distance to the south of the proposed crossing before the access road for the rear of this development.

5.3 Access

Alterations are also proposed to the existing access arrangements: efforts have been made to improve the existing access corridor, with a widened shared surface road of 4.1m width proposed (compared with 3m or less at present). This is acceptable on the basis that most of the units are accessed directly from Coles Green Road rather than via the site access road, provided that suitable materials (i.e. block paving) are used to highlight to drivers that the access road is not a standard carriageway and will also be used by pedestrians.

Kerb radii of 4m will be needed on both sides at the site access and also a raised entry table across the entrance and these works must be carried out at the developer's expense as a condition of approval, using a s.278 agreement if undertaken by the developer themselves. Visibility splays exiting the proposed access are fine, with splays of 2.4m by 60m being achieved in each direction.

5.4 Traffic impact

As part of the submitted Transport Statement, TRAVL data has been used to calculate the impact of the proposed development in terms of trip generation. The findings suggest that 15 car movements in the AM peak and 12 car movements in the PM peak are likely to accrue as a result of the proposed development. This will not have a significant traffic impact therefore. In terms of modal split, nearly 1/3 of residents will walk or use public transport for most journeys, while around 2/3 will either drive or be a car passenger.

In order to encourage sustainable travel choices, a variety of "soft" measures are proposed, including the good provision of cycle storage mentioned above, the production of "Welcome Packs" for residents (with details of sustainable travel options), and advertising the Council's free Cycle Training service. These details are welcomed in themselves.

6. Landscape, trees, boundaries

6.1 Landscape

Each of the houses and the ground floor family apartments to the pavilion block will have a private garden in excess of 50sqm. The remaining ground floor apartments will have access to their own private garden in excess of 30sqm. Private amenity space to upper floor apartments is provided as good-sized balconies (minimum 5sqm) or roof terraces.

In addition, the layout will provide approximately 400sqm of communal amenity space in two locations, including a 'green', in the centre of the site, and an area between the two apartment blocks with 'door-step' play, principally for the under-fives. Your officers have calculated that this falls marginally below the 420sqm requirement of SPG17 (calculated on the basis of 20sqm per flat less 5sqm for a balcony for those units without ground floor amenity space) but this is considered acceptable in light of the generous size of the flats and the fact that 5sqm is the smallest balcony provided.

In general the hard landscaping proposals are acceptable, subject to further details of the colour of the materials. The proposed grasscrete parking bays is not acceptable, however, and this aspect of the proposal should be revised.

6.2 Trees

The existing site has limited landscape value and few existing trees of any quality. There is a mature hedge on the boundary with the listed building, which the proposals retain. The application is accompanied by an *Arboricultural Implications Assessment* (Broad Oak Tree Consultants Limited, ref: J 44.92, March 2012) which shows that there are only two Category B trees (no Category A), one of which will be removed; the other is located on the site's southern boundary and will remain. A further nine trees will be removed, of which four are removed due to their condition and five due to their position hindering development. The indicative landscape plan shows 32 replacement schemes, which is a ratio of replacement to removed trees of slightly greater than 3:1, which is considered acceptable provided some trees are positioned to the front of the development.

6.3 Boundaries

The boundary to the front of the site will be formed with a 0.9m high brick wall with metal gates. The northern boundary with Delta Court will be a combination of 1.8m high timber close board fence to communal areas and 1.8m brick wall with 0.3m trellis on top to the private gardens of the pavilion block. The boundary to Waterloo Road will be the retained rear wall of the existing garages, which may require some repairs. The existing hedge along the boundary with Oxgate Farm shall be retained. These proposals are acceptable, though some further details are required such as the nature of the boundary between the private gardens of the houses closest to the land rear of Oxgate Court.

6.4 Summary

Your landscape and tree officers are satisfied with the broad principles of the proposals however they recommend several conditions be added to any consent to secure further details of the landscaping, to include a detailed planting plan, details of all hard materials (permeable where possible), street furniture and boundary treatment (type/colour/finish), construction details and specification of living roof and a landscape maintenance and management plan.

7. Other

7.1 Sustainability

The application is supported by an Energy Strategy prepared by Calford Seaden (ref: K120060/NDG/G6, March 2012)

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.

In support of the proposal's objective of satisfying Core Strategy policy CP19, a pre-assessment score of Code for Sustainable Homes Level 4 for all other dwellings has been submitted.

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 51% can be achieved and the applicant has agreed to achieve a score of 50% as one of the terms of the s.106 legal agreement; your officers are satisfied that the scheme can achieve the objectives of SPG19.

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 25% or more improvement over Part L of the Building Regulations 2010 and is projected to provide a 30% CO₂ emissions reduction across the development through the use of photovoltaic panels to provide renewable energy.

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

7.2 Air Quality

Environmental Health officers advised that an Air Quality Impact Assessment would not be required for this development; dust and emissions controls during construction and demolition will be required within the Construction Method Statement (see above).

7.3 Contamination

The development proposes removing domestic garages and replacing with a more sensitive end use and there are also adjacent areas that have been identified as potentially contaminated; the NPPF requires that the site is suitable for use, and places responsibility with the developer. This is controlled via the planning process which requires phased assessment to be undertaken for review and approval by the Local Authority and in accordance with policies BE12 (h) *Sustainable Design Principles*, EP6 *Contaminated Land* and Supplementary Planning Guidance No. 19: *Sustainable Design, Construction and Pollution Control*. Environmental Health officers recommend imposing a condition to ensure that any contamination is identified by a ground investigation and a remediation strategy is prepared, implemented and checked before occupation of the properties.

7.4 Community involvement

According to appendix 1 of the Design and Access Statement, residents of Coles Green Court were consulted on the proposals three times recently, the last being in February 2012.

7.5 Archaeology and Heritage Assets

The application is accompanied by an Archaeological Desk Based Assessment prepared by CgMs (ref: LM/13859, March 2012) which assesses the archaeological potential of the site and considers the impact of the development on Old Oxgate Farm, a Grade II*listed building to the south of the site.

English Heritage have been consulted on the detail of the application and your officers have considered the impact of the development on the setting of the listed building.

In respect of archaeological deposits, English Heritage have requested that their standard condition be attached to any permission.

8. Responses to objectors

No objections have been received.

9. Conclusion

The application would provide a significant contribution to much-needed family accommodation for social rent within a mixed tenure development 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 nearby Grade II* listed building. 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 National Planning Policy Framework, 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

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

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

CONDITIONS/REASONS:

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

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

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

Plan numbers

PL01	<i>Site Location Plan</i>
PL02	<i>Site Plan as Existing</i>
PL03	<i>Elevations as Existing</i>
PL04 P2	<i>Landscape & Block Plan as Proposed</i>
PL05 P2	<i>Street Elevation & Site Sections A-A as Proposed</i>
PL06 P2	<i>Site Sections B-B & C-C as Proposed</i>
PL07 P2	<i>Apartment Buildings Ground Floor Plan as Proposed</i>
PL08 P2	<i>Apartment Buildings First Floor Plan as Proposed</i>
PL09 P2	<i>Apartment Buildings Second Floor Plan as Proposed</i>
PL10 P2	<i>Apartment Buildings Third Floor Plan as Proposed</i>
PL11 P2	<i>Apartment Buildings Fourth Floor Plan as Proposed</i>
PL12 P2	<i>Apartment Buildings Roof Plan as Proposed</i>
PL13 P2	<i>Street Apartment Building N/East & N/West Elevations as Proposed</i>
PL14 P2	<i>Street Apartment Building S/West & S/East Elevations as Proposed</i>
PL15 P2	<i>Pavilion Apartment Building Elevations as Proposed</i>
PL16 P2	<i>Houses Ground & First Floor Plans as Proposed</i>
PL17 P2	<i>Houses Roof Plans as Proposed</i>
PL18 P2	<i>Houses Elevations as Proposed</i>

Supporting documents

Arboricultural Implications Assessment (Broad Oak Tree Consultants Limited, ref: J 44.92, March 2012)
Archaeological Desk Based Assessment (CgMs, ref: LM/13859, March 2012)
Design & Access Statement (TM Architects, March 2012)
Energy Strategy (Calford Seaden, ref: K120060/NDG/G6, March 2012)
Environmental Noise Impact Assessment (Acoustic Design Technology Limited, ref: 1762/ENIA, March 2012)
Transport Statement (JMP Consultants Limited, Issue No. 2, April 2012)

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

- (3) Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B, D 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 houses 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) All parking spaces, turning areas, shared surface 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.

- (5) All the residential premises shall be designed in accordance with BS8233:1999 '*Sound insulation and noise reduction for buildings-Code of Practice*' to attain the following internal noise levels:

<i>Criterion</i>	<i>Typical situations</i>	<i>Design range LAeq, T</i>
Good resting conditions	Living rooms	30 dB (day: T =16 hours 07:00 – 23:00)
Good sleeping conditions	Bedrooms	30 dB (night: T = 8 hours 23:00 – 07:00) LAmax 45 dB (night 23:00 – 07:00)

No part of the development shall be occupied prior to submission to and approval in writing of the results of a sound test which demonstrates that the above required internal noise levels have been met. The sound insulation measures shall be retained thereafter.

Reason: To obtain required sound insulation and prevent noise nuisance harming the amenity of future occupants

- (6) Details of materials for all external works, including samples and/or manufacturer's literature, shall be submitted to and approved in writing by the Local Planning Authority before any construction work is commenced.

The works 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.

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

Such a scheme shall include:

- (i) all areas of soft landscaping and planting including screen planting along the boundaries;
- (ii) provision of 32 trees as shown on drawing PL04 Rev P1 or in similar locations, to include three to four suitable trees to the front of the front block, including drought resistant native trees;
- (iii) the identification and protection of existing trees and shrubs not directly affected by the building works and which are to be retained;
- (iv) cross sections of the green roofs to show the construction of the green roof and in

- particular the depth of soil and details of the plants;
- (v) existing contours and any proposed alteration to ground levels such as earth mounding or removal; and
- (vi) details of all materials, including samples and/or manufacturer's literature, for those areas to be treated by means of hard landscape works: these should be of a permeable construction

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

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area and to ensure the privacy of neighbouring occupants is maintained.

- (8) No works including demolition 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 BS5837:2012 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.

The Tree Protection Plan shall be implemented in full prior to demolition. 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

- (9) 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 construction works and shall be implemented within a timescale to be agreed with that approval.

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.

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.

- (10) Prior to commencement of any construction works 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 after consultation with adjoining land owners 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 boundary treatment, e.g.; wall, 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;
- (v) any alterations, extensions or repairs to existing boundaries especially the boundary with Waterloo Road gardens; and
- (vi) the rear walls of the garages on the west boundaries shall be retained at their present height and shall be retained thereafter.

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.

- (11) No works shall commence, including any works of demolition or site clearance, 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, which shall be accompanied by a site layout plan showing the following elements, shall include details of:

- (i) the timing of deliveries (to avoid peak 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

The demolition/site clearance/building works hereby approved shall not commence until the vehicle wheel washing facilities have been provided on site in accordance with the approved details and such facilities shall be installed prior to the commencement of the development and used by all vehicles leaving the site and shall be maintained in working order until completion of the appropriate stages of development or such other time as may be agreed in writing with the Local Planning Authority.

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.

- (12) Prior to commencement of any construction works, a site investigation and remediation strategy shall be submitted to and approved in writing by the Local Planning Authority to determine the nature and extent of any soil contamination present. The 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.

- (13) Prior to occupation of any part of the development and following completion of measures identified in the approved remediation strategy, a verification 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.

- (14) Notwithstanding the plans hereby approved, the shared surface access road, circulation space and turning area shown shall be constructed, surfaced and/or demarked in accordance with details and specifications to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any construction works and the buildings shall not be occupied until the surface has been constructed in accordance with the approved details and it shall be retained thereafter. Such details shall include:

- (i) details of materials which should be of a permeable nature;
- (ii) surface water drainage, employing sustainable urban drainage principles such as permeable paving; and
- (iv) details, including manufacturer's literature, of any street furniture or signage

Reason: To ensure a satisfactory design in terms of the safe operation of the shared surface and its visual impact and to ensure the surface is well-drained with sustainable drainage methods where possible and to ensure that the road surface and construction is designed to

accommodate heavy vehicles.

- (15) Prior to commencement of construction 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 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 shared surface access road, parking areas, communal amenity space, building security lights (if any) and rear garden lighting;
 - (ii) the output of each light and a site-wide light-spill (illuminance) diagram; and
 - (iii) manufacturer's literature showing the mounting and/or fixtures of each light e.g. column-mounted, bollard-mounted, wall-mounted

Reason: To ensure that the site is safely lit for pedestrians and vehicles and to ensure such illumination does not prejudice the amenities of future or neighbouring residents, given the backland nature of the development.

(16) Archaeology

- (17) (a) No development including demolition shall commence until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved in writing by the local planning authority.
- (b) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (a).
- (c) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (a), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured..

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

- (18) Further details of the windows shall be submitted to and approved in writing by the Local Planning Authority before any construction work is commenced and the development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall include:-
- (a) the windows, their frames and glazing bars, for both the houses and the flats, including materials, colour and samples if necessary or manufacturer's literature;
 - (b) sections showing the window reveals at 1:20 scale in both brickwork and metal cladding.

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 BS5228:2009 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) The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- (3) Informative: The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

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