



Planning Committee Map

Site address: ATLANTIC ELECTRONICS, 295-297 High Road, London, NW10 2JY

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This map is indicative only.

RECEIVED: 1 August, 2012

WARD: Willesden Green

PLANNING AREA: Willesden Consultative Forum

LOCATION: ATLANTIC ELECTRONICS, 295-297 High Road, London, NW10 2JY

PROPOSAL: Demolition of derelict building and the construction of a four storey building comprising 9 residential units on the upper three floors with a commercial unit on the ground floor

APPLICANT: C/O Papa Architects

CONTACT: Papa Architects Ltd

PLAN NO'S:
See condition 3.

RECOMMENDATION

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

SECTION 106 DETAILS

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- Contribution of £10,000 on material start and, index-linked from the date of committee for local open space and play space improvements.
- Join and adhere to the "Considerate Contractors Scheme".
- Terms to ensure the payment of £3,000 for each net additional bedroom on material start (Total £54,000)
- Permit Free

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.

In addition, Mayoral CIL is chargeable here at the rate of £35 per square meter

EXISTING

The site is located on the South West side of the High Road, a London Distributor Road and is not within any conservation area or any designated centre. The immediate context is characterised by three storey late Victorian buildings that form the Willesden High Road. To the east of the site is the Willesden Bus Depot which is fronted by a large entrance building of approximately three storeys in height.

The application site itself is occupied by a two storey building, a former house which is now vacant but was most recently in employment (Class B1) use. The rear of the property is in use as B8 use and is currently being used as warehouse storage by the owner. The servicing yard is occupied by servicing and car parking bays. The single storey buildings running adjacent to the warehouse are being used as offices in relation to the warehouse storage. The context is mixed but generally characterised by three storey buildings with ground floors in retail or commercial use along the High Road and residential flats above.

This application seeks to demolish 198sqm of existing office buildings at the front of the above site and to erect a new 4-storey block which will comprise 97sqm of office space on the ground floor, and accommodate

9 no. self-contained 2-bedroomed flats above. No on-site car parking is proposed, although access will be retained through an archway for servicing of the office unit and the rear of the site. Associated cycle parking and refuse storage is included in the scheme. Access to the flatted development will be gained via the South Western pedestrian access.

PROPOSAL

See above.

HISTORY

Planning application (Ref No: 08/2849) for the Demolition of existing two-storey building and attached single-storey rear warehouse and erection of a 5-storey building with retail space on ground floor and storage at basement level and a total of 16 self-contained flats on upper floors, consisting of 3 three-bedroom flats, 5 two-bedroom flats, 8 one-bedroom flats, with removal of existing vehicular access and installation of new vehicular access on to High Road, NW10, and associated landscaping was withdrawn on 10 December 2008

Planning application (Ref No: 08/0983) for the demolition of existing two-storey building and attached single-storey rear warehouse and erection of a 6-storey building with retail space on ground floor and a total of 21 self-contained flats on upper floors, consisting of 2 three-bedroom maisonettes, 5 three-bedroom flats, 8 two-bedroom flats, 4 one-bedroom flats and 2 studio flats, with formation of disabled parking space, 21 cycle bays, refuse and recycling storage and associated landscaping was withdrawn on the 11th June 2008.

POLICY CONSIDERATIONS

National Planning Policy 2012

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaces Planning Policy Guidance and Planning Policy Statements with and replaces Planning policy Guidance and Planning Policy Statements with immediate effect. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant. The NPPF states that good quality design and a good standard of amenity for existing and future occupants of land and buildings (page 15) are required. In addition, the NPPF refers to the role of Supplementary Planning Documents where they can help applicants make successful applications (par 153)

Accordingly, the policies contained within the adopted London Plan 2010, SPG's, London Borough of Brent Unitary Development Plan 2004 and Core Strategy 2010 carry considerable weight in the determination of planning applications and appeals.

Brent Unitary Development Plan 2004

STR14 – New development will be expected to make a positive contribution to improving the quality of the urban environment in Brent by being designed with proper consideration of key urban design principles relating to townscape (local context and character), urban structure (space and movement), urban clarity and safety, the public realm (landscape and streetscape), architectural quality and sustainability.

BE2 - Design should have regard to the local context, making a positive contribution to the character of the area. Account should be taken of existing landform and natural features, the need to improve the quality of existing urban spaces, materials and townscape features that contribute favourably to the area's character, or have an unacceptable visual impact on Metropolitan Open Land. Proposals should not cause harm to the character and/or appearance of an area. Application of these criteria should not preclude the sensitive introduction of innovative contemporary designs.

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.

BE5 - Development should be understandable, free from physical hazards and to reduce opportunities for crime, with a clear relationship between existing and proposed urban features outside and within the site. Public, semi-private and private spaces are clearly defined in terms of use and control, informal surveillance of public and semi-private spaces through the positioning of fenestration, entrances etc., front elevations should address the street with, where possible, habitable rooms and entrances, with private areas to the rear and significant areas of blank wall and parking should be avoided on back edge of pavement locations, entrances should be overlooked by development with good lighting and visible from the street, rear gardens should not adjoin public space, parking spaces are provided within view and if not made safe in other ways

and are not normally accessible via rear gardens of residential properties and accessways are through or adjoining a site are overlooked by development, provided with good lighting, set away from cover, provide clear sightlines and not run next to rear gardens.

BE6 - High standard of landscaping required as an integral element of development, including a design which reflects how the area will be used and the character of the locality and surrounding buildings, new planting of an appropriate species, size, density of planting with semi-mature or advanced nursery stock, new integrally designed structural landscaping on appropriate larger sites, boundary treatments which complement the development and enhance the streetscene and screening of access roads and obtrusive development from neighbouring residential properties.

BE7 – The street environment should be enhanced.

BE9 – Creative and high-quality design solutions (for extensions) specific to site's shape, size, location and development opportunities Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.

BE11 – Proposals for higher densities than that prevalent in the surrounding area will be encouraged in appropriate locations, which will include town centre locations in Areas of Very Good & Good Public Transport Accessibility (as defined in the Transport Chapter section 6.7), and transport interchanges (Policy TRN6). Proposals in these areas are encouraged to include a mix of compatible land uses.

BE12 – Proposals should embody sustainable design principles.

EMP9 – Development of Local Employment Sites for uses other than those employment uses identified will not be permitted except where certain criteria are satisfied.

H10 – New residential accommodation should be self-contained unless it is designed to meet the known needs of a named institution.

H11 - Housing will be promoted on previously developed urban land which the Plan does not protect for other land uses.

H12 – The layout and urban design of residential development should comply with the policies in the Built Environment Chapter, and in addition they should have a site layout which reinforces or creates an attractive and distinctive identity, have housing facing onto streets and defining roads, have access to and layout which achieves traffic safety, have appropriate car parking, and avoid excessive coverage of tarmac or hard landscaping.

H13 – The primary consideration in determining the appropriate density of new residential development will be achieving an appropriate urban design which makes efficient use of land and meets the amenity needs of potential residents. The most dense developments will be appropriate in those parts of the borough with good or very good public transport accessibility.

H14 – Planning permission will be refused where development would under-utilise a site, where there are no pressing considerations to protect the character of an area. Outline permission will be subject of a condition specifying a minimum number of dwellings at reserved matters stage.

H26 – The site layout, accesses and circulation around new and converted dwellings should facilitate their use by disabled and elderly people.

TRN1 – Planning applications will be assessed for their transport impact, including cumulative impacts, on the environment and the road network, and all transport modes. Developments having a potentially significant impact on the transport network should submit a Transport Assessment.

TRN3 – Where a development will cause or worsen an unacceptable environmental impact from traffic

generated it will be refused.

TRN10 – The walkability of the public environment should be maintained and enhanced. New development should have safe walking routes.

TRN11 – Developments should comply with the plan's minimum Cycle Parking Standard (PS16), with cycle parking situated in a convenient, secure and, where appropriate, sheltered location.

TRN14 – New highway layouts, visibility plays and access to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.

TRN16 – Development proposals should not undermine the role of roads within the London Road Network.

TRN20 – New access points, or where development will result in the increased use of existing access points, along London Distributor Roads must not harm their role of distributing traffic across London – in particular bus traffic.

TRN22 – Non-residential development should make provision for vehicular parking in accordance with the maximum standards set out in Appendix TRN2. The application of these standards may be varied depending on the level of public transport accessibility to the site and the contribution that the development would make to reducing the use of the private car. The level of such parking should not however be below minimum operational levels (including required disabled persons parking - policy TRN35). Conditions will be imposed requiring operational parking to be retained as such.

TRN23 – Residential developments should not provide more parking than the levels as listed in standard PS14 for that type of housing, with its maximum assigned parking levels. Lower standards apply for developments in town centres with good and very good public transport accessibility. Where development provides or retains off-street parking at this level then on-street parking will not be assessed. Car-free housing developments may be permitted in areas with good or very good public transport accessibility where occupation is restricted by condition to those who have signed binding agreements not to be car owners. Such persons will not be granted residents' parking permits.

TRN34 – The provision of servicing facilities is required in all development covered by the Plan's standards in Appendix TRN2, and the loss of such facilities will be resisted.

TRN35 – Access to parking areas and public transport within development should facilitate access for disabled people and others with mobility difficulties. Designated car parking spaces should be set aside for the exclusive use of holders of disabled persons parking permits. The number and layout of spaces is to comply with the Plan's standard PS15.

PS14 Parking Standard for Residential Development (Class C3)

PS15 Parking Standard for Disabled Parking

PS16 Cycle Parking Standard

SH21 – Shopfronts should be of a standard design with respects the shopfront designs of adjoining properties and have appropriate materials and proportions.

Supplementary Planning Guidance

SPG17 – Design Guide For New Development

CONSULTATION

178 Neighbouring properties and Ward Councillors were consulted on 8 August 2012. The Council has received 5 objections, including Cllr Lesley Jones and 1 comment to date.

Cllr Lesley Jones objected to the scheme on the basis that the proposal provided a poor quality of accommodation for future occupiers and that the proposal envisaged an over-development of the site. She also states that the property should be a car free development

External

Objections:

- Over-Development of site
- Poor quality of accommodation for future occupiers by reason of noise, disturbance and pollutants from neighbouring bus garage
- Loss of privacy to residents on Churchmead Road
- The rear of the property is in use residential accommodation
- Strain on parking facilities
- The approval will result in more empty stores on the High Road
- The proposal will result in the removal of a boundary treatment on Churchmead Road
- The proposed development is out of character with the streetscene
- 'Car Free' development is not an acceptable approach in principle.
- The open gates will allow criminals access to the rear of the property
- The property will not be adequately serviced.

Response

- If the boundary walls are being removed it is a civil dispute between the parties and not a matter covered by the Town and Country Planning Act.
- 'Permit Free' schemes have been employed widely across the Borough and experience has shown them to be effective.
- The gates will be remote operated

All other grounds of objection have been discussed in the main body of the report.

Internal

Highway Engineer:

The site is considered to be suitably serviced. No Transportation objections subject to a Section 106 Legal Agreement confirming that the residential development shall be entirely 'Permit-free'

Design Officer:

The proposal is considered to be appropriately sited and laid out, whilst maintaining the existing street formation and grain

Environmental Health

The proposed site is located on a busy road, backs onto an industrial unit and bus depot and will have commercial use on the ground floor. The potential for noise nuisance therefore exists and it is important that the residential units are built to a specification that will reduce the impact of noise. Details of which should be secured by condition. The site is located on land that could potentially be contaminated, based on historic uses. A condition to ensure safety in this respect is also suggested.

REMARKS

Principle of development

During previous applications (Ref No 08/0983 and 08/2849), the applicant had demonstrated the site has been marketed for a period of two years as a local employment site, however there had been no effective demand for it and it is likely that, in part, this is due to poor access and servicing arrangements on site. Since then, the site has remained vacant. The proposal here does include some of B1 use of the groundfloor which will mitigate the loss of the existing use to some degree. Whilst no evidence of marketing has been provided here, owing to past marketing evidence, the proposal including a reduced level of B1 space and the fact that the site has remained vacant for a continuous period of time, the principle of the development, on balance is considered to be acceptable.

The building is not sited within one of the Council's designated Conservation Areas nor an ADRC (area of distinctive residential character). As a result, the area does not provide the same level of protection to existing buildings as would be the case if it was so designated or, even more sensitive, the building was statutorily listed. This is not to say that the area does not have a character worthy of acknowledgement, but it does mean that it would be difficult for the Council to say that the demolition of buildings will never be allowed in this locality. Instead, the Council's approach should be that if buildings are to be removed, any replacement building should be of the necessary design quality, relating well to what is in the area.

In this case, whilst the building is not without merit, it is not considered that the existing house at 295-297 High Road is of such architectural quality that the Council should object, in principle, to its loss. The elevations of the building are considered to be fairly ordinary in terms of their architectural quality, but as indicated above, its demolition would only be considered once a replacement scheme has been formally approved by the Planning Authority and that is considered to be the key consideration at this time.

Residential mix

9 new 2 bed residential units are proposed here. In major schemes a mix of family units (three or more bedrooms) and non-family units, having regard to local circumstances and characteristics, are encouraged. Exceptions to this might be allowed for developments near, or within, centres, or where a site is unsuited to family occupation. In this case there is no objection to the proposed mix.

Urban design

The Council's SPG17: "Design Guide for New Development" forms the basis of the assessment. A further consideration here is that the existing building on the site already has an impact on both the established streetscene and people living next to it. The character here is generally mixed with the subject site sited between a Bus Depot to the East, Industrial buildings to the South and 3 storey terraced housing to the North and West. The proposal envisages a 4-storey block with A2/B1 on the ground floor and residential on the upper three floors. The proposal is considered to be better than the previously refused scheme, by way of reduced height, significantly reduced density, the absence of balconies on the front elevation and the siting of the buildings further away from site boundaries.

The proposed development will help to strengthen the building line which the existing development currently breaks. The proposed scale of the development appears to sit comfortably within the streetscape. The height of the new building being no higher than the ridge of either directly adjoining property is welcomed, however some concern over the junction between the eaves line of the bus depot being lower than the roof of the new block has been raised. Whilst this relationship is not ideal it is considered that it would not so poor so as to justify refusing consent on this ground alone. as explained in the report, Officers consider the scheme to be acceptable in every other respect.

The recessed circulation cores splits the development into two elements which effectively reduces the scale of the block. The front elevation is reasonably well proportioned with strong elements of both vertical and horizontal emphasis. The arrangement of material (which will need to be secured by condition for clarity) and fenestration creates a visually interesting and coherent building which is likely to present an improvement to the existing streetscene. The variety within the palette of materials creates an interesting architectural language and is generally supported.

The ground floor shopfront does not include any detail of future signage or even an indicitive zone where future advertising might take place. It is considered that, whilst this absence might not be a reason for refusal on its own, it is something that needs to be considered in order to avoid unacceptable signage proposal at a later date. A condition securing such details is attached.

The proposed development has been designed to respect the established building line of High Road and the scale and design of the surrounding streetscene. The Council's Design Officer has commented on the proposal and considers that the new development is appropriately sited and laid out, whilst maintaining the existing street formation and grain. The proposed elevations represent a simplistic design approach and a contemporary development is proposed. The simple palette of materials is welcomed and details will be secured by condition.

Quality of Accommodation

The site is located on a busy road, backs onto an industrial unit and bus depot and will have commercial use on the ground floor. The potential for noise nuisance therefore exists and it is important that the residential units are built to a specification that will reduce the impact of noise. Details will be secured by condition. Noise transmission can be mitigated by correct insulation and in order to deal with the issue of street noise the applicant will be required to undertake a noise assessment to ascertain what level of mitigation is needed. This will ensure that suitable attenuation is achieved in the rooms facing the High Road.

The Mayors London Plan 2011 details internal floor area requirements for proposed self contained units. The current standards require 2-bedroom (3-person) flat to be a minimum of 61 square metres. 6 of the 9 units proposed exceed floor areas for their intended occupancies, whilst 3 units fail to meet the requirement by 1sqm. The shortfall of 1sqm is not considered to be reason in itself to refuse the application, however the issue is expanded upon below. The internal space provision is:

Flat No	No of Rooms	No of Occupants	Flat size
Flat 1	2 Bed	3 Person	60sqm
Flat 2	2 Bed	3 Person	63sqm
Flat 3	2 Bed	3 Person	67sqm
Flat 4	2 Bed	3 Person	60sqm
Flat 5	2 Bed	3 Person	62sqm
Flat 6	2 Bed	3 Person	65sqm
Flat 7	2 Bed	3 Person	60sqm
Flat 8	2 Bed	3 Person	62sqm
Flat 9	2 Bed	3 Person	67sqm

External amenity space is only provided in the form of balconies. The total quantity of external amenity space provided (63sqm) is far less than required by SPG17. Whilst SPG17 requires 180sqm(9 x 20sqm) for a development of this quantum, the Guidance Note also makes an allowance for a more flexible approach to be employed, particularly in urban areas such as this where it is inevitably more difficult to meet the guidance requirements. The proposed balconies located to the rear of the property are of a sufficient size (ranging between 5sqm – 10sqm) to provide an element of useful external space, but the issue is a balanced one and Officers consider that the under-sized internal floor area (albeit in only 3 flats and then only by 1 sq.m) and limited external amenity space, means that a financial contribution of £10,000 to go towards improving Public Open Space or providing additional street tree planting/other environmental improvements in the locality has been sought.

All units are dual aspect which helps to maximise the amount of light and outlook available to them. The standards of privacy expected in new development in more intense inner urban area might be considered differently from those in less dense areas. Nevertheless, normally unless it can be demonstrated that privacy can be maintained through design, there should be a minimum separation of 20m between directly facing habitable room windows. The proposed 4-storey building will be located approx. 28m away from the warehouse to the South of the site.

The balconies will cantilever over the rear servicing yard. However, future residents will have a view onto the servicing yard directly below, and indeed part of the rear industrial yard, and this will be obscured by way of a canopy to the rear and balcony screening. Overall the quality and quantity of both internal and external residential accommodation within the development is considered acceptable.

Impact on Neighbouring amenity

SPG 17 normally requires a 10m separation between boundaries and habitable room windows. Notwithstanding this, Members will be aware that each application needs to be considered on its own merits and the particular circumstances of the case need to be considered in every instance. In this case, the neighbouring garden at 299 High Road is located approx 5m away from the closest balcony. However these balconies will be screened to prevent a loss of neighbouring amenity from overlooking and, as such, no objection is raised to this relationship. The closest bedroom window of flats 1, 4 and 7 are located approximately 3.5m away from the neighbouring garden at No 299, but the possible loss of privacy and overlooking has been mitigated by way of vertical timber louvers to physically prevent this. The rear wall at No 299 contains habitable room windows at upper floor levels. In order to acknowledge this point, the proposed block has been set away and back so as not to block neighbouring outlook and light.

All flank windows are to be obscure glazed (bathrooms), preventing any overlooking to directly adjoining properties. Whilst matters will inevitably change for those residents of the High Road and Churchmead Road who look out towards the application site given the nature of the development, the physical impact of the buildings will be within acceptable limits, as explained above.

Highways and Access

The site is located on a London Distributor Road and lies within a CPZ. It has good accessibility with a PTAL rating of 4. The site was previously occupied by a light industrial use comprising over 600sq of B1 floorspace. This attracts a maximum car parking standard of 2 cars, and required servicing provisions of at least a single full sized bay (for a 16.5m articulated vehicle). It is debatable whether this is possible at present despite the access road leading to the warehouse structure at the back of the site.

The proposed development will attract a maximum of 1 car space for the A2/B1 office development and will require a "Transit"-sized servicing bay. The proposed new building retains the vehicular access to the side

(beneath an archway), which in practice will provide acceptable servicing facilities and pedestrian access to the rear. Furthermore, the slightly enlarged service yard at the rear arising from removal of derelict buildings will increase turning space for rigid delivery lorries, providing a benefit in potentially reducing the amount of reversing onto High Road. The proposed rear servicing bay will prevent service vehicles obstructing the access route to the side of the proposed new building. As such this aspect of the proposal is welcomed.

The car parking standard relating to the proposed 2-bed flats will be up to 0.7 car spaces per dwelling. The overall increase in parking demand at this site is, therefore, clearly significant. However, for this application no car parking is possible on-site. On-street parking cannot be accepted here due to the characteristics of the High Road operating as a busy distributor road. As such, a car-free agreement to prevent overspill off-site car parking, will need to be secured via S106 Agreement.

The vehicular access on the south-eastern side of the site will be retained for access to the servicing area and for access to the remainder of the site. The proposed gates are not suitable as they will cause obstruction of the major road when vehicles enter or exit the site. This is compounded by the presence of a bus stop opposite the site access on the other side of the road. Although the existing gate is also on the site boundary, if a new gate is provided it should be automatically operated and set back from the frontage by a minimum of 6m. Details of the design, siting and operation for the automated gate shall be secured by condition.

Headroom for the service road archway is acceptable, with the first floor accommodation placed at least 4.2m above ground level, which will allow service vehicles to access the site. The existing vehicular crossover serving the access road has a width of between 4m and 5.5m, while the proposed gates have a width of 7.4m. Alterations to the vehicular crossover will need to be carried out at the developers expense.

Pedestrian access to the flats directly from the High Road has been detailed in this scheme and is welcomed by Transportation as being acceptable in terms of security and safety.

The refuse and recycling storage shown is acceptable as it is located within 9m of the point at which collection takes place, to ensure ease of servicing. Cycle parking is provided in the form of "Sheffield" type stands providing parking at a rate of 1 space per dwelling within the curtilage of the building. However, PS16 requires residential cycle parking to be covered for reasons of security and weather-proofing, making them more likely to be used by residents. Revised details will be secured by condition.

Conclusion

The proposal complies with relevant policy in the Brent Unitary Development Plan 2004 and Supplementary Planning Guidance and is, therefore, recommended for approval, subject to conditions and Legal Agreement.

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
- Council's Supplementary Planning Guidance 17 - Design Guide for New Development.

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
- Housing: in terms of protecting residential amenities and guiding new development

CONDITIONS/REASONS:

- (1) Landscape proposals for the treatment of the areas so designated within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on site. The landscape works shall be completed in accordance with the approved details:-

- (i) prior to the occupation of the building
- (ii) in accordance with a programme agreed in writing with the Local Planning Authority.

Any planting that is part of the approved scheme that within a period of *five* years after completion 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 to ensure that it enhances the visual amenity of the area.

- (2) 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.

- (3) The development hereby permitted shall be carried out in accordance with the following approved drawings:

111700204B
111700104B
111700201D
111700001C
111700100C
111700101C
111700102C
111700103C
111700200B
111798003
111798002
111798202
111798100a
111798201
111798203
111798204
111798200
111798001

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

- (4) All 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: Criterion Typical situations Design range LAeq, T 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) Prior to the occupation of the dwellings, the applicant shall submit in writing to the Local Planning Authority the results of post-completion testing undertaken in each of the flats, to show that the above noise levels have been achieved.

Reason: To obtain required sound insulation and prevent noise nuisance

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

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

- (6) Following the demolition of the existing buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination, and an appraisal of remediation options should any contamination be found that presents an unacceptable risk to future site users. The written report is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site

- (7) Any remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use (unless the Planning Authority has previously confirmed that no remediation measures are required)

Reason: To ensure the safe development and secure occupancy of the site

- (8) The development is within an Air Quality Management Area and construction and demolition works are likely to contribute to background air pollution levels. The applicant must employ measures to mitigate against the impacts of dust and fine particles generated by the operation, the details of which must be submitted to the Local Planning Authority for approval, prior to commencement of the development.

Reason: To minimise dust arising from the operation.

- (9) Details of the proposed vehicular gate, including details of operation/access, design, siting and a minimum 6m set back from street frontage shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (10) Details of the proposed location of future signage within the ground floor shopfront 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. Future advertisements are likely to need consent in their own right through the Advertisement Regulations.

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

- (11) Details of covered and secure bicycle storage, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (12) Details of a canopy over the rear servicing bay to the groundfloor commercial space shall be submitted to and approved in writing by the Local Planning Authority before any work is

commenced. The work shall be carried out in accordance with the approved details.

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

- (13) All existing vehicular crossovers rendered redundant by the development, hereby approved, and any crossover that is reduced in width as a result of the proposals, shall be made good, and the kerb reinstated, at the expense of the applicants, prior to the first occupation of the development.

Reason: In the interests of highway safety and in order to allow the Council to secure proper control over the development.

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

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

INFORMATIVES:

- (1) 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
- (2) Whoever carries out the works is reminded of their obligation to comply in full with s60 of the Control of Pollution Act 1974 and the British Standard Codes of practice 5228:1997 Parts 1 to 4 which states that Construction/refurbishment and demolition works and ancillary operations which are audible at the site boundary shall be carried out only between the hours of: Monday to Friday 08:00 to 18:00, Saturday 08:00 to 13:00 and at no time on Sundays or Bank Holidays.

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact Tanusha Naidoo, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5245