

Committee Report

Planning Committee on 3 February, 2010

Case No.

09/2116

RECEIVED: 3 September, 2009

WARD: Alperton

PLANNING AREA: Wembley Consultative Forum

LOCATION: 243 Ealing Road, Wembley, HA0 4LF

PROPOSAL: Demolition of existing building, erection of 7 blocks (1 x 14 storeys, 3 x 11 storeys, 1 x 10 storeys & 2 x 6 storeys) comprising 440 flats and commercial and community space at ground-floor level, the erection of a three-storey detached dwellinghouse, the provision of 237 parking spaces including 30 disabled parking spaces at basement and ground-floor level, associated landscaping and provision of private and public amenity space (as amended by revised plans received on 30th November 2009, January 2010).

APPLICANT: Neptune (Ealing Road) LLP

CONTACT: Austin Mackie Associates Ltd

PLAN NO'S: See attached conditions.

RECOMMENDATION

Agree in principle, but delegate the application to the Chief Planner/Head of Area Planning for his determination (taking into account any further representations received) and subject to the completion of a satisfactory Section 106, or other legal agreement, having referred the application to the London Mayor under Article 5 of the Town & Country Planning (Mayor of London) Order 2008 in order for him to confirm that the application is in compliance with the London Plan.

SECTION 106 DETAILS

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

- (a) Payment of the Councils reasonable, legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance
- (b) 35% Affordable Housing (by hab room), with 28% provided prior to 50% Occupation – as per the agreed schedule, with a further 7% (by hab room) intermediate housing provided either on or off site prior to 70% Occupation, unless a updated toolkit is submitted with the actual sales values and costs is submitted to the Council showing a return of less than 17.5%.
- (c) A contribution of £1,194,300 index-linked from the date of committee for Sustainable Transportation and Open Space & Sports, which may include but not be limited to £160,000 for local bus provision and canal tow path improvements in the local area.
 - £576,000 due on Material Start of Phase 1 (Block 4,5,6 or the town house)
 - £618,300 due on Material Start of Phase 2 (Block 1,2,3 or 7)
- (d) Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and Code for Sustainable Homes level 4, with compensation should it not be delivered. In addition to adhering to the Demolition Protocol.
- (e) Offset 15.8% of the site's carbon emissions through onsite renewable generation, with site wide carbon reduction of at least 44% compared with criterion 1 of Part L of the Building Regulations

(2006). If proven to the Council's satisfaction that it's unfeasible, provide it off site through an in-lieu payment to the council who will provide that level of offset renewable generation.

(f) Join and adhere to the Considerate Contractors scheme.

(g) Prior to Occupation, submit, gain approval for and adhere to a residential Travel Plan, within no more than 50% of resident car ownership, with a £20,000 fine per 1% over this (capped at £200,000). The Travel Plan's shall include the provision of not less than 2 Car Club cars /bays and 15 electric car charging bays.

(h) Prior to any Occupation of Phase 2, the provision of not less than 1073sqm of Affordable Workshop Space, (at a rate of not more than 50% of market rate), or any alternative D1 community use approved in writing by the Council .

(i) A car-free agreement (to apply in the event of a CPZ being introduced in the area)

(j) Prior to any occupation enter into a S38/S278 agreement for amendments to the site access junction pedestrian crossing phase, including signal changes , land set aside for potential routes through and provision of an adoptable access road all shown on plan Y.

(k) Prior to a Material Start on either Phase 1 (Blocks 4,5,6 and the townhouse) or Phase 2 (blocks 1,2,3, or 7)submit and gain approval for a Landscaping Implementation and Management Strategy (LIMS) covering:

- Any Occupation, the provision of the public open space / landscaping adjoining the canal side shown as X

-Prior any Occupation of Phase 1, the provision of the public open space / landscaping shown as the 371sqm between blocks 5 and 6, the 463 to the east of the town house, 50sqm to the east of block 5, the 120sqm to the west of the town house, and 630sqm to the west of block 4.

- Prior any Occupation of Phase 2, the provision of the public open space / landscaping shown as the 1190sqm between block 1 and 2, the 870 between block 2 and 3 and the 100 sqm between block 1 and 7.

- Temporary alternative on site provision during construction may be permitted to enable construction of different blocks within Phases.

(l)Prior to Occupation to agree and comply with a Management and Maintenance Plan for the open space, including the right of public access during daylight hours to the public space.

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

EXISTING

The proposal relates to the site of B&Q's former Alperton superstore on Ealing Road. The site comprises 1.7 hectares of now cleared land. The site is roughly triangular in shape and is bordered by the Grand Union Canal, Ealing Road to the west in Alperton and an elevated section of the Piccadilly Line. A line of low rise commercial units backs on to part of the site. The nearest residential properties are located in Carlyon Close, a short suburban cul-de-sac that stops just short of the south eastern corner of the site.

The site is located within the submission version of Brent's Core Strategy as being part of the Alperton Growth Area, an area identified as being suitable for at least 1,600 new homes, new commercial development, new community facilities, open spaces and other regenerative improvements. The draft Core Strategy also identifies Alperton as an area suitable for tall buildings. The draft Site Allocations document promotes the former B&Q site for comprehensive residential led mixed use development, comprising new housing, flexible commercial space, community uses, public open space, and an enhanced canal side environment. The Council is currently in the process of preparing a masterplan framework for the Alperton growth area to guide the future of such sites.

The site at the sub-regional level is also located within the Park Royal Opportunity Area Planning Framework (OAPF) as identified within the London Plan and draft consultation replacement London Plan. There is limited guidance within the OAPF as to suitable land-use functions or scale of development on this particular site. However, growth and regeneration is integral to the aspirations of the OAPF designation.

The site has a public transport accessibility level (PTAL) of 4, on a scale of 1-6, where 6 is most accessible. The site is within 200 metres of Alperton Piccadilly Line Station. There are six bus services that stop within 100 metres of the site.

PROPOSAL

The application is for the comprehensive redevelopment of the former B&Q site for mixed residential and commercial development in the form of 7 blocks ranging in height from 6 to 14-storeys. One 3-storey town house is also proposed. The development would provide in total 441 residential units (181 x 1-bedroom, 190 x 2-bedroom, 58 x 3-bedroom, 12 x 4-bedroom flats and 1 x 4-bedroom house). The proposal is to also provide 1438 square metres of flexible floor space for community and commercial uses (within Use Class D1, B1 and A3) in seven ground floor units facing Ealing Road and the Canal, capable of being occupied by a range of uses including cafe, workshops and community uses. The proposal is also to provide 237 car parking spaces, cycle parking spaces and associated amenity and landscaped area between blocks to provide a range of publicly accessible open spaces and children's' play areas. A new canal walk way would be introduced to the north of the site providing public access along the canal with a possible option for mooring facilities. The proposal also involves the creation of a new estate road to be accessed from the sites existing entrance on to Ealing Road.

The development would be carried out in two phases with the town house and block 4, 5 and 6 being carried out in Phase 1 and the remaining blocks to follow as part of the second phase.

HISTORY

B&Q built a retail warehouse on the site in the mid 1980s. They vacated the site a few years ago and were unable to find a suitable alternative user for the building. An application to divide the store in to smaller units and allow general purpose retailing was refused as the site lies outside the Council's hierarchy of designated Town Centres.

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| <u>28/06/1985</u> | Planning permission granted for the erection of a non-food retail store with garden centre, servicing and parking (Ref: 84/182) |
| <u>24/08/2006</u> | Planning permission refused for the conversion of the existing premises to two new retail units (Ref: 06/1876) |
| <u>22/06/2007</u> | Planning permission refused for the subdivision of the existing premises to form two retail units and for the variation of condition 13 of planning permission 84/1822, which restricted the use of the premises to a DIY retail warehouse and garden centre (Ref:07/0240). |
| <u>17/10/2007</u> | Certificate of lawfulness issued allowing the sale of DIY and garden tools at premises (Ref: 07/2534) |

The former B&Q was demolished in early 2009.

POLICY CONSIDERATIONS

Brent Adopted Unitary Development Plan 2004 Policies

Built Environment

BE1	<i>Urban Design Statement</i>
BE2	<i>Townscape: Local Context and Character</i>
BE3	<i>Urban Structure: Space & Movement</i>
BE4	<i>Access For Disabled People</i>
BE5	<i>Urban Clarity & Safety</i>
BE6	<i>Public Realm: Landscape Design</i>
BE7	<i>Public Realm: Streetscape</i>
BE9	<i>Architectural Quality</i>
BE10	<i>High Buildings</i>
BE11	<i>Intensive And Mixed-Use Developments</i>
BE12	<i>Sustainable design Principles</i>
BE14	<i>Grand Union Canal Corridor</i>

Environmental Protection

EP3	<i>Local Air Quality Management</i>
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Housing

H9	<i>Dwelling Mix</i>
H11	<i>Housing On Brownfield Sites</i>
H12	<i>Residential Quality - Layout Considerations</i>
H13	<i>Residential Density</i>
H14	<i>Minimum Residential Density</i>

Transport

TRN1	<i>Transport Assessment</i>
TRN3	<i>Environmental Impact of Traffic</i>
TRN4	<i>Measures To Make Transport Impact Acceptable</i>
TRN11	<i>The London Cycle Network</i>
TRN14	<i>Highway Design</i>
TRN22	<i>Parking Standards -Non Residential Developments</i>
TRN23	<i>Parking Standards - Residential Developments</i>
TRN34	<i>Servicing In New Development</i>

Town Centres & Shopping

SH5	<i>Out Of Centre Retail Developments</i>
SH8	<i>Conditions On Non-Retail Uses</i>
SH10	<i>Food and Drink (A3) Uses</i>
SH12	<i>Customer Toilet Facilities for A3 Uses</i>
SH21	<i>Shopfront Design</i>

Tourism, Entertainment& The Arts

TEA4	<i>Public Art</i>
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Community Facilities

CF5	<i>Community Facilities in Large Scale Developments</i>
CF6	<i>School Places</i>

Supplementary Planning Guidance 17 relating to "Design Guide For New Development"

SUSTAINABILITY ASSESSMENT

Code for Sustainable Homes Pre-Assessment

Officer has concerns that the CSH Pre-assessment has not allowed for much flexibility – the predicted score exceeds 68% (Level 4) however we would usually expect to see min. 5% safety margin. The applicant has agreed to consider improvements in the following areas:

1. Building Fabric (further credits would require Heat Loss Parameter of 1.10)
2. External water use (water butts or communal rainwater harvesting for external irrigation)
3. Environmental Impact of materials
4. Responsible sourcing of materials – finishing elements should be responsibly sourced
5. Protection of ecological features – credit available if protect features as recommended by ecologist
6. Change in ecological value of site – site is adjacent to SINC should be targeting high level of ecological improvement

These improvements are to be secured through the Section 106 Agreement.

Energy Strategy

Overheating

The proposal includes the following mitigation measures: balconies, opening windows, thermal mass and external shutters on ground floor. More use could be made of green roofs which are currently only proposed for two blocks. Green roofs will be expected unless demonstrated unfeasible. Where green roofs are not feasible, brown roofs should be installed as a minimum to provide biodiversity benefits as recommended by the Ecology report.

Building Performance

Officer has some concerns as to whether the specified building fabric materials will achieve the required Code for Sustainable Homes Level, however the applicant has agreed to meet Code Level 4. Again the section 106 agreement will seek to deliver this.

Energy delivery

The preferred energy delivery option for the proposal is site-wide gas-fired CHP with biomass boiler backups and Canal Source Heat Pumps (CSHP) to provide heat and cooling to the commercial elements.

Two separate CHP systems were originally proposed to serve 2 phases. The GLA identify this as an unacceptable strategy as it does not meet the Energy Hierarchy of providing a site-wide CHP solution.

Concerns are also raised over the use of biomass boiler systems within an Air Quality Management Area. Smaller biomass boiler systems are particularly a problem being harder to control emissions. The draft London Air Quality Strategy identifies systems under 500KW as unacceptable in AQMAs. The applicants have agreed to consider a single boiler system approach to overcome this and to consider the use of other renewable technologies such as PV panels. The final energy strategy will be agreed as part of the s106 agreement.

Sustainability Checklist

Applicant's score – 66%

Officer's assessment – 45.5%

Officer's predicted score if ICE Demolition Protocol/WRAP toolkit are secured 56.5%

Officer's comments

Officer's assessment currently falls below the required 50% score. The major area of concern relates to the materials proposed and ensuring the recycled content within the materials. The applicant should will need to commit to the ICE Protocol (which also applies to new build content) or another method to demonstrate the appropriate recycled content will be achieved. Appropriate noise and wildlife mitigation measures will also need to be implemented.

Summary

The applicant's agent has agreed to a Section 106 Agreement requiring additional sustainability measures that will ensure a minimum score of 50% is achieved in the Council's Checklist and that Level 4 of the Code for Sustainable Homes is met, with compensation should it not be delivered. The s106 will also secure adherence to the Demolition Protocol and an appropriate level of on site renewable generation to off set 20% of the developments carbon emissions. If proven to the Council's satisfaction that this is unfeasible, provide an in-lieu payment to the council for off site renewable energy generation.

CONSULTATION

The application has been advertised by Site Notices displayed around the site and the following have been consulted on the proposal:

- Nos. 1 to 15 (odd nos.) Abbey Avenue
- Nos. Alperton House (suite 1.1, 1.2, 2.1A, 2.1B, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10, 2.11, 3.1A, 3.1C, 3.2B, 3.2A, 3.2, 3.3, 3.3A, 3.3B, 3.3C, 3.3D, 3.3E, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.10, 3.1B, 2.11, 3.12, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10, 4.11, 4.12, 4.13, 4.14, 4.15, 4.16 and 5.1 Bridgewater Road
- Nos. 1 to 20 (Consecutive nos. Carlyon Close
- Nos. 1, 1C, 2 to 9, 10A - E & 11 to 34 Carlyon Road
- Nos. 243, 245 -249, 253, unit 1 253A, Managers flat, unit 1A, 1B, 2, 3C, 3A, 3B, 4, 5A, 5B, 5C, 6, 7, 8 9 & 10 at 253A Ealing Road
- Nos. 1 to 12 Carlyon Mansions, 267, 267A, 269, 271, 273, 275, 277, 279, 281, 346, 349, 360 incl. Bright Horizon, unit 1 to 2 at 372, 374, Alperton Ford, 1 to 25 Cromwell Court,
- Nos. 1 to 19 (consecutive Nos.) Hazel Grove,
- Nos. 9-10 Abercorn Commercial Centre, Manor Farm Road,
- Nos. Middlesex House (Children Play Service, Happy Child Nursery, 1A-E, 1M, 2A-F, 3A-F, 4A-F, 5A-F, 6A-F, 7A-F, 8A-F, 9A-F, 10A-F, 11A-F, 12A-F, 13A-F, 14A-F, 1 to 108 Grand Union Heights, Northwick Road
- Nos. Minavil House, unit 1 to 3 & Micro Partners; Unit 1 to 7, 8A-B, 9 to 15 Wharfside, Rosemont Road
- Nos. 1 to 21 Seaton Road
- Nos. 1 to 17 Tiverton Road
- Ward Councillors

Comments:

Neighbouring Occupiers: In total five letters of objection have been received from local residents and businesses including 16 Tiverton Road, 6 Carlyon Close, 10 Hazel Grove and Units 7 and 15 Wharfside Rosemont Avenue. The objections are raised on the grounds of height of the proposed buildings and increased crime, noise, smell, dust, litter, traffic, parking and congestion. The proposal would result in the loss of light, privacy and view from windows. It would further lead to transport issues, overcrowded paths, environmental effects and strain on public resources. The development would be out of keeping with the surrounding. The area need business development creating local employment.

Greater London Authority:- The principle of regeneration for a mix of uses is supported. However, the application in respect of the following does not comply with the London Plan:

- Principle of development
- Principle of tall buildings
- Design and access
- Affordable housing, housing mix and affordable housing split
- Children's Play space
- Energy
- Climate change
- Transport

However, The Mayor proposes the following changes to the application to remedy the above-mentioned deficiencies that could lead the application becoming compliant with the London Plan:

- In respect of the Principle of Development: an assessment regarding the impact on the town centre functions is required.
- In respect of the Principle of Tall Buildings: further evidence from the Council is required through the LDF process and further assessment regarding the impact on local views including impact from adjacent residential streets. These should be agreed with GLA officers and the Council.
- In respect of Affordable Housing: further information regarding viability (which may require independent verification) and further justification to support the current housing mix and tenure split is required.
- In respect of Design and Access: further work is required regarding the level changes across the site, safeguarding of links to the south is required and further comparison to the Mayor's space standards set out in the draft replacement London Plan and the London Housing Design Guide.
- In respect of Energy: technical response is required to the comments set out in the main body of the report (paragraph 63-74)
- In respect of Transport: The report provides a comprehensive details of the appropriate remedies to the outstanding transport matters including further discussion required regarding the section 106 agreement (paragraph 78-86).

Council's Transportation Unit:-

Following extensive negotiations and a series of amendments the Council's Transportation Unit now support the revised scheme subject to a Section 106 agreement to secure: (1) Travel Plan (incl. strict binding penalties based upon car ownership targets); (ii) a financial contribution of 490,000 towards off-site transport improvements; (iii) a car-free agreement (to apply in the event of a CPZ being introduced in the area); and (iv) an agreement under S38/S278 of the Highways Act 1980 for amendments to the site access junction and adoption of the access road.

Landscape - The Council's Senior Landscape Designer has now reviewed the revised landscape proposal which addresses some of the initial concerns and also had a detail discussion with the developer's architect who has agreed to make further necessary amendments required and therefore the landscape scheme is now considered to be satisfactory in principle subject to conditions requiring further details to be submitted for consideration at a later date. The suggested landscape conditions are therefore now attached to the committee report.

British Waterways: BW supports the principle of the proposed development, and believes it offers an exciting opportunity to reinvigorate this part of Brent, and in particular, improve access to and the quality of the waterway environment. However, it is subject to agreeing an appropriate s106 contribution, and appropriate planning conditions and informatives.

Environment Agency

The Flood Risk Assessment (FRA) submitted with this application does not adequately comply with the requirement set out in Annex E, paragraph E3 of Planning Policy statement 23 (PPS25). The submitted FRA does not therefore provide a suitable basis for assessment to be made of the flood risks arising from the proposed development.

In particular, the submitted FRA fails to:

- Demonstrate that surface water runoff will be reduced to the Greenfield run off rate for all events up to the 1 in 100 year storm (including the effect of climate change) and set out how

this will be achieved.

- Adequately demonstrate how Sustainable Drainage Systems (SUDS) such as permeable pavements, filter drains and trips, swales (conveyance), temporary basins, ponds (added amenity and education benefit), wetlands and green/brown roofs have been maximised on site with any obstacles to their use clearly justified.

The objections can be removed if it can be shown that every effort has been made to utilise the most sustainable techniques for storage and drainage on site, with any obstacles to their use clearly justified. The developer's flood risk consultants have now reviewed the use of SUDS on the site and have provided justification for the current proposal to the Environment Agency. Therefore, now awaiting a further response to the information submitted from the agency.

Environmental Health – The Environmental Health has recommended numbers of conditions in order to ensure that the proposed development does not prejudice the enjoyment of neighbouring occupiers or future occupiers of their land. However, further clarification is also required in respect of Acoustic Assessment and Air Quality Assessment Report. Additional information is also required for any proposed biomass boilers.

Thames Water - Has no objections to the proposal. It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separated and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water recommends that petrol/oil interceptions be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local water courses.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. It is further recommended, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering block drains, sewage flooding and pollution to water courses.

GLA - Regarding the viability submission, GLA are seeking all the assumptions that underpin the model and would like to know whether this has been tested and verified by a qualified cost consultant. The information is now been submitted to GLA and will be considered by them as part of the Stage II referral.

REMARKS

The Proposal

The application scheme proposes the following:

- Erection of 7 blocks (1 to 7) ranging from 6 to 14 storeys and a separate 3-storey town house. The increased height blocks are positioned towards the canal taking the opportunity adorned by the canal and lower height blocks are positioned to the south west of the site, respecting the proximity of established residential street to the south west.
- The proposal would provide in total 1x 4-bedroom town house and 440 new residential flats (comprising 181 x 1-bedroom, 190 x 2-bedroom, 58x 3-bedroom and 12 x 4-bedroom flats) with balconies. The residential units would provide a mix of private and 25% affordable (intermediate and social rented tenures) with a mix of 1 to 4 bedroom units to provide for a range of household and family sizes.

- New 1,568sq.m. of commercial floor space (of Use Class B1 and A3) with the intention of seeking the provision of affordable workspace for local small business. The potential to provide a training facility for local youths linked to the B1 element of the scheme and new café style uses to animate the canal. The proposed commercial space would be provided in the ground floor and part first floors fronting Ealing Road and the Canal.
- Range of publicly accessible open spaces, including areas for play space between blocks.
- Significant new public realm and residents amenity spaces linked to the canal
- Provision for 237 car and 478 cycle parking provision in a combination of underground and surface level spaces, distributed across the site.
- Provision for associated refuse and recycling bins storage area.
- The development would use existing vehicular access off Ealing Road. However, new estate road within the site would be created where traffic calming would provide a quality pedestrian and cycle environment. The estate road would provide access to all buildings and parking areas, including a basement parking area beneath the canal side buildings.

It is anticipated that the development will be delivered in two phases. The exact phasing of the scheme is to be agreed condition.

Policy Context and Principal of Proposed Mix of Uses

The site in terms of its Borough wide context is located to the south-west of Wembley and north of Ealing Road and the M40 corridor. The site is outside the Ealing Road town centre boundary, located south of the primary shopping frontage. There is no Unitary Development Plan or Strategic land use designation. The site is identified within the Brent Submission version of the Core Strategy (Policy CP1, CP2 and CP8) as part of the Alperton Growth Area, an area suitable for at least 1,600 new homes, new community facilities, open spaces and improvements to accessibility of spaces. The Brent's Core Strategy Submission (Policy CP6) also identifies Alperton as an area suitable for tall buildings. The Site Allocations document promotes the former B&Q site for comprehensive mixed use development, including residential amenity space, B1 employment and A3 uses. There is a desire within the allocation for the canal-side environment to be enhanced for pedestrian and canal users, a pattern that will hopefully spread through a series of adjacent canal-side sites. The Council is currently in a process of preparing a master plan framework for Alperton to guide the future of such sites.

The site at the sub-regional level is also located within the Park Royal Opportunity Area Planning Framework (OAPF) as identified within the London Plan and draft consultation replacement London Plan. There is limited guidance within the OAPF as to suitable land-use functions or scale of development on this particular site. However, growth and regeneration is integral to the aspirations of the OAPF designation. Policy 2A.5 *Opportunity Areas* of the London Plan and Policy 2.13 *Opportunity Areas and Intensification Areas* of the draft replacement plan both promote growth and, in particular the plan seek to "*optimise residential and non-residential densities necessary social and other infrastructure to sustain growth, and where appropriate contain a mix of uses*". Given that the site has no strategic industrial function that requires protection and given the Council's emerging policy the principal of the proposed mix of uses (i.e. residential and commercial uses) in this application location is supported. It should be noted that the scale and nature of commercial space proposed at the site are such that it would enhance and not compete with the town centre.

The proposed scheme consists of 441 residential units, along with ground/first floor areas capable of sub-division into seven units that will benefit from flexible permission allowing them to be used for a range of appropriate A3, commercial and community purposes.

The above mentioned Council and London Plan policies place an emphasis upon promoting development that contributes to local needs in a sustainable manner. Wherever, possible, a preference is given for building on and making best use of previous developed land.

The planning policy emphasis is on building efficient residential schemes to meet the demand for

housing, whilst providing good quality standards – both internally and externally. The Council's adopted Unitary Development Plan (UDP) 2004, identifies housing as the priority land use in the Borough.

The site is a vacant brownfield site which was formally used as a B&Q store and lies within a growth area which is partially residential in character. The emerging Core Strategy promotes the Alperton growth Area as being suitable for at least 1,600 new homes. The proposal seek to optimise the potential of the site, within the overriding theme to built and open space quality, to provide 441 new homes and therefore meet a significant need foe new housing within the Borough.

The amount of new housing proposed is broadly consistent with the emerging LDF site specific designation and associated guidance.

The canal side setting of the site lends itself to small scale cafes which would open up the pedestrian connections into and through the site and allow the water side setting of the site to be in active use. The principle of creating a modest scale of uses that enhances the setting of the canal is entirely consistent with both general and site specific policies that seek to promote the use of London's waterways.

The scale of the proposed commercial units within the scheme is so small that it would provide more of a support function to the community within the development rather than competing with either the adjoining town centre or established local parades in the vicinity of the site. The focus is also to provide new public realm adjacent to the canal.

The site is well located to the town centre and edge of centre and therefore the residents of the new scheme would benefit from good access to both existing local facilities and public transport routes to centres such as Wembley.

It is considered that the proposal would add to the vitality and viability of Alperton and other Borough town centre by strengthening local community demand for existing facilities and encourage longer term investment in retail and associated uses within the town centre (London Plan Policies 2a.8 and 3D.1 &2)

The mix of uses envisaged on the site, together with the relationship with the wider mix offered in the town centre and the availability of public transport and good cycle/pedestrian links demonstrates that there is an opportunity to optimise the site's housing capacity.

The Council's approach to producing a master plan framework for Alperton is consistent with the London Plan's guidance on large sites which states that "planning framework should be prepared in consultation with local communities and key stakeholders".

The site is not within an area where employment space is specifically protected and the site has no recent history of employment uses for over 20 years. The planning application responds to the Council's draft site allocation and planning brief (that was never formally adopted) by introducing the potential for small scale B1 uses that are capable of offering affordable and /or training opportunities.

Site's Suitability for the Principle of Tall Buildings

The application is proposing 7 high rise blocks ranging from 6 to 14 storeys and a separate 3-storey town house on the site. The following table shows the block heights:

Table 1 – Blocks by storey and Heights in metres

BLOCK	STOREYS	Approx. Height (Metres)
1	14	43
2	11	34
3	11	34
4	6	19
5	6	19
6	11	34
7	10	31

The application site is located within Alperton area of the Borough. The suitability of Alperton area for tall buildings is supported by the following:

- Although Alperton (within which the application site is located) does not fall within the specific locations promoted within the Park Royal Opportunity Area Planning Framework (OAPF) as identified within the London Plan and Draft Consultation replacement London Plan for tall buildings, there is a presumption that such locations may be suitable subject to other policy test. It should be noted that OAPF also seek to locate tall buildings in town centres with good public transport links and seek to support tall buildings where they make significant contribution to local regeneration, respectively.
- The Council has designated Alperton as an area suitable for tall buildings in its forthcoming Local Development Framework and has also prepared Local Development Framework (LDF) Core Strategy Background Paper on Tall Buildings which justifies tall buildings in Alperton.
- The application site has good public transport accessibility (PTAL 4). The site is within 200m of Alperton Underground station served by Piccadilly line. The nearest bus stop is 100m away, with six bus services running down the A4005 Ealing Road corridor.
- The site location opposite the existing Middlesex House, a 14-storey residential building that acts as a tall building landmark for the area.

Given that the site is served by good public transport accessibility, a tall building already exist in the context, and given the Council's emerging LDF policy and the existing OAPF designation, it is considered that the principle of tall buildings for the site is justified. However, the proposal according to the existing and draft London Plan needs to be considered with regards to its suitability to their wider context in terms of proportions, composition and relationship to other buildings, streets, public and private open spaces, water spaces and other townscape elements. In order to assess these impacts an assessment from Local and relevant strategic views are required.

In this case, it is not considered that the proposal would have any impact on strategic views. An assessment of local views also supports the proposal. The assessment included eight local views, illustrating existing conditions against the proposed conditions of the site. In your officer's view the proposed massing and scale of the buildings is not considered to have any adverse impact on the existing urban environment and therefore the scale and massing of the development is considered to be appropriate in its wider and local context.

Density

The application is proposing approximately 1232 habitable rooms on a site of 1.7 hectare and therefore the density of the proposal development is 725 habitable rooms per hectare. The site has a good public transport accessibility level of 4 and lies in an urban location and therefore according to the Council's "Density" standards set out in the Supplementary Planning Guidance 17 relating to "Design Guide for New Development" a density within the range of 240 – 700+ in general terms is considered to be appropriate for the site. The London Plan's density matrix indicates that a density within the range of 200-700 habitable rooms per hectare would be acceptable.

The proposed density, therefore complies with the Council's SPG 17 standard but is marginally above the guidance within the London Plan. However, within London Plan a higher density may be

considered acceptable in cases where there are other strategic benefits associated with the application. However, as the increase in density is marginal and given that the site falls within a designated growth area where the policy context supports maximising development opportunity, the density proposed does not raise significant concern. Officers are satisfied that the quality of residential accommodation proposed, the creation of new high quality public open spaces throughout the development but particularly along the canal, and the significant regenerative benefits of the scheme justifies the level of development proposed.

Layout, Scale and Height

The application is proposing erection of 7 blocks (Block 1 to 7) ranging from 6- to 14-storey together with one 3-storey town house on the site. The proposed Blocks 1, 2, 3 and 4 (comprising 14-, 11-, 11- and 6-storey respectively) are sited along the canal on the north side of the site. Blocks 5 and 6 (comprising 6- and 11- storey respectively) would be sited on the south side of the site adjacent to neighbouring industrial buildings. The proposed Block 7 (10-storey high) would be sited towards the north-west side of the site, adjacent to but on the south side of Block 1. The proposed 3-storey town house would be positioned towards the south-eastern corner of the site.

Of the four blocks alongside the canal, the highest (14-storey) Block 1 would be positioned towards the north-west corner of the site, the lowest (6-storey high) Block 4 would be positioned towards the north-eastern corner of the site and the two remaining (11-storey high) Block 2 and 3 would be positioned in between Block 1 and 4.

Similarly, of the two blocks located along the south side of the site, the highest (11-storey high) Block 6 would be positioned more towards the south-west side of the site and the lowest (6-storey high) Block 5 would be positioned adjacent to but east of Block 6.

All the blocks on the site are of slender four-sided parallelogram or trapezium in shape and are orientated on a north-south alignment. The gaps between the blocks are in the main generous ranging from 20m to 40m. The proposed separation between the blocks is considered to comply with the Council's "Privacy and Outlook" standard set out in SPG 17- requiring a minimum separation of 20m between directly facing habitable room windows between the blocks to maintain adequate privacy and outlook for its future occupants. The only part of the scheme that doesn't achieve this separation is the gap between the flank ends of Blocks 1 and 7 which is only 9.1 metres. However these blocks facing windows are designed to be obscured, positioned at high level and have oblique views to protect the privacy of its future occupants and at the same time allow adequate light.

Pedestrian movement is encouraged across and through the site from the canal front, by use of extended landscape zones (which also provide range of publicly accessible open spaces including areas for play space) which stretch out from between the buildings. A new canal walk is introduced to the north of the site providing public access along the canal with the possible option for mooring facilities. The application is also proposing small ecological woodland for the east of the site, with seating area is greatly encouraged and creating a safer edge with the rail line and row of trees along Ealing Road edge to alleviate the hard edge on this frontage.

The proposed idea behind this part of the proposal is to create a highly usable and attractive green area that is accessible to all which is welcomed. However, more details on the landscape design and details of street furniture will be required and to this effect a condition is attached.

The canalside blocks will include active uses and community facilities at groundlevel including A3 and community use which together with the enhancement of canal side environment for pedestrian and canal users would be in line with the Council's Site Specific Allocation –Proposed Submission June 2009 of the forthcoming Local Development Frame Work.

The intention of the layout is to allow for as many units as possible to have views out towards the canal, enhancing the role of the canal within living, working and enjoyment. The height and

massing that has been developed in response to the path of daily sunlight rising from east to west across the site, therefore shorter blocks are proposed in the east and tallest blocks in the west, reducing any possible overshadowing.

The density of flats has been spread out in a similar pattern, with the three blocks in the west accommodating higher numbers of units to those blocks in the east.

The application with regards to access is proposing to make use of the existing main access into the site from Ealing Road. A new estate road will be created within the site which is designed to have a shared surface. The development also makes provision for car and cycle parking in the form of underground car park (below the buildings) and on the ground within the new estate road. There is also further provision for refuse and recycling storage within the ground floors each of the proposed blocks. The ground level across the site is not uniform and therefore varying levels across the site between the proposed buildings and estate road are treated with ramps and steps of varying gradient.

The general layout of the proposed development within the application site as discussed above is generally well considered and supported by the GLA and allows for a mix of public and private spaces. The creation of a canal side walk with active ground floor uses is supported in design terms and it is considered that it will contribute significantly to creation of a "place" as part of their master plan concept. However the GLA has some concerns regarding the level changes around the site addressed by ramps and steps as being not integrated sufficiently and therefore could act as barriers to potential future users. The developers since then have responded to GLA comments and have addressed the site levels by simplifying and reducing the impact of ramping and steps within the sites. The amended proposal in your officer's view would now satisfy the inclusive design policy requirement of the London Plan and draft replacement London Plan. However, no formal response has been received to these changes from GLA.

It is suggested that the layout of the proposed blocks on the site are determined by the daily and monthly movement of the sun and it's effect on the site and surrounding neighbourhood. The spacing and slender shaping of the buildings ensures that all rooms within the blocks would receive sufficient daylight, as well as allowing the amenity spaces in between to receive enough daylight, but also avoiding in as best a way as possible the overshadowing to surrounding buildings and areas and this is demonstrated in the accompanying document "Sunlight and Daylight " produced by Gordan Ingram Associates. The proposed 7 blocks, which have at least 20m separation (except in the cases discussed above) between their facades and the north-south orientation of the proposed blocks are also designed to maximise daylight to all units and limiting the number of north-facing-only flats.

The density and height of the proposed buildings are determined by their distance to transport links, and therefore the location of the tallest building is allocated to the north-west corner of the site. Ealing Road also rises up towards the north of the site as it crosses over the canal, with a 5m drop to the ground level of the site and so the tall structure (Block 1) creates a landmark for the site.

The intention of the layout is to allow for as many units as possible to have views out towards the canal, enhancing the role of the canal within living, working and enjoyment. The height and massing has been developed in response to the path of daily sunlight rising from east to west across the site, therefore shorter blocks are proposed in the east and tallest blocks in the west, reducing any possible overshadowing.

The density of flats has been spread out in a similar pattern, with the three blocks in the west accommodating higher numbers of units to those blocks in the east.

The intention of the proposed layout is to increase massing along the canal edge, towards the main road, with buildings reducing in height to the south-east. Therefore a building of 14-storey

(i.e. Block 1) is proposed for the Ealing Road north-west edge, surrounded to the east by four lower buildings of 10 and 11 storeys, and two additional 6-storey buildings to the southwest side of the site. The proposed reduction in scale and height towards the east of the site is designed to further allow the penetration of natural light into the buildings. The two lowest buildings Block 4 and 5) do not include upper level set-back floors, but instead accommodate generous green roofs, and so allowing more light into the buildings around.

The surrounding context includes a 14-storey tower (i.e. Middlesex House and Grand Union Heights) to the west of the site but otherwise low-rise, post-war houses in the south and low-rise industrial structures in the north. It is therefore appropriate to locate the tallest building to the north-west area of the site in order to balance the vista of the site and also for the block to act as a noise pollution barrier to help stop the traffic noise from Ealing Road enter into the main areas of the site. A new high-rise scheme (i.e. Atlip Road Development) is currently being constructed to the north -east of the site and will further compliment the overall context.

The ground floor is set at 4m high and is to be mostly glazed encouraging visual transparency through the public realm. Glimpses from the canal tow path through the site amenity spaces are provided by the both the site spaces between buildings and the introduction of linking pathways inviting people through the site.

The upper levels of Block 2, 3, 6 and 7 accommodate pent house units, which are set-back at a minimum of 1.5m from the main parapet edge. This set-back allows light to penetrate around and between the units.

The proposal is considered to be high quality well thought out development. It is considered to have explored the full potential of the site in maximising the development with appropriate number and sizes of the blocks, their height, siting and design in relation to each other and wider local context without any adverse impact to its future and adjoining occupiers. The development is considered to be well designed with spacing between the blocks create interesting amenity area and linkage to the canal creating public/private area and would contribute greatly towards the regeneration of Alperton. The development would introduce higher value uses in the area and would lead to significant improvement in the local environment.

Design and Appearance

The application proposes contemporary style buildings with glazing and steel frames with clean lines and projecting balconies (to be of at least 6m² has been agreed) for all flats.

A sample board of the external materials has been submitted as an indication of the likely type and colour of the materials that would be used. However, further details as well as samples of building materials will be required for consideration at a later date to ensure that the development is of high quality materials that would be appropriate for its setting in the context of that it would play a major role in regeneration of Alperton.

It is indicated that the defensible space around the residential units would have timber flooring, for the cladding of the main buildings metal black panel made of VM Zinc "Anthra-zinc" would be used. In some areas where privacy is required a frosted panel would be placed (i.e. between block 1 & 7 and in some ground floor areas). In general cladding would be made out of three types of panels and these are Concealed insulated VM Zinc panel, Clear double glazed unit and clear double glazed unit with frit cover. Balconies would be bolted with clear steel frame clear glass balustrades and timber flooring would be applied. The proposed town house façade material would be black brick.

The process of design evolution has been highly inclusive. Firstly, the architects were selected following competition, the shortlist for which was drawn up in consultation with the Council. Throughout, the design team has consulted closely with, example, the Local Planning Authority and GLA on design matters and the feedback used to develop and refine the scheme.

The site's size, prominent location and configuration along the canal make it a significant opportunity to create a scheme of a high quality that will make a positive contribution to the wider area. Early scoping discussion with the LPA identified the scope for optimising height and density in areas of the site, whilst acknowledging the need to respect existing housing to the south.

The canal setting has had a significant "contextual" influence upon the scheme in terms of both the master plan layout, open spaces, building footprint and the elevational treatment.

The design proposal responds positively to policies BE9 and BE10 of the adopted UDP 2004. BE9 requires building to be of an appropriate design, scale and massing for the setting and provide a satisfactory level of amenity for users. Materials should be of high quality, durable and complementary to the surrounding area. Policy BE10 requires tall buildings to be of outstanding architectural and urban design quality with a distinct profile and roofspace. The building should be carefully related to its surroundings at street level and interact in a positive manner with, and contributes to, its surroundings at street level.

In addition to policy BE10, the scheme has taken its lead from the Council's SPG 17 relating to "Design Guide for New Development" which sets out design standards which should be allowed in development. In particular, the guidance recommends that high density should benefit from high quality design. In your officer's view the design of the building and landscaping is of a high standard so compliments the density.

The initial designs for the balconies and facade takes into consideration the whole idea of canal living. Private activities and living could be carried out internally, while a more expressive living could be displayed on the balcony space. The units are designed to optimise views north-east towards the canal whilst providing privacy and shelter for the bedrooms. Each unit has a large open plan living/dinning and kitchen area along its frontage. Balconies to each unit is proposed to optimise private amenity space and views out plus allow light in with full height glazed windows. The modulation of the glass bay and full-height, dark cladding along with separate balconies repeat themselves across the buildings, helping create a pattern with a three-dimensional depth and a reflective surface. The texture of the facade is further layered by the use of bronze panels, which indicate the party walls of each of the units. All balconies are staggered at every level, preventing them from vertically stacking and this arrangement breaks down the vertical emphasis of the elevations.

Affordable Housing

The application in the proposed 7 blocks (relating to 1.7 hectare site) would provide in total 440 flats and 1 town house. The housing mixture as proposed is set out as below:

Table 2 - showing Bedroom Size Mix by Tenure

	1-bed	2-bed	3-bed	4-bed	4-bed house	Total
Social rent	0	36	16	4	1	57 (13%)
Intermediate	20	22	12	0	0	54 (12%)
Market	161	124	38	7	0	330 (75%)
Total	181	182	66	11	1	441 (100%)

However, the following table shows housing comparison by units and habitable rooms created within the site:

	Units	Habitable Rooms (Approximate)
Social rent	57 (13%)	197 (16%)
Intermediate	54 (12%)	154 (13%)
Market	330 (75%)	881 (71%)

Total	441 (100%)	1,232 (100%)
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The 111 affordable units proposed will provide a range of unit sizes, with a predominance of larger family units within the social rented, lower height blocks that are able to take advantage of generous amenity standards.

Some 37% of the social housing element will be 3- or 4-bed family units.

And therefore Council's policies H2 relating to "Requirement for Affordable Housing" and H3 relating to "Proportion of Affordable Housing Sought" in the adopted UDP 2004 would apply.

The policy H2 require *housing developments in the Borough capable of providing 15 or more units gross, or 0.5 Ha or more in size (irrespective of the number of units), should where suitable according to policy H2, include provision for affordable housing on-site.*

The policy H3 states that *"In assessing the scale of affordable housing required of sites above the size threshold (Policy H1), the maximum reasonable proportion of affordable housing be sought and secured (generally 30% - 50% of units on suitable sites) having regards to the Borough wide target (Policy STR18) and factors relating to exceptional cost associated with the site, physical suitability of the site for affordable housing, public transport accessibility for the site, the walking distance of the site to a shopping centre & local services, the housing needs of the local area and the need to secure a mix of housing type, any site-specific indicative target and the cost associated with the achievement of other planning objectives"*

The Council has indicated a requirement within its Core Strategy of the forthcoming LDF that 50% of all housing will be affordable based on its own evidence of housing needs and supply and that 70% should be social rented and 30% should be intermediate.

London Plan policies also require borough councils to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes. In doing so, each council should have regard to its own overall target for the amount of affordable housing provision. The policies also state that such targets should be based on an assessment of regional and local housing need and a realistic assessment of supply, and should take account of the London Plan strategic target that 35% of housing should be social and 15% intermediate provision, and of the promotion of mixed and balanced communities. In addition, the plan policies encourage councils to have regards to the need to encourage rather than restrain residential development, and to the individual circumstances of the site. Target should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements. The plan also urges borough Council's to take account of economic viability when estimating the appropriate amount of affordable provision. The "Three Dragons" development control toolkit is recommended for this purpose.

The application proposes 441 residential units, including 111 affordable units. This represents an affordable housing provision of 25% on a unit basis and 28% on a habitable room basis. The proposed level of affordable housing is therefore not compliant with the London Plan and LDF policy requirements to provide 50% affordable housing on sites capable of providing 10 homes or more and accordingly the applicant has submitted a 3 Dragons Financial Toolkit in an attempt to justify this lower than policy level of affordable housing provision.

After examination of the toolkit and supporting documentation the conclusion is that the provision of such a level of affordable housing could be judged to be reasonable at this point in time, notwithstanding that the existing use value assumption in the toolkit is based upon comparable market information and not an independent valuation, and that certain minor adjustments are currently being made to the scheme that will have financial repercussions. Essentially, financial toolkits can only provide a 'snapshot' picture of the financial viability of any scheme and, given the aforementioned comments on assumed existing use value and scheme amendments, and, more

importantly, the likely delivery timescales of the proposed 2-phased scheme and the current volatility in both the housing and construction markets, the introduction of a financial review such that actual and realised costs and values are appraised at practical completion of the scheme is necessary in this case.

The Council, at present has secured 35% Affordable Housing (by hab room), with 28% provided prior to 50% Occupation – as per the agreed schedule, with a further 7% (by hab room) intermediate housing provided either on or off site prior to 70% Occupation, unless a updated toolkit is submitted with the actual sales values and costs is submitted to the Council showing a return of less than 17.5%.

The Affordable Housing level has also been secured with a potential claw-back for further on or off site provision if the developer makes a reasonable return. The Council has also been able to secure the Affordable Workshop Space and substantial S106 contribution from the developer, which would be paid in phases linked to the development.

Affordable Workspace

The site lies very close and easily accessible to Wembley town centre, which is expected to deliver a large proportion of the Borough's future office and service sector jobs.

Unlike the majority of the other sites within the defined Alperton growth area, which are predominantly industrial in character, the former B&Q site has no recent class B employment history, industrial uses having ceased on the site at least by the early 1980's. For this reason, the site is considered by the Council to be one where the balance of uses should be residential-led and where the opportunity to provide higher densities than elsewhere in the Growth Area can be achieved.

Allowing for café style uses on the canal, the scheme does provide the opportunity to provide Class B1 studio-type space within Block 1 & 7 fronting Ealing Road, which at this location has a commercial character to its frontages.

The Council has identified the potential scope for a managed workspace provider to take space within the site that will be let to small businesses. The Council has also identified the potential opportunity for linkages to provide training and skills development in, for example, computer technology for local youth.

The applicants are in discussion with the Council in respect of the scale, type and management of the space.

Tenure Mix

The London Plan strategic target is that within the affordable element 70% of housing should be social and 30% intermediate provision, and of the promotion of mixed and balanced communities. However draft London Plan seeks to ensure that 60% is social housing and 40% is intermediate.

With respect to the proposed tenure mix, the scheme allows for a rented to intermediate ratio of 51:49 on a unit basis and ratio of 56:44 on a habitable room basis. Whilst slightly off the London Plan guidance of a rented to intermediate ration of 70:30, on balance this is considered acceptable in this particular case given the proposed block layout and density of the proposals, the pattern of supply on new build and pipeline developments in the proximity of the site and the financial viability of the scheme. The proposed unit size mix is acceptable in this case, with the social rented element notably providing 45% larger family accommodation on a habitable room basis.

Housing Choice

The existing and emerging London Plan requirement is that all new housing should be built to Lifetime Homes standards and that 10% should be wheelchair accessible or easily adaptable for

residents who are wheelchair users. The applicant commits to both the 16 Lifetime home standards and a minimum 10% wheelchair accessible or adaptable and therefore it is considered to be acceptable.

Quality of Accommodation

Block and Flats Layout

The application is proposing 7 slender shape blocks in a form of either a parallelogram or Trapezium. The blocks vary in width, at its widest point from 23m to 46m and at its narrowest point it goes down to 11m in width. However, they all have a depth of 9m. The block as described above generally maintains a gap of 20m or more between each other (except block 1 & 7 and when they are separated by new estate road within the site) as described above would allow adequate light into the proposed units and provide in most cases pleasant outlook.

Internal Arrangements

The proposed blocks (other than the ground and first floor of block 1 and 7 and part of ground floor of block 2, 4, 5 and 6) provides residential flats at all levels of the building. Internally, the buildings are designed to have a central area providing lifts and stairs and also a central corridor through which all the flats have access to their main doors. The floors with residential element comprises of 1, 3, 4, 5, 6, 7, 8 or 9 flats. The number of flats on each floor is determined by the block size and sizes of the flats proposed. The flats within the building separated by a central corridor would result in the corner flats with a dual aspect (i.e. N-E, N-W, S-E and S-W) and those located in the middle of the floor would have either a solely north or south facing aspect.

It should be noted that given the blocks are generally small with a maximum of 8 or nine flats per core, the opportunity for corner units has been maximised. As such most of the flats benefit from either a southerly, easterly or westerly aspect, with the number of flats with only a northerly aspect minimised and most of these face onto the canal with balcony access. The proposed flats therefore are considered to have adequate light and outlook and are considered to be acceptable.

Originally access to balcony space in general was provided to 97% of the 440 flats, with 12 of the 1-bed (type 1) flats not benefiting from balcony space. However, this issue has been resolved by the applicant agreeing to provide (at least 6m²) balconies to all the flats.

The proposal provides 48 types of flats comprising of 1-, 2-, 3- and 4-bedroom units. Originally all but 30 of these flats did not comply with the Council's minimum unit size standards set out in the Supplementary Planning Guidance 17 relating to "Design Guide for New Developments" and the Mayor's space standards as set out in table 3.3 and those set out in the draft London Housing Design Guide. However, this issue has now been addressed and all the 441 units within the proposed development now comply with the Council's "Minimum Unit Sizes" standards as set out in SPG 17 and Mayor's Space Standards in the current and draft London Plan.

Notwithstanding the above amendments made to the scheme, the response from the GLA is that the design team has considered the arrangement carefully and it is well executed.

Landscaping, Amenity and Play Space

The mater plan concept has sought to place buildings within a landscape setting rather than simple making the best of any "Land left over"

As a result the proposed development has a strong sense of openness, with a series of spaces linking the canal through the site, framed by buildings, but with the spaces connecting each other to create both the visual and physical permeability that has the potential to extend to surrounding sites as they come forward.

The series of spaces afford opportunities to create different character areas ranging from private balconies and patios, through communal areas for residents to significant new public realm adjacent to the canal that will act as a focal point for residents and visitors alike. Situated adjacent to the public realm are active uses such as cafes.

These areas provide a sense of place for both the residents and the public along the canal edge and give the scheme a wider community role than would be achieved if predominantly private space were provided.

The application is proposing amenity space in the form of the following:

- Zone 1 (Boules Piste -providing 2 x 14m long pistes for boules games) and Zone 2 (Canal Garden - providing water display and garden) located between Block 1 and 2
- Zone 3 (providing 3 Reading Gardens that would be quieter, protected spaces by use of hedges) located between Block 1 and 7, north of Block 6 and north of space between Block 5 and 6
- Zone 4 (Play Area – a large, secured playground space, equipped with recreational equipment for young children to play in) located between Block 5 and 6
- Zone 5 (Water Garden – providing 20m wide water pool, bringing the idea of canal in through the development) located between 2 & 3
- Zone 6 (Meadows – providing low level, vegetated land) located between 3 & 4
- Zone 7 (Canal Edge –providing hard-landscaped visual extensions to the buildings) located along the edge of the canal
- Zone 8 (Oak Garden – providing green area) located to the east of Block 5
- Zone 9 (Seasonal Garden – an area to contain flowers changing by season) located to the east of Block 4
- Zone 10 (Canal Size Pocket - (a woodland space supporting wildlife and ecological habitats) located at the far east side of the site adjacent to proposed town house)
- Private balconies of at least 6m² to all flats

The Council's "Amenity Space" standards are set out in the Supplementary Planning Guidance 17 relating to "Design Guide for New Development". The requirement is that a minimum of 50sq.m. of amenity space to be provided for a ground floor flat or house suitable for a family and a minimum of 20sq.m. amenity space to be provided for each unit in a block of flats.

The application is proposing in total 440 flats and 1 townhouse and therefore would need to provide a minimum of 8800sq.m. of communal amenity space and 50m² of private garden for the townhouse. In this case, the application is proposing a total of 11,340sq.m. (Comprising 4,906sq.m. Public and 6,434 Private) communal amenity space and this would result on average 26sq.m. amenity space to be provided per unit and this would be well in excess of the Council's minimum requirement for this development. The family townhouse provides ~149m² of amenity space against an SPG 17 requirement of 50m². The proposed amenity space therefore would comply with the Council's "Amenity Space" standards set out in SPG 17.

The sunlight and shadow analysis undertaken for the scheme demonstrates that external spaces will receive excellent level of sunlight.

The quality of public realm would add to the character of the setting of buildings such as Block 1 and also add to their attractiveness for residents, creating a greater opportunity for interaction.

Children's Play Space

Policy OS18 of the adopted UDP 2004 requires the provision of suitable play areas for pre-school and junior school children in residential developments. The GLA also require play space provisions set against quantitative guidelines (London Plan policy 3D.13)

The existing and draft London Plan require developments that include housing to make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

Using the methodology within the Mayor's supplementary Planning guidance "providing for Children and Young People's Play and Informal Recreation" it is anticipated that there will be approximately 141 children within the development. The guidance sets a bench mark of 10sq.m. of useable child play space to be provided per child, with under 5-child play space provided on-site. As such the development should make provision for 1,410sq.m. of play space.

Table showing Child Occupancy

Age Range	Number of Children
Under 5 year olds	59
5-11 year olds	50
12-16 year olds	32
Total	141

The proposed development provides a total of 4,906sq.m of public open spaces in a form of various formal and informal zones including play area and educational spaces mentioned above, across the whole of the application site. All of the spaces are easily accessible by children of all accessibility levels. The total provision (i.e. 4,906sq.m.) would exceed the Mayor's guidance target for play space. The proposed mix of spaces appears to be of high quality and will create play and open space opportunities consistent with the consistent with the current and emerging strategic policy on play space.

The applicant in their submission has provided some details of the treatment of the proposed amenity zones within the development site includes planting, planters, seating, play equipment and fountain etc.

The proposed amenity space and landscaping details have been assessed by the Council's Landscape Designer. In general the quality of the design and ideas illustrated are very good. However, with regards to the original proposal there were required to the proposed amenity zones in terms of how best they can be treated and laid out on the site together with more detail information required for planting, hard materials and future maintenance. However, most of the landscape concerns have now been addressed to their satisfaction in the partly "Design and Access" statements and landscaped proposal for the site. The outstanding issues relating to further details of planting, hard materials and management plan is now agreed to be dealt via condition for consideration at a later date. Landscape condition to this effect is now attached.

Landscaping

The landscaping around all sides of the site is designed to integrate and harmonise with the buildings and the public realm. The main entrance square, which is approximately 40m wide, is the focal point landscape space at the heart of the site. This space contains a boules piste and a canal garden and is sheltered on two sides by buildings, plus is intended as a practical play space for all residents and visitors alike.

It is not intended for the amenity space to be closed off to the public. Pedestrians are able to walk through the space from north to south to encourage permeability. Although, it is more likely that the main pedestrian desire lines will be around the outside of the site rather than through it.

It is intended that vehicles enter and pass through via a central road, which is a shared surface of stones sets, and not large expanses of tarmac. This central road enables servicing, delivery, refuse collection, biomass delivery and fire tenders all to access each building, as well as some visitors parking. The shared surface wraps around a softer landscaped area of lawns and planting.

Further details relating to planting species and materials are suggested in the landscaped drawing as part of this planning application. However, it would be subject to a condition requiring these details of the landscaping to be considered at a later date.

Lighting

The application in its original "Design and Access Statement" suggests a lighting strategy across the scheme. It suggests that all access ramps, stairways and circulation space would be lit using low level down-lights. Additional light feature could be used to light the boules pistes, canal garden, play space and water garden pool. All lighting would be designed in place to meet standards for ensuring security during evening and night time hours.

It is suggested that lighting will be used where it will be most effective, keeping in balance with that of the surrounding housing, and considering views from the surrounding landscape, avoiding any light spillage. All lighting will have hours of operation kept to a minimum, and numbers will be kept down to as few as possible in order not to contribute to urban sky glow.

The lighting of the scheme has been discussed with the Crime Prevention Design Advisor's from Secure by Design and it is suggested that proposed lighting should be spread uniformly and evenly across the public spaces. Lighting will also be needed along the towpath. The light of the proposed development at this stage is subject of a condition requiring the applicant to develop the whole lighting strategy for the site as an integral element of the detailed landscaping scheme to be considered at a later stage.

Transportation

The proposal in general terms involves comprehensive redevelopment of the site to provide a mixed-use development with seven blocks, comprising 441 residential units (181 x 1-bed, 190 x 2-bed, 58 x 3-bed and 12 x 4-bed, of which 44 (28 x 2-bed, 12 x 3-bed & 4 x 4-bed) are shown for social rented housing). The seven commercial units between 38m² - 446m² (totalling 1438m²) are proposed within ground floor of Block 1, 2 and 7 of which two units fronting the canal would have outdoor seating areas. To support the development, the proposal is also to create one lane new estate road that would go around all the blocks within the site while make use of the existing main access into the site off Ealing Road. The estate road would provide vehicular access for all vehicles to the site, which distribute either into the basement car parking or pass through the central shared surface route providing access to all blocks of the development.

It is proposed that the estate road would also be used for delivery, servicing and on- temporary parking intended for delivery and service vehicles, and also for around 56 or so car parking spaces for residents/visitors of the estate.

There are several routes through which pedestrian can access the site. However, the main entrance being the canal edge which is open to all including cyclist.

The proposal makes provision for car parking in the form of underground and on-street car parking and cycle parking.

The application is accompanied by plans demonstrating the above and Transport Assessment Document.

The scheme from transportation point of view has been subject of lengthy discussions and amendments since its original submission and it is now believed to have been resolved and awaiting formal plan submission and confirmation of it being acceptable from transportation. This report would therefore highlight the main changes proposed to the original scheme, parts that are acceptable and part awaiting a formal plan submission and of it being acceptable by transportation. It should be noted that informally whole scheme on transportation grounds has been resolved this also includes condition and requirements to be met under section 106 agreement.

The following section highlights the main changes to the original scheme:

The revised proposal as before involves the comprehensive redevelopment of the site to provide a mixed-use development with seven blocks, comprising 441 residential units. However, changes to the layout of Block 1 to reduce eight of the 3-bedroom units to 2-bedroom units has now affected the number of units proposed in the original scheme in that block and it would now be (181 x 1-bed, 190 x 2-bed, 58 x 3-bed and 12 x 4-bed, of which 44 (28 x 2-bed, 12 x 3-bed & 4 x 4-bed) are shown for social rented housing). The proposal for seven commercial units between 38m² - 446m² (totalling 1438m²) within ground floor of Block 1, 2 and 7 of which two units fronting the canal would have outdoor seating areas remains as the same as before. The proposal involves one way loop round the estate.

Since the original submission a large number of relatively minor amendments have also been made to the layout of the roads. The northern arm of the loop road is now formally designated as a shared surface zone, whilst traffic will be routed around the site in a one-way route clockwise. Nevertheless, the previously indicated parking spaces along side that stretch have been removed and together with other alterations to break up the long line of parking along the southern boundary of the site with landscaping and improved pedestrian access routes, there is an overall reduction in parking at ground floor level to 60 spaces (including 11 disabled) and two Car Club spaces. In the original scheme surface car parking was 71 spaces (including 13 disabled).

Basement parking has also been reduced to 177 spaces (including 17 disabled), taking the overall provision to 237 spaces (including 28 disabled). The basement access has been widened to provide two 3m lanes, with 300mm margins to the walls and a 300mm central margin. It should be noted that in the original scheme 181 car parking spaces (including 17 disabled) were proposed at basement level. The total car parking proposed was 252 (including 30 disabled).

With regards bicycle parking notes on the drawing suggest that 478 bicycle parking spaces are to be provided around the site, but the drawings actually detail only 318 spaces (including 138 in the basement, 120 in ground floor store rooms to the flats and 60 external spaces).

Drawings have also been submitted by the transport consultants showing an amended design for the transition road and access onto Ealing Road (although these changes have yet to be reflected on the architectural drawings), reducing its carriageway width to about 10m, with a 2.5m wide pedestrian island and an increased footway along its southern side.

The parking bay in front of the pedestrian access between 249 & 253 Ealing Road has now been removed to improve the usefulness of this link, whilst an additional pedestrian connection is now shown onto the Grand Union canal towpath at the eastern end of the site.

Assessment of Revised Scheme

The above revised plans are submitted to address the concerns raised to original proposal which related to the following:

- Travel Plan- It should be noted that proposal originally submitted as set out below failed to comply with the transportation policies on the grounds of its impact of any overspill parking from the site on traffic flow and road safety in the area and therefore it was concluded that unless some very significant intervention are made in terms of Travel Plan measures and parking restraint in the area, there is a strong likelihood that significant levels of overspill parking on nearby streets and obstructive on-street parking within the estates would arise from this development, adding to the existing parking problems in the surrounding area. The developers have agreed to submit a Travel Plan. However, due to the tight timescale there is insufficient time available to secure this in time for the committee and therefore it has been now agreed that the Travel Plan for the development would be secured through

the Section 106 agreement, with the stipulation that it be approved prior to occupation of the site and setting out clearly the car ownership penalty set out above. The section 106 will also include “car free” clauses (in the event that a CPZ is introduced in the area in future) and a general financial contribution of £490, 000 towards non-car access improvements.

- Cycle Parking – Standard PS16 requires at least one secure bicycle parking space to be provided for each flat, giving a total residential requirement for 440 spaces in addition to a further 12 publicly accessible spaces are required for the commercial units. It is stated on the drawings that 478 spaces will be provided (which would satisfy requirements) however, the details on the drawings shows only 318 spaces, which falls well short of standards. It has now been agreed that further details is therefore required demonstrating how the stated numbers of spaces are to be accommodated before bicycle parking provision can be accepted. Therefore a condition is attached to provide further details of full bicycle provision to be considered at a later date.
- Servicing – In the original scheme there was some concern regarding the location of the refuse store rooms for Blocks 03 and 05, being more than 10m from any access road. However, as before it has been agreed that unless Streetcare agree that it is not necessary, the stores should be transposed with the bicycle stores, to bring them closer to the shared surface street.
- Access – In the original proposal the principle of access, utilising the existing arm from the Ealing Road signal controlled junction and thereafter providing a loop road around the site was considered to be acceptable. However, there were major concerns with regards to the layout of the access road, which had not been given sufficient consideration. In the revised scheme, the clarification on the intended use of the loop road, with a clockwise one-way system proposed around the estate is welcomed. However, the proposed arrangement regarding the most appropriate way to circulate traffic around the site has recently been discussed and agreed and to this a further revised plan taking on board the suggests made by transportation has been produced by developers in a sketch form and this approved sketch is now been formalised in a plan to be submitted in due course. Your officer is therefore awaiting a formal plan from developers and its confirmation of acceptance from transportation although informally it has been approved by transportation. However, the outcome of this would be further covered in the supplementary report to the committee.
- The impact of all the above changes is that the parking provision has been further reduced to 237 spaces, with the basement parking spaces to be allocated to the private housing and the surface spaces to the affordable housing. This represents an overall ratio of 0.537 cars/household, which again falls well below the anticipated likely car ownership for the site (now 380 cars). The previously suggested car ownership target within the Travel Plan will therefore need to be adjusted accordingly, with the threshold above which penalty payments towards introducing a CPZ (or other transport measures) kick-in falling to 0.54 cars/household (or 54% car ownership). As before, a penalty rate of £25,000 per percentage point by which this target is exceeded is recommended.
- The widening of the access to the basement car park to 2 x 3m lanes with 300mm margins is welcomed and now complies with the standards.
- With regards to the other proposed changes, the breaking up of the long line of perpendicular parking spaces along the southern edge of the site is welcomed, as is the removal of the parking bay from in front of the pedestrian route between 249 & 253 Ealing Road. The existing crossover at the other end of that path will need to be reinstated to footway at the developer’s expense and to this effect a condition is attached.
- The reduction in width of the transition road access from Ealing Road to facilitate widening of the pedestrian refuge and the southern footway as shown on the transport consultant's drawing is also welcomed, Tracking plots have been provided to show that the junction can still accommodate deliver and service vehicles.
- Further to the previous comments and after further consideration, it should not actually be necessary to provide a staggered pedestrian crossing at the site entrance after all, as a full width straight pedestrian crossing phase would be able to operate in parallel with the right turn traffic phase into Glacier Way, As, such, the layout shown should be acceptable, subject to the addition of a formal push-button pedestrian crossing phase across the site

access junction., with the dedicated right-turn phase into the site removed. Further modelling of this revised operation , together with modelling of the linked timing with the adjoining Carlyon Close and Bridgewater Road junctions, would be beneficial in order to confirm that these arrangement would operate satisfactorily.

- Car Club -The designation of two spaces for Car Club vehicles is welcomed, whilst provision should also be made for an electric car charging point and this is covered under head of terms of the agreed Section 106 stated in the report.
- Disabled Parking – Disabled parking provision has also been reduced to 28 spaces, but this is still sufficient to satisfy the requirements of standard PS15 set out in the adopted UDP 2004.
- Summary - In summary transport requirements are subject to a Section 106 Agreement to secure: (i) a Travel Plan (incl. strict binding penalties based upon car ownership targets); (ii) a financial contribution of £490,000 towards off-site transport improvements; (iii) a car-free agreement (to apply in the event of a CPZ being introduced in the area); and (iv) an agreement under S38/S278 of the Highways Act 1980 for amendments to the site access junction (to include provision of a pedestrian crossing phase across the site access junction) and adoption of the access road, plus a condition requiring reinstatement of the redundant crossover between 249 & 253 Ealing Road to footway at the developer's expense.

Comments on Objections received

The objections received from the local residents are similar to those raised during the pre- and post application consultation carried out by the developers. It would be therefore be best to look at the process of consultation carried out by the developers and how they objections have been addressed in the application.

The applicant has commissioned “Green Issues Communications” a specialist independent community relations consultancy to carry out extensive pre- and post-application consultation with the local community and other key stake holders (i.e. local residents and their representatives, Ward and neighbouring Ward Councillors, the MP, Greater London Authority, British Waterways, the Fire and Police Authorities, the Environment Agency and officers of the Council) to involve them in the development proposal. As part of the consultation process a range of consultation mechanisms were put in place that have enabled comments from residents, their elected representatives and other key stakeholders to be fed into the development proposals. The comprehensive consultation took place in a form of direct contact with Councillors, direct letters local residents, a direct contact number to a Green Issues manager and a public exhibition.

The feed-back received, were related to the concern over the height and scale of the original scheme, improvement to the local environment (including the canal) , transport issues, provision for community facilities, security and provision for open spaces and children play area.

The above issues have been dealt with in the following way:

The proposed height, scale and siting of the blocks within the site has been constantly reviewed since the evolution of the original scheme bearing in mind the impact it could have on nearby properties and residents (in particular those in Carlyon Close. The height of the scheme has been reduced to address resident's concern over the overall height of the scheme and the potential overlooking. For example, the building (i.e. Block 5) nearest to Carlyon Close has been reduced from 12-storey to 6-storey in height. Also, the height of the “feature” building adjacent to the canal bridge has been reduced from 18 to 14 storeys. Improvements to the layout of the scheme have also been made to increase the spacing between the buildings and the manner buildings have been laid out on the site. The nearest building (block 5) would maintain approximately 36m to 45m distance between the nearest residential properties in Carlyon Close. The blocks within the site are also laid out in the manner that it would not be in a direct view of the windows of houses in Carlyon Close. The application scheme has been fully assessed and complies with the Council's standards and policies designed to minimise its impact on the amenities if its neighbouring occupiers and

therefore the proposal is not considered to cause any significant loss of light, privacy and outlook for the local residents.

With regards to transport issues, the development proposes car and cycle parking spaces along with car club and Green Travel Plan for the site to ensure that residents in the development would have minimal reliance on private cars, reflecting the essential character of a sustainable scheme. The development also proposes a new estate road and improvements to the signalised junctions nearby. The development to address all issues of concern has been a subject of lengthy discussion over a period of time with Council's transport officers and has lead to significant amended during the course of the application to ensure that the development does not give rise to any significant problems in the surrounding areas of the site. The development would also be subject to Section 106 agreement requiring prior to occupation of the buildings to submit and gain approval for and adhere to a residential Travel Plan, with compensation if the targets are not met. The developer has also agreed to a car-free agreement (to apply in the event of a CPZ being introduced in the area) and also a S38/S278 agreement for amendments to the site access junction, including signal changes , land set aside for potential routes through and adoption of the access road. The proposal subject to the above is not considered to have any significant problems in the nearby streets.

With regards to concern about crime the proposal would include number of measure such as improve the environment of the canal, generate more activity towards the canal by introducing A3 type uses with seating to the canal frontage, improved lighting and may be CCTV within the development and the canal, improved linkage between open spaces in the development and canal creating interesting public/private spaces.

With regards to other issues, the development is considered to be of high quality, would meet the needs of the local housing, regenerate the area, lead to improvement on the current land uses, create much needed community facility and enhancement of the canal. The proposed development in terms of its size, siting, design and provision its makes is supported and welcomed by all stake holders.

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With regards GLA comments in their first referral, the principle of the development on the site is supported. However, there are certain issues that required further information to ensure that it is fully justified in term of both the existing and emerging London Plan. Both the Local Planning Authority and the developers since then have submitted the relevant information to GLA and awaiting their comments which is likely to be received in their second referral letter. The Local Planning Authority believes that all the issues raised by GLA are now addressed and it is likely that the development would be fully supported.

Initially the Environment Agency has concern regarding the Buffer Zone to the canal and Flood Risk Assessment submission. However, during the course of this application, the developers liaised with the agency and now all the issues have been resolved. The Agency no longer has object to the proposal subject to their recommended conditions which are now attached to the report.

British Waterway right from the initial consultation supported the proposal subject to their recommended conditions which are intended to address safety issues for canal users and the visual amenity of the canal. The recommended conditions are attached to the report.

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
Central Government Guidance
Council's Supplementary Planning Guidance 17 relating to "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
- 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
- Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness
- Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
- Transport: in terms of sustainability, safety and servicing needs
- Community Facilities: in terms of meeting the demand for community services
- Design and Regeneration: in terms of guiding new development and Extensions
- Site-Specific Policies

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

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

- (3) Activities within the proposed community building including any associated loading or unloading operations shall only be permitted between 0800 - 2230 hours Sundays to Thursdays and 0800 - 2300 hours Fridays and Saturdays, with the premises cleared within 30 minutes after these times.

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

- (4) No water tank, air conditioning plant, lift motor room or other roof structure shall be erected above the level of the roof hereby approved without the further written consent of the Local Planning Authority.

Reason: To ensure that such further structure(s) do not prejudice the amenity of the

neighbouring occupiers or the appearance of the development in the interests of the visual amenities of the locality.

- (5) No development shall take place on site until full details of the proposed landscaping scheme have been submitted to and approved in writing by the Local Planning Authority in consultation with British Waterways. The landscaping scheme should include reference to plant species types, surface treatments, fences and walls, any signage and information boards together with the means of on-going maintenance for a five year period. The approved landscaping scheme shall be implemented by the first planting scheme after the development commences [trigger date to be agreed subject to phasing details].

Reason: In the interest of preserving open views to and from the canal, the living environment for future residents and enhancing the canal setting.

- (6) Prior to the commencement of development a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with British Waterways. The risk assessment shall also include details of the proposed safety equipment along the canal frontage, which shall be installed prior to [trigger date to be agreed subject to phasing details].”

Reason: In the interests of health and safety of canal users and visual amenity.

- (7) Prior to the commencement of the development hereby approved a survey of the condition of the waterway wall, and a method statement and schedule of the repairs identified shall be submitted to and approved in writing by the Local Planning Authority, in consultation with British Waterways. Any heritage features and materials identified by the survey shall be made available for inspection by British Waterways and where appropriate, preserved in –situ or reclaimed and re-used elsewhere on site or on a nearby waterway wall. The repair works identified shall be carried out in accordance with the method statement and repairs schedule by a date to be agreed in the repairs schedule.

Reason: In the interest of the structural integrity of the waterway wall, waterway heritage, navigational safety and visual amenity.

- (8) Prior to the commencement of the development hereby permitted, full details of the proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with British Waterways. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

Reason: In the interest of crime prevention, ecology, visual amenity and the canal setting.

- (9) Before development is commenced, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclates). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the canal is not physically or economically feasible.

Reason: To encourage the use of the canal for transporting waste and bulk materials in accordance with Blue Ribbon Network Policies 3C.25, 4C.8 & 4C.20 of the Consolidated London Plan, 2008

- (10) Prior to commencement of the development the applicant shall submit in writing to the local planning authority, an air quality impact assessment that shall be conducted in accordance with an agreed methodology, must take into account the cumulative effect of all development in the area and detail all mitigation measures.

All mitigation measures shall be agreed and approved by the planning authority before implementation.

Reason: To safeguard future and current residents from poor air quality

- (11) Unless otherwise agreed in writing by the Local Planning Authority and save for Temporary Works, no development shall be commenced until a Construction Method and Management Statement in respect of those works has been submitted to and approved in writing by the Local Planning Authority.

All Construction Method and Management Statements submitted pursuant to this condition shall include the following:

(a)-details of environmental mitigation measures for the relevant area to minimise the impact of construction.

(b)-details of a lighting scheme for use during demolition and construction of development within the relevant Zone: and

(c)-details of how construction of development within the relevant Zone will be managed.

Reason: To safeguard future and current residents from poor air quality

- (12) The applicant must employ measures to mitigate against the impacts of dust and fine particles generated by the operation. This must include:
- damping down materials during demolition and construction, particularly in dry weather conditions,
 - minimising the drop height of materials by using chutes to discharge material and damping down the skips/ spoil tips as material is discharged,
 - sheeting of lorry loads during haulage and employing particulate traps on HGVs wherever possible,
 - ensuring that any crushing and screening machinery is located well within the site boundary to minimise the impact of dust generation,
 - utilising screening on site to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area,
 - install and operate a wheel washing facility to ensure dust/debris are not carried onto the road by vehicles exiting the site.
 - the use of demolition equipment that minimises the creation of dust.

Reason: To minimise dust arising from the operation.

- (13) 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 contamination

present. The investigation shall be carried out in accordance with a scheme, which shall be submitted to and approved in writing by the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by the contamination and an appraisal of remediation options required to contain, treat or remove any contamination found. 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 proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

- (14) 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 proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004

- (15) (a) The applicant shall ensure that the proposed car park is adequately ventilated to prevent the accumulation of vehicle exhaust gases such as carbon monoxide. Details of the proposed extract/ ventilation equipment including ducting shall be submitted to the Local Planning Authority for approval prior to installation. The equipment approved shall thereafter be operated at all times when the car park is in use and maintained in accordance with the manufacturer's instructions

(b) The applicant shall ensure that any ducting installed does not exhaust close to windows, air conditioning inlets or other areas where the potential to cause nuisance exists.

(c) Car ventilation outlets should be placed where natural dispersion will not be inhibited, and not in enclosed areas where re-circulating air may lead to a build up of pollutants.

Reason: To safeguard the amenities of occupiers to adjoining properties.

- (16) The development hereby permitted shall not commence until the particulars of the proposed biomass boiler, namely the specification of the plant, arrangement for its operation and maintenance, stack heights, fuel type and boiler locations are submitted to and approved by the local planning authority. Equipment installed thereafter shall be operated at all times and maintained in accordance with the manufacturers' instructions.

Reason: To safeguard the amenity of future and current residents from poor air quality.

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
Reasonable resting	Living rooms	30 – 40 dB (day: T =16 hours 07:00 –

conditions		23:00)
Reasonable sleeping conditions	Bedrooms	30 – 35 dB (night: T = 8 hours 23:00 – 07:00) LAmax 45 dB (night 23:00 – 07:00)

Reason: To ensure that the proposed development does not prejudice the enjoyment of neighbouring occupiers or future occupiers of the site.
(17)

- (18) During demolition and construction on site:-
1. The best practical means available in accordance with British Standard Codes of practice 5228:1997 Parts 1 to 4 -Noise and vibration control on construction and open sites. Guide to noise and vibration control legislation for construction and demolition including road construction and maintenance.
 2. Construction/refurbishment and demolition works and ancillary operations which are audible at the site boundary shall be carried only between the hours of:

Monday to Fridays 08:00 to 18:00
Saturday 08:00 to 13:00
At no time on Sundays or Bank Holidays

- (19) Prior to the occupation of the dwellings the result of the pre-completion tests, undertaken in accordance with Building Regulations Document E 2003, shall be submitted to and approved by the local planning authority.

Reason: To safeguard the amenity of future occupants.

- (20) The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within FRA:
1. Limiting the surface water run-off generated by the 1 in 100 year critical storm, taking into account the effects of climate change to the greenfield rate of 37.2l/s, so that it will not increase the risk of flooding off-site.
 2. Provision of an appropriate volume of storage on site to attenuated all storm events, up to and including the 1 in 100 year event, taking into account the effects of climate change.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

- (21) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding.

- (22) Notwithstanding the plans hereby submitted and approved the redundant crossover between No. 249 & 253 Ealing Road shall be reinstated to footway at the developer's expense.

Reason: To ensure a satisfactory development that does not prejudice the conditions of safety for pedestrians on the public highway.

- (23) Notwithstanding the plans hereby submitted and approved further details of the provision of 478 secure bicycle parking spaces demonstrating how these stated number of spaces shall be accommodated within a secure shelter within the site, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work on site. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained.

Reason: To ensure that proposed development provide satisfactory facilities for cyclists in accordance with the Council's Policy TRN11 and standard PS16 of the adopted Unitary Development Plan 2004.

- (24) Details of lighting, baffled so as to avoid glare, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development, for
- (a) roads;
 - (b) footpaths;
 - (c) neighbouring properties.

The approved details shall be fully implemented.

Reason: In the interests of safety, amenity and convenience.

- (25) All areas shown on the plan and such other areas as may be shown on the approved plan shall be suitably landscaped and a scheme is to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such landscaping work shall be completed:-
- (a) prior to occupation of the building(s).
 - (b) within 18 months of commencement of the development hereby approved.

Such scheme shall also indicate:-

- (i) Proposed boundary treatments including walls and fencing, indicating materials and heights.
- (ii) Screen planting on boundary the [north, south, east & west] boundary.
- (iii) Hard Surfaces including details of materials and finishes. These should have a permeable construction.
- (iv) Existing contours and levels and any alteration of the ground levels, such as earth mounding.
- (vi) The location of all proposed signage on site.
- (vii) The location and details of all proposed furniture and lighting including but not limited to bollards, litterbins, light columns and up lights.
- (viii) All planting including location, species, size, number and density.
- (ix) A 5 year maintenance plan showing aims and objectives and details for maintenance of hard and soft landscaping.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become

diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (26) A landscape Management Plan for all hard and soft landscape areas is to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. This should comprise a maintenance schedule and any specific management duties and may include any of the following:-
- (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 mu.
 - (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 mowing/strimming and adding protection as required.
 - (x) Cleaning and necessary repair of hard surfacing or hard landscape element.

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

Reason: To ensure the survival and ongoing vitality and of all plants and soft landscape. To ensure that 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.

- (27) Details of all play spaces shown on the approved plans are to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such landscaping work shall be completed prior to occupation of the building(s).

Such scheme shall also indicate:-

- (i) Any proposed boundary treatments including walls and fencing, indicating materials and heights.

- (ii) Equipment including details of types of equipment to be installed.
- (iii) Surfaces including details of materials and finishes.
- (iv) Existing contours and levels and any alteration of the ground levels, such as earth mounding.
- (v) All planting including location, species, size, number and density.
- (vi) The location of all proposed signage on site.
- (vii) The location and details of all proposed furniture and lighting including but not limited to bollards, litterbins, light columns and up lights.

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

Reason: To ensure a satisfactory appearance and setting of development so that the facilities provide a benefit to the local community and residents.

- (28) Prior to commencement of any demolition/construction work, an ecological survey of the site, or any part thereof identified by the Local Planning Authority, shall be carried out, and details, including an assessment of the impact of the proposed development and any measure to alleviate this, shall be submitted to and approved by the LPA concurrently with the site layout drawings.

Landscape proposals must be shown to increase the biodiversity and enhance the ecology of the proposed site through the use of creation of natural and semi-natural habitats, planting of native flora and implementation of nesting opportunities for native fauna.

Reason(s):

To protect and enhance the site and adjacent land to increase the biodiversity of the borough and to strengthen and support any wildlife pockets within or in the vicinity of the development.

- (29) No development shall commence (excluding the car and coach park) until a detailed phasing plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved phasing plan.

Reason: In order to ensure that the development is correctly phased in the interests of the proper planning of the area.

- (30) No development shall commence until a detailed phasing plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved phasing plan.

Reason: In order to ensure that the development is correctly phased in the interests of the proper planning of the area.

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

-Design & Access Statement incorporating Lighting Strategy by Squire and Partners dated August 2009

-Energy Statement by AECOM dated August 2009
-Planning Application Drawings by Squire and Partners dated 26th August 2009, 30th November 2009 & 17 December 2009:

Revised Drawings Received on 17/12/2009

- P_B1_G200_003A - Proposed Masterplan: Proposed Basement Plan dated 13/12/2009
- P_00_G200_003A - Proposed Masterplan: Proposed Ground Floor Plan dated 13/12/2009
- P_01_G200_003A - Proposed Masterplan: Proposed First Floor Plan dated 14/12/2009
- P_31_G200_003A - Proposed Masterplan: Proposed Third Floor dated 14/12/2009
- P_04_G200_003A - Proposed Masterplan: Proposed Fourth Floor Plan dated 13/12/2009
- P_06_G200_003A - Proposed Masterplan: Proposed Sixth Floor Plan dated 14/12/2009
- P_09_G200_003A - Proposed Masterplan: Proposed Ninth Floor Plan dated 14/12/2009
- P_11_G200_003A - Proposed Masterplan: Proposed Eleventh to Thirteenth Floor Plan dated 14/12/2009
- P_RF_G200_003A - Proposed Masterplan: Proposed Roof Plan dated 15/12/2009
- 30223/032AC - Revised Kerbs and Parking Swept Path of Large Refuse Vehicle (9.86) dated 11/12/2009
- B3_P_00_F000_001A Block 3 Ground Floor Plan Area Proof dated 13/12/2009
- B3_P_04_F000_001A Block 3 Typical Plan Floors 02, 04, 06, 08 Area Proof dated 14/12/2009
- 1.7 Green Roofs
- 1.8 Landscape Areas - Design Aim

Revised

-Daylight and Sunlight Report by Gordon Ingram Associates (GIA) dated 27th August 2009
-Planning Statement by Austin Mackie Associates (ama) Ltd dated August 2009
-Transport Assessment by Transport Planning Practice (TPP) dated August 2009
-Archaeological desk-based assessment by Museum of London Archaeology dated August 2009
-Document (containing Ecological Survey of the Site) by AECOM dated 4th August 2009
-Planning Policy Guidance 24 Assessment by AECOM dated August 2009
-Air Quality Assessment by AECOM dated August 2009
-Flood Risk Assessment Report by AECOM dated August 2009
-Sustainability Statement by AECOM dated August 2009
-Phase II Site Investigation by ENVIRON dated 20th August 2009
-Statement of Community Engagement prepared by Green Issues Communication dated August 2009
-Schedule of Gross External Areas by Squire and Partners dated 7th August 2009
-Initial Affordable Housing Statement by Savills dated August 2009
-Report on Existing Utility Services Revision A by Harley Haddow Consulting Engineers
-Initial Site Waste Management Strategy
-Draft Indicative s106 HoT's for Planning Submission

Reason: To ensure a satisfactory development.

INFORMATIVES:

- (1) “The applicant is advised that any discharge of surface water into the waterways requires British Waterway’s written permission before development commences. Please contact Ben Loader in British Waterways London’s Estate Team on 020 7985 7288 for further information.”

“In the event of any balcony overhangs or other encroachments into British Waterway’s airspace, land or water, the applicant must enter into an appropriate commercial agreement with British Waterways before development commences. Please contact Ben Loader in British Waterways London’s Estate Team on 020 7985 7288 for further information.”

“Any access from the towpath, closures of the towpath or scaffolding oversailing British Waterway’s land or water during the construction must be agreed in writing with British Waterways before development commences. Please contact Ben Loader in British Waterways London’s Estate Team on 020 7985 7288 for further information.”

“The applicant/developer is advised to contact British Waterways London’s third party works engineer in order to ensure that any necessary consents are obtained and the works are compliant with the current British Waterways’ “Code of Practice for Works affecting British Waterways” .

"Any closures of the towpath during the construction must be agreed in writing with Ben Loader in British Waterways London’s Estate Team on 020 7985 7288 before development commences.”

- (2) The applicant is advised that any information submitted in respect of the proposed biomass boiler must be accompanied by details of vehicles associated with fuel deliveries, fuel storage locations, and how this relates to adjacent sensitive land uses. For large schemes, a Zone of Visual Impact map of the chimney, and photomontages of the plant from selected viewpoints will also be required as well as details of air and noise emissions and an assessment of their impact.

- (3)
- Approved Document E (July 2003) of the building regulations shall be complied with.
 - Building Bulletin 93 Acoustic design in Schools
 - Single aspect design (i.e. kitchen/bathrooms used as a buffer between external façade and living area) is encouraged to achieve the required internal noise levels.
 - Courtyard design – consideration should be given to reducing noise from reflections in communal areas.
 - Lighting should be diffuse, downward pointing and low level. Energy usage and saving is a key issue in the promotion of Sustainable Development. Lighting should not exceed the minimum required to reduce both unnecessary energy

- consumption and intrusiveness to local residents and the natural environment.
- Telecommunications -(Planning Policy Guidance note 8:Telecommunications).In the Government's view, if a proposed mobile phone base station meets the ICNIRP guidelines for public exposure it should not be necessary for a local planning authority, in processing an application for planning permission or prior approval, to consider further the health aspects and concerns about them. It is therefore incumbent upon the applicant to demonstrate that the proposed mast/base station meets the ICNIRP guidelines.
- Electricity Substations - The development should be constructed with regard to current ICNIRP guidelines for limiting exposure to time-varying electric, magnetic and electromagnetic fields.

- (4) "Surface Water Drainage" is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separated and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water recommends that petrol/oil interceptions be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local water courses.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. It is further recommended, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering block drains, sewage flooding and pollution to water courses. Further information on the above is available in a leaflet, "Best Management Practices for Catering Establishments" which can be requested by telephoning 020 8507 4321.

With regards to "Water Supply", this comes within the area covered by the Three Valleys Water Company. For information the address to write to is - Three Valleys Water Company P.O. Box 48, Bishops Rise, Hatfield, Herts, AL10 9AL Tel - (01707) 268111.

- (5) In order to check that any proposed stormwater system meets the Environment Agency's requirements, it is required that the following information be provided:
- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds and soakaways. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
 - b) Confirmation of the critical storm duration.
 - c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be

submitted in accordance with BRE digest 365.

- d) Where on site attenuation is achieved through attenuation ponds or similar, calculations showing the volume of these are also required.
 - e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
 - f) Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.
- (6) The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- (7) Where existing point(s) of access are to be closed, any reinstatement of the crossings proposed or which are deemed necessary by the Local Planning Authority shall be carried out by the Council at the applicant's expense. You are therefore advised to contact the Council's Streetcare Section, Brent House, 349 High Road, Wembley HA9 6BZ Tel 0181 937 5050 for further details as soon as possible.
- (8) Attention is drawn to the provisions of s151 of the Highways Act 1980, which requires that all construction vehicles leaving the site must be cleansed as necessary to avoid depositing mud and other material onto neighbouring roads.
- (9) The details required in the above landscape conditions (no. 25 to 28) should relate to and conform with the comments made in the internal memorandum dated 14th December 2009, a copy of which is attached to the planning permission for your information.

REFERENCE DOCUMENTS:

1. Adopted Unitary Development Plan 2004
2. Supplementary Planning Guidance 17 relating to "Design Guide for New Development"
3. 5 letters of objections from neighbouring occupiers surrounding the site.

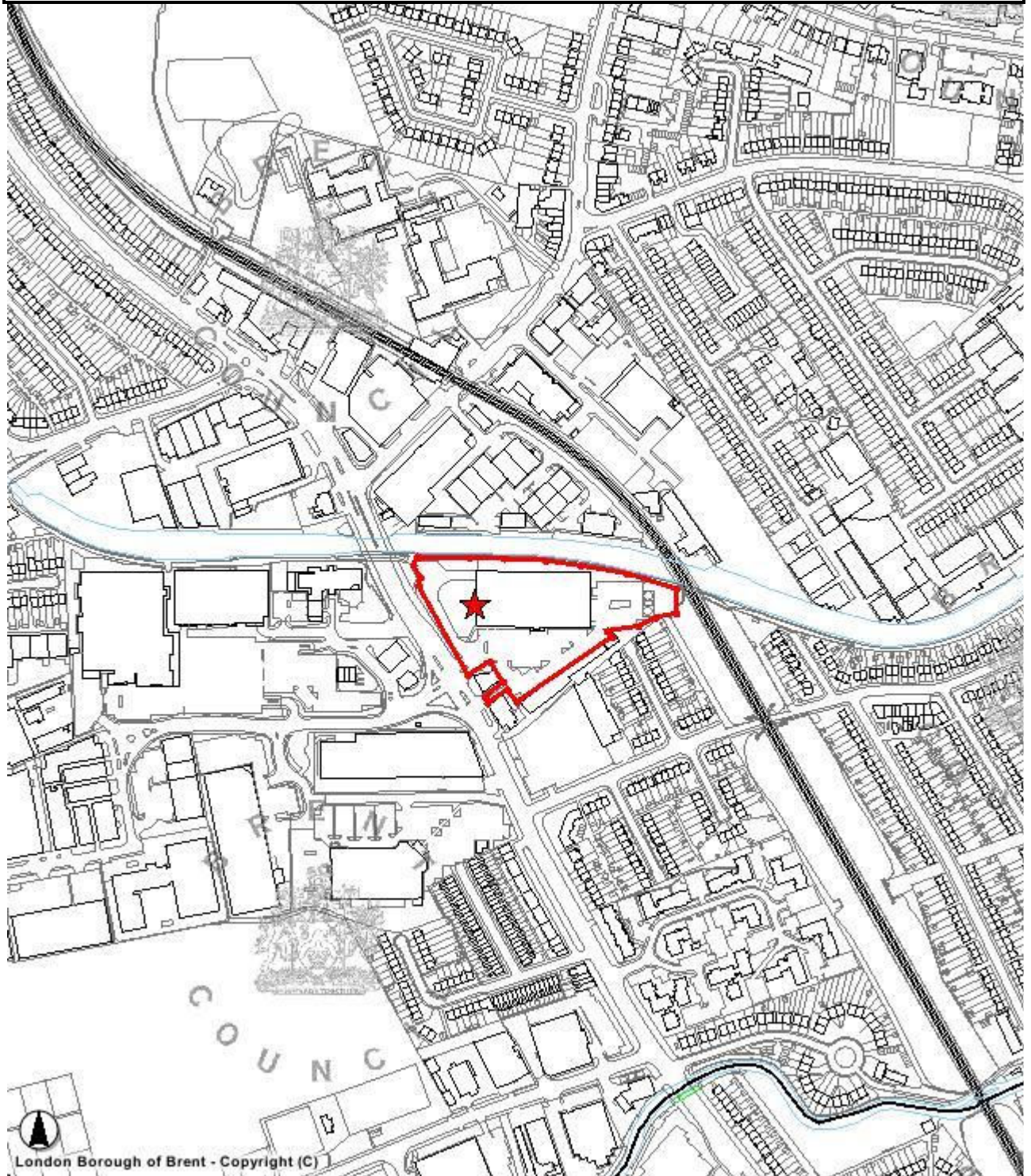
Any person wishing to inspect the above papers should contact Mumtaz Patel, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5244



Planning Committee Map

Site address: 243 Ealing Road, Wembley, HA0 4LF

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