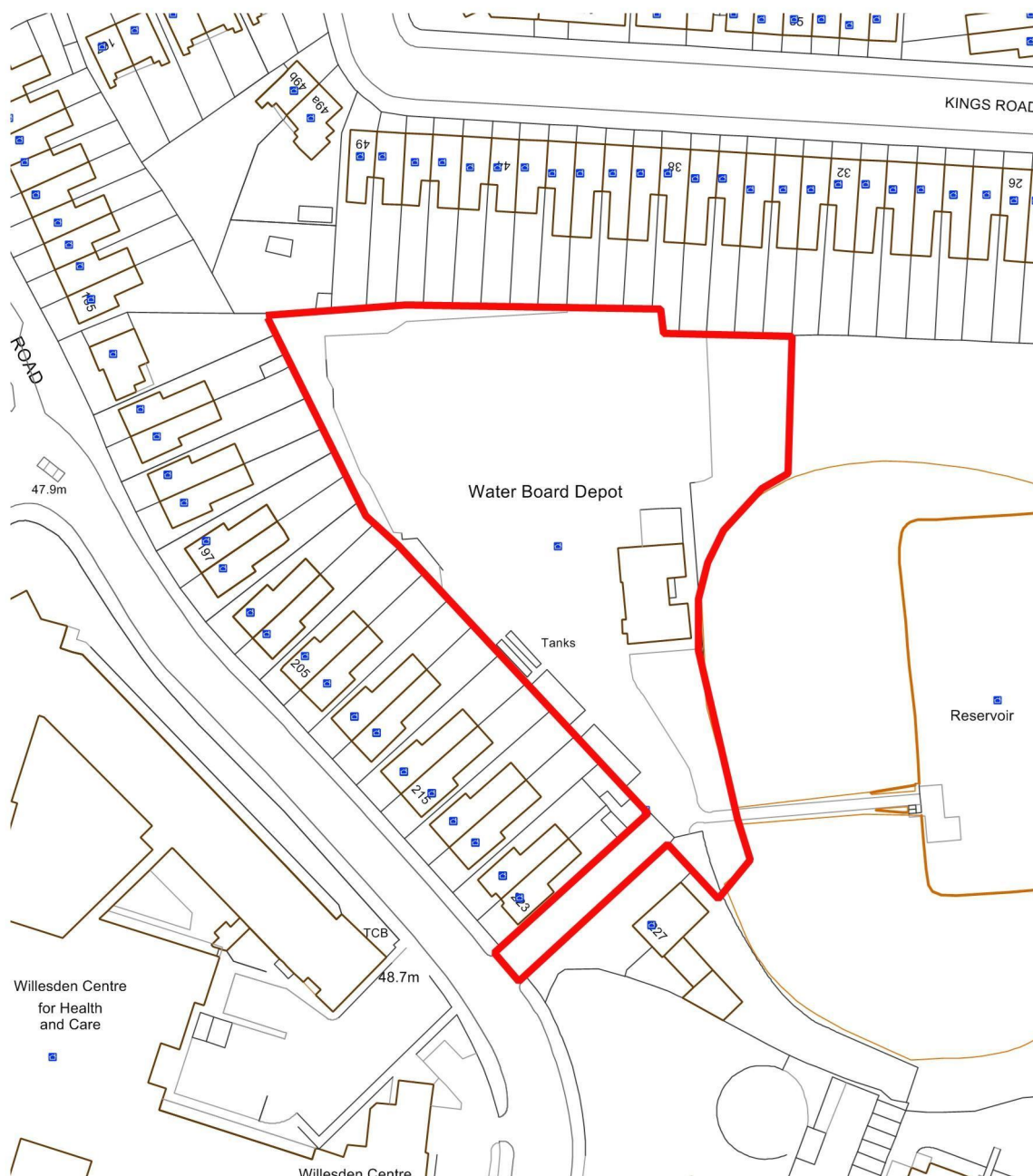




Planning Committee Map

Site address: THAMES WATER DEPOT AND TRAINING SH, 225 Harlesden Road, London, NW10 3SD

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This map is indicative only.

RECEIVED: 30 August, 2013

WARD: Willesden Green

PLANNING AREA: Willesden Consultative Forum

LOCATION: THAMES WATER DEPOT AND TRAINING SH, 225 Harlesden Road, London, NW10 3SD

PROPOSAL: Demolition of existing industrial buildings and construction of 26 residential units comprising of 9 two-storey dwellinghouses (3-bedroom), 1 part two/part three-storey dwellinghouse (3-bedroom) and 16 flats within a part two/part three-storey block (4x 1-bed, 10 x 2-bed and 2 x 3-bed) with associated access, parking, amenity space and landscaping

APPLICANT: Notting Hill Housing

CONTACT: CgMs

PLAN NO'S:
See condition 2

RECOMMENDATION

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

SECTION 106 DETAILS

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- Affordable Housing - 16 affordable units (62.5%) comprising of 10 affordable rent and 6 shared ownership units.
- Sustainability - submission and compliance with the Sustainability check-list, ensuring a minimum of 50% score is achieved and achieve Code for Sustainable Homes Level 4 with compensation should it not be delivered.
- Join and adhere to the Considerate Constructors Scheme.
- A Residential Travel Plan

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

EXISTING

The subject site, accessed from Harlesden Road, is roughly triangular in shape, bound by the rear of the two-storey terraced properties along Harlesden Road and Kings Road, and the covered Willesden Reservoir. The site accommodates redundant Thames Water pumping equipment, warehousing/storage and workshop type space (B1/B8 uses). It is largely covered by historic hardstanding with a group of cherry trees in the north west corner subject to a Tree Protection Order. The adjacent reservoir is identified as a Site of Nature Conservation Importance (Grade II).

PROPOSAL

As above.

HISTORY

In 2012 a planning application (12/0144)was submitted for a "Residential development of 41 dwellings, consisting of a row of 2-storey terrace houses, a 2 to 3-storey block and a 4 to 5-storey block, with associated parking, infrastructure and landscaping". This application was refused by the Planning Committee on the 17th April 2012.

The applicant lodged an appeal which was dismissed by the Planning Inspectorate on 14th February 2013. This decision is a significant material consideration in the determination of the current application and is discussed in the "Remarks" section of this report.

The applicant also submitted a revised application (12/3403) for the site prior to the determination of appeal. This application was subsequently withdrawn by the applicant following the issue of the appeal decision on the previous application.

POLICY CONSIDERATIONS

National Planning Policy Framework

The NPPF was published on 27th March 2012 and replaces Planning Policy Guidance and Planning Policy Statements with immediate effect. It is intended to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication.

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

Where LDF Core Strategy, UDP saved policies and SPG's are referred to in the report below they have been considerations in the assessment of the application. However, the recommendation is considered to comply with the NPPF.

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

This applies to relevant developments from 01/04/2012

London Borough of Brent LDF Core Strategy 2010

CP2 Population and Housing Growth
CP6 Design & Density in Place Shaping
CP15 Infrastructure to Support Development
CP18 Protection and Enhancement of Open Space, Sports and Biodiversity
CP19 Brent Strategic Climate Change Mitigation Adaptation Measures
CP21 A balanced Housing Stock

London Borough of Brent Unitary Development Plan 2004 ('Saved' policies)

BUILT ENVIRONMENT

BE2 Townscape: Local Context and Character
BE3 Urban Structure
BE5 Urban Clarity and Safety
BE6 Public Realm: Landscape Design
BE7 Public Realm: Streetscape
BE9 Architectural Quality
BE12 Environmental Design Principles

HOUSING

H1 Additional Housing
H2 Requirement for Affordable Housing
H3 Proportion of Affordable Housing
H9 Dwelling Mix
H11 Housing on Brownfield Sites
H12 Residential Quality – Layout Considerations
H13 Residential Density

EMPLOYMENT

EMP9 Local Employment Sites.

TRANSPORT

TRN3 Environmental Impact of Traffic

TRN10 Walkable Environments

TRN14 Highway Design

TRN23 Parking Standards – Residential Developments

TRN35 Transport Access for Disabled People and others with Mobility Difficulties

PS14 Parking Standards – Residential Development

PS15 Parking for Disabled People

PS16 Bicycle Parking

OPEN SPACE, SPORT & RECREATION

OS13 Development on Site of Borough (Grade II) and Local Nature Conservation Importance

Supplementary Planning Guidance 17: Design Guide for New Development Supplementary Planning Document: S106 Planning Obligations

SUSTAINABILITY ASSESSMENT

A Code for Sustainable Homes pre-assessment has been submitted stating that the applicant is aiming to achieve code level 4, which concludes that if the assumptions mentioned in the report for achieving CfSH Level 4 are implemented then this level could be achievable. This complies with the target set in policy CP19 of Brent's Core Strategy which requires at least CfSH Level 3 to be achieved outside of growth areas and should be secured by way of a s106 agreement.

In terms of renewable energy, photovoltaic panels are proposed, from which each unit would benefit. Energy and water saving measures are proposed as well as green roofs.

At the time of submission, The London Plan (Policy 5.2) requires that major developments achieve a carbon dioxide emissions reduction of 25% beyond the requirements of Building Regulations, this is also a requirement of CfSH Level 4. The submitted energy statement predicts that at present the scheme would comfortably achieve the London Plan target. The scheme is also predicted to generate approximately 21% of the developments energy demand from on-site renewables. A sustainable development checklist has been submitted with the application, a score of 50% is required and a self assessed score of 50.9% is achieved.

Compliance with these predicted standards would need to be secured through a s106 agreement.

CONSULTATION

Public Consultation

The application was publicised through the following methods:-

- Consultation letters, dated the 26th September 2013, were sent to Ward Councillors and 381 local owner/occupiers.
- A site notice was displayed on the main site entrance on 17th September 2013.
- The application was advertised through the publication of a local press notice on 19th September 2013.

In response 6 letters of objection have been received. In summary the issues raised by the objectors include:-

1. The height of the three-storey block should be reduced to 2-storeys
2. External materials used should respect the character of the surrounding area
3. The development will cause traffic and highway safety problems, particular around the main access to the site.
4. There is not enough parking for the proposed development. This will cause parking problems on Harlesden Road..
5. The development will result in a loss of light, privacy and views to neighbouring properties and give rise to noise disturbance.
6. The building work will cause pollution for neighbouring occupiers.
7. The development would reduce the security of neighbouring properties.
8. The development will harm local wildlife
9. The development will overburden local infrastructure, schools, GP's, sports facilities etc.

10. The proposals are an overdevelopment of the site

Prior to the submission of the application the applicant also undertook their own public consultation in developing the proposals. The applicants programme of consultation is set out in a submitted Statement of Public Consultation.

Internal Consultation

Transportation Unit

No objections to the proposals on transportation grounds provided the proposed works to the site access are secured through a suitably worded planning condition.

Urban Design

No objection to the proposal subject to standard design related conditions.

Tree Protection Officer

The Council's Tree Protection Officer has visited the site and inspected the arboricultural report submitted as part of the application. No objections to the proposals are raised.

Environmental Health

Given the historic use of the site the Council's Environmental Health Officers have recommended a number of conditions be placed on any permission.

REMARKS

Background and recent Appeal Decision

1. As discussed in the 'History' section of the report the site has been subject to a recent appeal decision relating to previous proposals to erect 41 flats on the site within a range of 2-5 storey blocks. Notwithstanding the Council's original reasons for refusing the application, in dismissing the appeal the Planning Inspector concluded that the appeal should be dismissed on the following grounds.
 - The urban environment created would be of an unsatisfactory quality
 - The proposed building heights would be inappropriate for backland development contrary to UDP policy H15
 - The development would provide insufficient parking to accommodate the demand generated.
2. The appeal decision is a relevant material consideration in the determination of the current application. The proposals have been amended in the following way to respond to the concerns raised by the Planning Inspector
 - The height of the proposed buildings have been reduced to a maximum of three-storeys.
 - The number of residential units proposed has been reduced from 41 to 26, whilst the amount of on-site parking has only been reduced from 31 spaces to 28 spaces.
 - The urban design of the scheme has been reviewed, removing the central residential block, and the proportion of soft landscaping around the site has been increased.

Principle of Residential Use

3. The principle of a residential development in this location is considered to be acceptable. The buildings on site are derelict and the site has not been used in association with the reservoir or for any other purposes for a significant amount of time. Policy seeks to promote the use of appropriate sites for residential use.

Residential Unit Mix and Tenure

4. The scheme proposes 26 new homes comprising of the following unit types and tenures.

UNITS	1bed 2person	2bed 3person	2bed 4person	3bed 5person	3bed 6person	Total	%
Private				9	1	10	38.5%
Shared Ownership	2		4			6	23.1%
Affordable Rent	2	2	4	2		10	38.5%
Total	4	2	8	11	1	26	

%

15%	8%	31%	42%	4%
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5. In terms of unit mix, the proposed development would deliver 12 family sized (3-bedroom) units. This constitutes 46% of the total units provided. This exceeds the target set out in policy CP2 which sets out that at least 25% of units in new developments should have 3-bedrooms or more.
6. In total, 61.5% of the units provided would be defined as providing affordable housing. This exceeds the target in Core Strategy Policy CP2 which set out that 50% of new units should be allocated for affordable housing. This affordable housing is split roughly 60/40 between affordable rents and shared ownership. This complies with the London Plan.
7. Overall, the proposed unit and tenure mix is considered to comply with the relevant policies and is appropriate.

Urban Design

8. The proposed development has been scaled back significantly from those proposals considered on appeal. The development is now set out in an L-shape, with a 3-storey central block of apartments connecting two terraces, one running back-to-back with the existing properties along Kings Road and the other backing on to the boundary with the reservoir. The access road runs along the front of the development and this defines a central communal amenity space. Overall, the layout of the proposed development is considered to make an effective use of the site without creating an over intensive form of development that was considered to be a particular problem with the previous scheme.
9. The issue of scale, and particularly height, was considered to be a particular issue with the previous scheme. The Planning Inspector confirmed that the site should be treated as a backland development although it was also noted that the proposed development was in keeping with the character and appearance of the area and did not have detrimental impact on the amenity of the neighbouring residents. However policy H15 which relates to backland development states that any backland development should be subsidiary to the frontage housing and this was given as one of the reasons for dismissing the appeal.
10. The scale of development has been reduced significantly, to comprise of 2-storey terraced dwellings set either side of a central 3-storey block. Overall, the scale and height of the development is considered to be much more in keeping with the frontage housing along Harlesden Road and Kings Road. The scale of the development complies with the guidance contained in SPG17 which recommends that new development should be set below a line of 45 degrees taken from a height of 2m along the boundaries with neighbouring properties. The scale of the development also comfortably complies with the guidance in terms of the relationship with windows on the rear of properties along Kings Road and Harlesden Road.
11. Indicative details of some of the external materials and finishes has been supplied with the submission. The dwellinghouses would generally be finished externally with brickwork whilst the flats would be treated with a mixture of brickwork and cladding. The general approach proposed is considered to be in keeping with the context of the surrounding area but further details of these materials will be required to ensure sufficient quality of design. This can be secured through planning conditions.

Impact on Neighbouring Amenity

Daylight & Sunlight

12. As discussed, the submitted plans demonstrate that the form of the building has been designed to be within the guidance angles set out in SPG17. These angles are taken from the rear elevations and garden boundaries of all adjacent residential properties and are set out to inform designs particularly in terms of preventing a detrimental impact on daylight/sunlight. Council officers previously raised concerns that the 4 to 5-storey block on the appeal development was of a height that would have an overbearing impact on neighbouring amenity. However this matter was considered by the planning inspector who found that the proposed development at that time would not have a detrimental impact on the amenity of neighbouring residents. As the proposed development has now been significantly reduced in height and footprint, and the development complies with the Council guidance, it is considered that there would be a reasonable impact on the daylight & sunlight of neighbouring occupiers and that the development would not have an overbearing impact on neighbouring occupiers.

Privacy

13. There are a number of habitable room windows and a small number of balconies, along the northern edge of the development, both to the proposed terraced houses and the proposed block of flats, which would directly face towards the rear of the properties along Kings Road. However, the separation between the windows would exceed the usual minimum guidance of 20m set out in SPG17. In terms of the depth of rear gardens to the proposed houses adjacent to the rear of the properties along Kings Road, the guidance of 10m is generally met in most cases, although at the western end where the relationship is most tight this drops to approximately 9.6m. However, on balance, considering the generous window-to-window distances and the trees that will be retained along this boundary it is considered that sufficient privacy will be maintained between the proposed development and the neighbouring properties along Kings Road.
14. In general, the proposed development is set well back from the existing properties along Harlesden Road and sufficient window-to-window distances are comfortably maintained to ensure adequate privacy.

Quality of Accommodation

Internal space

15. The supporting planning statement confirms that all of the proposed residential units meet or exceed minimum space standards required by London Plan policy 3.5. The units are designed to meet Lifetime Homes standards and three of the units (>10%) will be designed to be wheelchair adaptable. All of the units are laid out to provide sufficient outlook, daylight and amenity for potential occupiers.

External space

16. The dwellinghouses in the development each have access to a private garden of at least 50sqm. In terms of the flats, each flat would have some form of private amenity space in the form of a balcony, terrace or private garden. Some of these spaces are of sufficient size to fully satisfy the standards set out in SPG17. However, where the SPG17 standards are not fully satisfied through the provision of private space it is noted that the proposed development enjoys a generous central communal amenity space which has an area of 550.5m². This equates to approximately 21m² per unit and is considered sufficient to ensure that all units have access to sufficient amenity space.
17. The central amenity area will be landscaped to provide a play space for children living within the development. Further details will be secured through a planning condition.

Highways

Parking

18. The site is in an area of moderate public transport accessibility (PTAL 2), there are three bus services within 8 minutes walk. The site provides 28 parking spaces which is below the maximum 35 spaces which could be provided under PS14 of Brent's UDP 2004. However policy TRN23 requires that where the full parking standard is not provided consideration be given to the impact on on-street parking in the area. Using data on likely levels of car ownership, it is assumed that car ownership will be 50% of the parking standard for the social rented units and 75% of the maximum standard for private and shared ownership units. Based on the proposed mix this would result in 24 cars on site, meaning that the provision of 28 spaces should provide adequate parking to avoid any overspill parking in the neighbouring streets.
19. The parking provision includes 3 disabled parking spaces, 1 per wheelchair adaptable unit, and 6 bays with electrical charging points which exceeds the requirement to provide charging points on 10% of the spaces provided.
20. 30 secure cycle spaces will be provided which exceeds the Council's standard of 1 space per unit.

Access Road

21. The proposed access road is intended to be laid out as a shared surface. A 500mm wide planting zone is incorporated alongside 227 Harlesden Road, leaving a width of 5.6m for the shared surface, of which a width of 1.2m is indicated for pedestrian priority using a subtle change in surfacing. As a whole, the access is proposed to be surfaced in tar and chippings, crossed at regular intervals by flush channels. Although these materials differ from the block paving that would typically be sought for a shared surface street, the design is sufficiently unorthodox to highlight to drivers that the road is not a normal street and that they should therefore drive with added caution. The Council's Transportation Unit accept the design

in principle, subject to the submission and approval of more detailed construction drawings showing make-up of the road and materials, including details of lighting and drainage.

22. The junction onto Harlesden Road is to be altered to include kerb build-outs with 4m kerb radii and a raised entry treatment to help to improve visibility and aid turning into and out of the site and this should be combined with a kerb build-out outside 193-195 Harlesden Road to provide a length of sheltered parking. These works should be undertaken through a S278 Agreement which would be required through a planning condition.

Transport Statement/Travel Plan

23. The proposal is estimated to generate 5 arrivals/26 departures in the morning peak hour and 20 arrivals/16 departures in the evening peak hour, of which 2 arrivals/6 departures in the morning and 5 arrivals/4 departures in the evening are estimated to be by car. Traffic surveys undertaken in Harlesden Road showed that the additional traffic generated by the development would amount to only about 1.6% of existing flows in the street, this is not considered particularly significant from a highways perspective
24. A residential Travel Plan is proposed for the site, with an outline plan included within the Transport Statement. This includes the appointment of a Travel Plan Co-ordinator to implement the plan, with welcome packs being issued to new residents promoting public transport use, walking, cycling car sharing and the promotion of local Car Clubs, including one years subsidised membership. No targets or monitoring arrangements have been set out at the present time, but the Travel Plan is nevertheless broadly welcomed, and can be secured through a s106 agreement.

Ecology

25. An ecological scoping report has been submitted as part of the application. This concludes that there are no habitats of international, national or local importance that would be directly or indirectly affected by the development and that no evidence of protected species have been recorded on the site.

CIL

26. The private housing within the proposed development would generate a CIL liability. CIL relief can be claimed for affordable housing.
27. On the basis of the current affordable housing split (assuming a successful claim for relief) the scheme would generate a Brent CIL liability of approximately £215,050. The development would generate a Mayoral CIL liability of approximately £38,483.
28. If the affordable housing provision increased beyond that reported above this could result in a reduction in the CIL liability.

Consideration of Objections

29. The concerns of the objectors are summarised and addressed in the following table.

Objection	Officers Comments
The height of the three-storey block should be reduced to 2-storeys	The issue of scale and height is discussed above (para 8-10)
External materials used should respect the character of the surrounding area	External materials are discussed above (para 11). Further details will be required by condition to ensure these enhance the character and appearance of the surrounding area.
The development will cause traffic and highway safety problems, particular around the main access to the site.	The likely traffic impact of the development is discussed above(para 21-24).The Council's Transportation Unit do not consider that the design of the access route would cause any particular safety issues for occupiers of 227 Harlesden Road.
There is not enough parking for the proposed development. This will cause parking problems on Harlesden Road. The development will result in a loss of light, privacy and views to neighbouring properties and give rise to noise	Discussed above (para 18-19). The level of parking is considered sufficient to meet the likely demand of the development Issue relating to loss of light and privacy are discussed above (para 12-14). Whilst general activity associated with the

disturbance.	development will generate some level of noise, it is not considered that this would be unreasonable within the context of the surrounding area.
The building work will cause pollution for neighbouring occupiers.	The developer will be required to join and adhere to the Considerate Contractors scheme to ensure that the impact of the building works is kept to a minimum.
The development would reduce the security of neighbouring properties.	The development has been designed to the principles of secured by design.
The development will harm local wildlife	The impact of the development on ecology and wildlife has been considered in a report accompanying the application. This is discussed above (para 25).
The development will overburden local infrastructure, schools, GP's, sports facilities etc.	Contributions from new development towards local infrastructure are secured through the Community Infrastructure Levy (para 26-28).
The proposals are an overdevelopment of the site	The scale of the development is no longer considered to constitute an overdevelopment of the site.

Conclusion

30. The development has been amended to address the issues raised by the Planning Inspector in their appeal decision on the site. Officers consider that the concerns raised have now been adequately addressed and that approval can now be recommended.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

- National Planning Policy Framework
- Brent LDF Core Strategy 2010
- Brent Unitary Development Plan 2004
- Council's Supplementary Planning Guidance 17:- Design Guide For New Development

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

- Built Environment: in terms of the protection and enhancement of the environment
- 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
- Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
- Transport: in terms of sustainability, safety and servicing needs

CONDITIONS/REASONS:

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

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

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

PLANS

- 12428 90 01 D2
- 12428 90 02 D1
- 12428 90 03 D2
- 12428 90 04 D2
- 12428 90 05 D2
- 12428 90 06 D2
- 12428 90 07 D
- 12428 B 15 10 D4
- 12428 B 15 11 D4
- 12428 B 15 12 D4
- 12428 B 15 13 D4
- 12428 C 15 03 D4
- 12428 H 15 03 D4
- 12428 L 05 00 D4
- 12428 L 05 01 D4
- 12428 L 05 04 D5
- 12428 L 05 05 D5
- 12428 L 20 03 D5
- 12428 L 30 01 D5
- 12428 L 30 02 D5
- 12428 L 99 03 D4
- 12428 L 99 04 D4
- 12428 L 99 08 D5
- 12428 L 99 09 D5
- 2329 100 RevC

DOCUMENTS

- Planning Statement
- Design and Access Statement
- Site Investigation Report
- Additional Site Investigation Report
- Arboricultural Implications Study
- Air Quality Assessment
- Code for Sustainable Homes Pre-Assessment
- Ecology Assessment
- Energy Statement
- Statement of Consultation
- Sustainability Checklist
- Transport Assessment

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

- (3) Prior to the commencement of the development an undertaking under s278 of the Highways Act 1980 shall be agreed with the Local Highway Authority to provide the following works.

- (i) junction improvements at the site access incorporating kerb build-outs with 4m kerb radii and a raised entry treatment;
- (ii) a kerb build-out outside 193-195 Harlesden Road to protect parking bays along the street.

The agreed works shall be completed prior to occupation of the development hereby approved.

Reason: In the interest of highway and pedestrian safety.

- (4) The parking spaces, including those designed for disabled users and including the provision of electric car charging points, shown on the approved plans shall be constructed prior to the

occupation of the buildings and shall be permanently retained and used solely in connection with the development hereby approved.

Reason: To ensure that the approved standards of parking provision are maintained in the interests of local amenity and the free flow of traffic in the vicinity.

- (5) The development shall be carried out in accordance with Tree Protection details set out in the submitted Arboricultural Implications Study and details on the Arboricultural Layout Plan (2329 100 Rev C) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that TPO and other important trees on the site are safeguarded during demolition and construction..

- (6) During demolition and construction works on site the operation of site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 0800 – 1800 Mondays-Fridays, 0800 -1300 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;

Reason: To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of nuisance caused by construction and demolition works

- (7) Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. Sample of these materials shall be made available for inspection on request. The work shall be carried out in accordance with the approved details.

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

- (8) Notwithstanding the approved plans, all areas of the site shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any work on the site. The approved landscaping work shall be completed prior to occupation of the buildings.

The submitted scheme shall include details of the following:-

(i) Walls, fences and gates

Proposed walls and fencing, indicating materials and heights.

(ii) Children's Play

Provision of equipment and landscaping design for children's play..

(iii) Physical separation

Adequate physical separation, such as protective walls and fencing, between landscaped and paved areas.

(iv) Mounds existing contours and any alteration of the ground levels, such as earth mounding.

(v) Planting

Details of the planting of trees, shrubs and other plants including type and density

(vi) Hardstanding

Details of materials and appearance of all areas of hardstanding, including drainage details.

(vii) Lighting

Proposals for external lighting, including design and luminance levels

(viii) Maintenance details

Details of the proposed arrangements for maintenance of the 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.

- (9) Prior to the commencement of the development, a remediation strategy which specifies measures to contain, treat or remove any soil contamination found at concentrations deemed unsuitable for the proposed end use shall be submitted to and approved in writing by the Local Planning Authority.

Prior to the occupation of the development a verification report, stating that the remediation identified in the approved remediation strategy has been carried out in full, shall be submitted to and approved in writing by 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.

INFORMATIVES:

- (1) If the development is carried out it will be necessary for works to be undertaken on the public highway by the Council as Highway Authority. This will be done at the applicant's expense in accordance with Section 278 of the Highways Act 1980. Should Application for such works should be made to the Council's Safer Streets Department, Brent House, 349 High Road Wembley Middx. HA9 6BZ Tel 020 8937 5050. The grant of planning permission, whether by the Local Planning Authority or on appeal, does not indicate that consent will be given under the Highways Act.

REFERENCE DOCUMENTS:

National Planning Policy Framework
London Plan 2011
Brent LDF Core Strategy 2011
Brent Unitary Development Plan 2004
6 letters of objection

Any person wishing to inspect the above papers should contact Ben Martin, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5231