

**Committee Report
Planning Committee on 8 June, 2010**

Item No. 22
Case No. 10/0646

RECEIVED: 19 March, 2010

WARD: Wembley Central

PLANNING AREA: Wembley Consultative Forum

LOCATION: Wembley Mini Market and Public Convenience, Lancelot Road, Wembley, HA0

PROPOSAL: Demolition of existing market structures and public convenience, and erection of a part two-, three- and four-storey building, comprising 21 flats (1 x 1-bedroom, 18 x 2-bedroom and 2 x 3-bedroom), with amenity space and associated landscaping

APPLICANT: London and Quadrant Group

CONTACT: John Thompson & Partners

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 Director of Environmental Services to agree the exact terms thereof on advice from the Borough Solicitor

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
- 100% affordable housing
- A contribution of £55,000 due on material start and, index linked from the date of the committee for measure to enhance the Town Centre retail offer
- A contribution of £103,200 due on material start and, index linked from the date of committee for Education, Sustainable Transportation, Open Space & Sports in the local area
- A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing, prior to commencement of works. This shall demonstrate how the development will achieve Code for Sustainable Homes Level 4, how the indicated Brent Sustainability Checklist measures (Energy, Water, Materials, Demolition/Construction & Pollution) will be incorporated and how the measures to provide 20% of energy demand through onsite renewable sources will be implemented within the scheme. Adherence to the approved Strategy.
- The applicant shall include/retain appropriate design measures in the development for those energy and water conservation, sustainable drainage, sustainable/recycled materials, pollution control, renewable energy, and demolition/construction commitments made within Brent's Sustainability Checklist and other submitted documentation (or agreed by further negotiation), and adopt adequate procurement mechanisms to deliver these commitments.

- On completion, independent evidence (through a Post-Construction Review by an accredited Code for Sustainable Homes assessor) shall be submitted on the scheme as built, to verify the implementation of these sustainability measures on site, and the achievement of at least Code for Sustainable Homes Level 4.
- The applicant shall provide evidence that materials reclamation/recycling targets, negotiated using the Demolition Protocol (where relevant), have been implemented.
- If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required
 - 1) the submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
 - 2) the submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough
- Join and adhere to the Considerate Contractors scheme.
- Removal of the rights of residents to apply for parking permits.

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 within the Statutory Application (13 week) timeframe.

EXISTING

The application site occupies a corner location which fronts Lancelot Road and Turton Road. This is designated an opportunity site within Wembley Town Centre as it is currently a redundant market with an existing poor quality open canopy structure which has fallen in to disrepair since the use ceased. Surrounding uses to the north are predominantly residential. To the south of the site are town centre uses.

The northern frontage of the site which fronts Turton Road measures approximately 26.7m. The western frontage of the site which fronts Lancelot Road measures approximately 32.6m. Levels change across the site with the land falling from south to north. The eastern boundary of the site abuts a servicing road in use by users of properties fronting the High Road.

To the east and north of the site, the prevailing pattern of development is two storey victorian residential terraces. To the south of the site, the character of the area is more mixed with building heights increasing towards the high road.

PROPOSAL

This application proposes the erection of a part two- part three- part four storey building containing 21 residential units. The scheme will be 100% affordable providing social rented accommodation. The mix of accommodation proposed is 1x 1-bed unit, 18x 2-bed units and 2x 3-bed units.

The L-shaped building is designed to front both Lancelot Road and Turton Road with a curved element defining the corner. The main entrance is situated on Lancelot Road towards the southern end of the site. The units are single aspect units facing either on to the public realm (on Lancelot Road and Turton Road) or on to the rear of the site where a communal amenity space is provided at the ground floor level. Other amenity space provision is in the form of a communal roof terrace and private balconies. A landscaping strip is provided along the site frontages. Refuse storage facilities and cycle storage provision is situated on the ground floor of the building.

The main portion of the building along Lancelot Road is three storeys with the fourth storey recessed. The bulk and massing is repeated along the Turton Road frontage however the height of the building is reduced to two storeys at the eastern end of the site.

The development will be car-free with the S106 including a clause which removes the rights of residents to apply for on-street permits.

HISTORY

07/0676 - Demolition of existing market structures and formation of new vehicular and pedestrian access for change of use to a temporary public pay car-park, providing 23 car-parking bays
Pending decision - Resolution to grant subject to completion of a legal agreement

POLICY CONSIDERATIONS

Brent Unitary Development Plan 2004

STR3 - In the interests of achieving sustainable development (including protecting greenfield sites), development of previously developed urban land will be maximised (including from conversions and changes of use).

STR5 - A pattern of development which reduces the need to travel, especially by car, will be achieved.

STR9 - The Council will ensure that development proposals do not conflict with the role of GLA Roads and London Distributor Road whilst discouraging through traffic on local roads.

STR11 - The quality and character of the Borough's built and natural environment will be protected and enhanced.

STR12 - Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.

STR13 - Environmentally sensitive forms of development will be sought.

STR14 - New development to make a positive contribution to improving the quality of the urban environment in Brent

STR15 - Major development should enhance the public realm.

BE2 - Townscape: Local Context & Character

BE3 - Urban Structure: Space & Movement

BE4 - Access for disabled people

BE5 - Urban clarity and safety

BE6 - Public Realm: Landscape design

BE7 - Public Realm: Streetscene

BE9 - Architectural Quality

BE12 - Sustainable design principles

EP10 - Protection of Surface Water

TRN1 - Transport assessment

TRN3 - Environmental Impact of Traffic

TRN4 - Measures to make transport impact acceptable

TRN10 - Walkable environments

TRN11 - The London Cycle Network

TRN14 - Highway design

TRN23 - Parking Standards – residential developments

TRN24 - On-Street Parking

TRN35 - Transport access for disabled people & others with mobility difficulties

PS14 - Residential Parking Standards

PS15 - Parking for disabled people

PS16 - Cycle parking standards

Brent Council Supplementary Planning Guidance and Documents

SPG12 - Access for disabled people

SPG17 - Design Guide for New Development

SPG19 - Sustainable design, construction and pollution control

SPD - Section 106 Planning Obligations

Mayor of London

The London Plan Consolidated with Alterations since 2004
Mayor of London Supplementary Planning Guidance

- Sustainable Design and Construction (May 2006)
- Planning for Equality and Diversity in London (October 2007)
- Accessible London: Achieving an Inclusive Environment (April 2004)
- Providing for Children and Young People's Play and Informal Recreation (March 2008)

Planning Policy Guidance and Statements

PPG13- Transportation

PPS1- Delivering Sustainable Development

PPS1 - Supplement: Planning and Climate Change

PPS22 - Renewable energy

SUSTAINABILITY ASSESSMENT

The applicants have submitted a TP6 Sustainability Checklist which they have scored at 61.5% (Very Positive). However, your officers have scored the Checklist at 49.5% (Fairly Positive). Whilst this falls below the minimum level that is normally considered acceptable, this could be brought up to an acceptable level through the provision of additional information regarding measures such as the incorporation of SUDS and permeable paving for the hardsurfaced areas within the sites. Further detail regarding the implementation of measures identified within the Checklist can be provided within the Sustainability Implementation Strategy that is to be secured through the Section 106 agreement.

The Energy Demand assessment that has been submitted examines the proposal having regard to the energy hierarchy that is set out within the London Plan. This assessment states that CHP is not feasible within the development. Officers agree with this conclusion. Rather the statement proposes the use of photovoltaic panels to achieve a 20% reduction in carbon emissions. Officers have checked the calculations and are satisfied that the figures can be achieved. A roof plan has been provided by the applicants to demonstrate that the roof can support the amount of panels required (169sqm) and can be laid out in a way which prevents overshadowing and allows for access and maintenance. These have been reviewed by officers and a satisfactory layout is shown subject to an alteration to the pitch of the solar panels to 35 degrees rather than the 45 degree pitch currently shown on the elevations.

CONSULTATION

Standard three week consultation period was carried out between 24 March 2010 and 14 April 2010 in which 250 properties were notified. A site notice was posted at the site and notification of the application was placed in the local press. Consultation was also extended to ward councillors. 5 letters of objection have been received which raise the following concerns:

- Increased pressure on on-street parking in the area
- Detrimental impact on property values (*Officer's Note: This is not a material planning consideration*)
- Increased crime and robberies from the development
- Existing area is already poor quality. Flats would exacerbate this. Need new four bedroom housing
- Increase noise and traffic
- Council should install speed bumps and limit cars to 20mph for public safety to cope with extra traffic arising from the development
- Four storey development is too high and out of keeping with the existing housing in the area

- No parking on site - CPZ only operated until 6.30pm therefore residential units will cause considerable additional congestion exacerbating existing problems from number of nightclubs and restaurants
- Loss of privacy to 6 Lancelot Road. Flats will overlook garden of this property. Height of flats would also obstruct the sunlight coming in to the garden

Petitions have also been received from residents in Elspeth Road, St Anne's Road, Thurlow Gardens, Turton Road and Lancelot Road with 132 signatures. The petition raises the same concerns outlined above with additional concerns raised regarding potential drainage problems arising, the river passing through the area may make the site unsuitable for heavy construction and the loss of a landmark.

Internal Consultees

Landscape Design Team - Lack of detailing on hard and soft landscaping. Concerns raised regarding the quality of amenity space provided. The frontage spaces have a lack of privacy and are cramped. The communal garden is positioned in such a way that it will be extremely shared. Communal roof terraces are bland and do not possess any landscape features.

Urban Design - The overall scale of the building should be reduced. Front entrance should be prominent and of generous proportions to allow clear recognition from the street. The corner element should be more articulated by enlarging and projecting the proposed corner balconies from Lancelot Road towards Turton Road. This would assist in breaking the massing of the facade. Overall palette of materials is considered acceptable.

Transportation - No objections subject to legal agreement to secure a car-free agreement, financial contributions and works to the highway. The gradient of the ramp to the refuse store should also be adjusted to 1:12.

Streetcare (Waste) - Waste provision proposed is acceptable. Ramp should be adjusted to 1:12 gradient. In addition a drop down kerb should be provided on the highway in direct alignment with the bin storage area.

Thames Water - No objections.

Sustainability Team - No objections - see sustainability section of the report.

REMARKS

Principle of development

The redevelopment of the site proposed is solely for residential units. Policy WEM28 subsection (c) designates the site as an opportunity site within Wembley Town Centre. Such sites are considered suitable for residential where it is part of a mixed use scheme. The site is not situated on a main road in Wembley Town Centre and is the last site appropriate for a retail use when travelling north from the High Road along the eastern side of Lancelot Road. As a result, pedestrian footfall to support a retail unit is unlikely to be high. On this basis, the applicants propose a development which is solely residential but have acknowledged the policy through a financial contribution of £55,000 which would be reserved for measures which enhance the town centre offer. Your officers consider this to be acceptable and consider the level of payment offered to be suitable to mitigate the loss of retail.

Design Approach

The existing site contains a redundant market canopy structure which is in the process of being demolished. The existing site has fallen in to disrepair and the redevelopment of this site is

welcomed by officers. The proposed building adopts a modern design approach which maintains frontages along both Lancelot Road and Turton Road. The building is set back from each boundary by a distance of 2m in order to allow opportunities for soft landscaping. The corner element is defined by a curved feature which is articulated by private balconies which add definition through a vertical crease line. The bulk and massing of the building is broken up through the use of different materials and recessed elements where private balconies are inserted. This articulates the frontages and provides rhythm in the street scene. The fourth storey element is recessed and surrounded by roof terraces which are either for communal use or private to the top floor units where the areas are close to habitable room windows. On the western side of the site, the development is reduced to two storeys in order to provide a stepped approach which relates more closely to the pattern of development within Turton Road. Details of all materials would be secured by a condition requiring samples to be submitted prior to the commencement of works on site in order to ensure a satisfactory palette of materials are secured for the development.

The objectors concerns regarding the quality of the development and height of the proposed building are therefore not considered significant issues by officers. Although it is recognised that the existing landmark would be removed, the structure is in poor condition and would be difficult to re-use for residential/mixed use purposes by virtue of its design. Furthermore the landmark is not protected within policy and overall, the proposed development is considered to significantly improve the appearance of the site.

Siting, scale and density

The site is located between a denser urban form to the south and the suburban form to the north and east and is therefore a transition between the two. In consideration of the scale and density of development in relation to the surrounding buildings, the proposal should reflect this transition. Given the corner plot location of the site there is scope for a taller form of development which marks the end of the denser urban form provided a satisfactory relationship is achieved with Turton Road. The majority of the building reads as three storeys due to the set back of the fourth storey from both frontages. The change in levels down to the site from its southerly neighbour results in the proposed building providing continuity in building heights.

The 2m setback from the front boundaries softens the appearance of the building and respects the established building line in Turton Road. The scale and massing of the building has been broken up to provide a more traditional residential rhythm through projections which are interspersed with recessed balconies. The proposed treatment of these elements is also varied providing visual interest and greater definition to these different sections. Therefore, despite the scale and massing of the scheme which extends across the majority of the site, the proposal is considered to relate appropriately to the character of the existing area by providing suitable architectural devices which ensure the rhythm of the street scene is maintained.

A stepped approach has been adopted at the eastern end of the site in recognition of the prevailing pattern of development on Turton Road which is two storeys. Although the proposed building is in close proximity with the eastern boundary this is considered acceptable due to the separation from the nearest neighbouring properties by the servicing road and the stepped change in building heights close to the eastern boundary.

An assessment of the scheme in relation to neighbouring properties has been made to ensure SPG17 standards are met. In addition a desktop daylight and sunlight report has been provided by the applicants to ensure that the impact on the nearest neighbouring property would not receive any significant adverse impact. The most sensitive property to the east of the site is 20 Turton Road. This property has been subdivided into flats in the 1980s. The daylight and sunlight report has assessed the scheme in accordance with BRE standards which state that any window would not receive a significant adverse impact provided it retains 80% of the previous level of light received. Only 1 window in 20 Turton Road would lose more than 20% of its previous light level. According to the approved plans for the flats, this window serves a bathroom/dressing room for the

first floor flat which would not be classed as a habitable room and as such, the development is considered to have a satisfactory relationship with these units. The applicants have also provided a plan showing that the building does not significantly breach a 45 degree line from the residential garden of 20 Turton Road. Where the 45 degree line is breached, the breach is marginal and relates not to the building but to screening surrounding roof terraces. As a result, the impact on the garden belonging to 20 Turton Road is considered reasonable. The scheme has also been designed to prevent any significant overlooking into the windows and garden of this property. The second floor unit which has eastern facing windows has a 2m privacy screen preventing any direct view into this property. At the first floor level, only secondary habitable room windows are positioned in the eastern flank wall and can be conditioned to be obscurely glazed to prevent any loss of amenity to this property. On this basis, the scheme is not considered to have an unduly detrimental impact on the light, outlook or privacy of 20 Turton Road as defined within SPG17.

The other nearest neighbour is situated to the north of the site fronting Lancelot Road. This property (number 4) contains 2 flats and has habitable kitchen windows in the flank elevation facing on to Turton Road. A 30 degree line has been drawn taken from 2m above ground level. The proposed building does not breach this line although there is a marginal breach with the roof terrace railing. As the breach is marginal and the balustrading would be glazed, this is not considered to have a significant detrimental impact on the amenities of the ground floor flat. The roof terrace provided has a 1m landscaping buffer around the perimeter to prevent significant overlooking from this communal amenity space. Furthermore the development is 15m from these windows and the amenity space belonging to the flats which is considered satisfactory to preserve the amenities currently enjoyed by the occupants of 4 Lancelot Road as defined within SPG17.

The residential density of the proposed scheme has been calculated to be 581HR/Ha. The London Plan indicates the site to fall within the density range of 200-700HR/ha appropriate for a site within an urban context with a PTAL rating of 6. The density of the proposed scheme is therefore considered appropriate for its location.

Your officers accordingly consider the scale and massing of the building and its siting and design to respect the amenities of neighbouring properties and be in-keeping with the character of the area.

Quality of Accommodation

Unit Size: All units within the development meet or exceed the minimum size guidelines advocated by SPG17. The development complies with lifetime homes standards and 2 wheelchair accessible units are provided on the ground floor of the scheme.

Light and outlook: The majority of units overlook either the public realm (Lancelot Road or Turton Road) or the communal courtyard garden to the rear of the site. As the units tend to be single aspect, a desktop study of the scheme has been provided to assess the scheme in line with BRE standards. All units are considered to receive adequate daylight (following some revisions to increase the proportion of glazing). It should be noted that the original scheme included windows within the southern elevation of the site to provide additional light to units numbered 12 and 18 which have one deep, open plan living room/dining room and kitchen. As this relied on light from a neighbouring site which may prejudice future development on this site, these have been removed and replaced with sunpipes which supplement the main window. Whilst the layout is not ideal, the daylight offered within these units is considered sufficient.

In terms of outlook, ground floor units are a minimum of 9m from site boundaries which is marginally below SPG17 standards however the outlook offered is considered acceptable. Officers have raised concerns regarding outlook from the main living accommodation in units 13 and 19 which is largely enclosed by the flank walls of the building. This is currently considered unacceptable however a solution has been put to the applicants which would address these concerns with only marginal changes to the scheme. Confirmation that amended plans have been

submitted which address these issues will be provided in the supplementary report.

Privacy: Sensitive habitable room windows at the ground floor (close to shared entrances) and on the third floor (close to the communal roof terrace) are afforded privacy through screens. The 2m setback from the main frontages is considered sufficient to provide defensible space for the ground floor units which will ensure adequate privacy. It should also be noted that this relationship with the public realm is typical of the existing pattern of development in the area and would therefore not raise concerns. The rear ground floor units are afforded privacy through designated private gardens and privacy screens. At the rear, it should be noted that some habitable room windows are 6m from private balconies currently. This will be increased in amendments but the 10m guideline is unlikely to be achieved. In these situations, privacy screens can be incorporated in to the scheme to ensure adequate privacy without eroding outlook significantly. On this basis, officers consider the standard of accommodation provided to be satisfactory in terms of light, outlook and privacy.

External amenity space: External amenity space provision is provided in the form of a ground floor communal courtyard, a communal roof terrace and private gardens and balconies. It should be noted that only the ground floor units at the front of the building (numbers 4 and 5) would have no private space. All private balconies are a useable size. The scheme as a whole would require a total amenity space provision of 420sqm with a further 50sqm of playspace for children aged between 0 and 5 on-site. Units 1, 6, 14, 20 and 21 have private amenity space which significant exceeds SPG17 standards. The remaining units would require around 320 sqm of amenity space and 50 sqm of playspace. The total amenity space provision provided for these units has been calculated to be 357sqm which marginally fails to meet this requirement. The aforementioned amendments to reduce the scale of the building further are likely to address this issue.

Confirmation of this will be supplied within the supplementary report. It should be noted that the Landscape Design Team have raised concerns regarding the quality of amenity space provision at the ground floor level within the rear courtyard garden. This is due to the scale of the building, the lower ground level of the amenity space, neighbouring buildings overshadowing the space due to level changes and the need for adequate screening from the servicing road to the rear of the site. However the amenity area is south facing and any boundary treatments can be softened through innovative planting. A detailed scheme to ensure a good quality space for future occupants is secured by condition.

Cycle storage: Cycle storage is provided within the building in accordance with council standards. Due to the small area dedicated to this provision, confirmation of a stacking solution which can achieve the required provision has been sought. The details of this will be supported within the supplementary report.

Refuse storage: Refuse storage is provided which meets the council's adopted standards. These facilities are situated in a suitable location for both residents and servicing. Amendments to the gradient of the ramp have been provided which comply with council standards.

Landscaping

Minimal landscaping details have been submitted with this application however the scheme provides opportunities for a meaningful landscaping buffer along the site frontages on Lancelot Road and Turton Road which would positively contribute to the public realm. The communal courtyard amenity space shows a mix of lawn, pathways, play space, benches, seating and planting whilst the communal roof terrace shows a landscaping buffer which would enhance this area and prevent overt overlooking into neighbouring gardens from this area. A detailed scheme relating to landscaping, playspace and boundary treatments can be secured by condition to ensure a high quality landscaping is achieved on site.

Parking and Servicing

The development is proposed to be car-free which would be secured through a clause within the S106 agreement. This clause would prevent residents from being permitted to apply for any parking permits within an area of controlled parking and as such the development is not considered to have any significant impact on existing parking demands.

This approach is commonly accepted by the council where the site is situated in an area with a very good public accessibility level. The PTAL rating for the site has been assessed to be Level 6 which is the highest level. This assessment is made on the basis of the close proximity to Wembley Central Station and a significant number of bus routes.

The objectors concerns regarding the existing hours of the controlled parking zone are noted which may result in an increase in overspill parking from the development outside of controlled hours however if this were to occur, mechanisms to increase the hours of control are available to address this if concerns were raised with the council's Transportation department.

Comments regarding speed bumps and lower speed limits within the area are noted but are not considered necessary to mitigate potential impacts of the car-free development however this matter has been passed to Transportation for consideration.

Although no disabled parking provision has been provided on-site. Transportation have confirmed that this could be accommodated on-street in designated bays at the request of eligible residents.

Impact on crime

The objectors concerns regarding increased crime are noted however your officers do not consider the new residential development to provide new opportunities for crime within the area. The scheme has been considered by the Secured By Design officers within the Metropolitan Police who have also raised no objection to the scheme on these grounds as the scheme allows natural surveillance of footpaths and streets and associated improvements on the existing site.

Other issues

Comments regarding the impact of the development on property values are noted however this cannot be considered as a potential impact in the planning process. The matters regarding drainage are also noted however no objection has been received from Thames Water thus this issue is not considered to raise significant officer concerns.

Conclusion

Your officers consider that the proposal will maintain the amenities of surrounding residents and provide a satisfactory standard of accommodation subject to the amendments which have been agreed with the applicants although the receipt of appropriately amended plans will be confirmed within the supplementary report. The proposed development is considered to be an appropriate density within this context and acceptable in terms of scale and design maintaining the general character of the area. The success of the scheme will be largely dependent on the quality of materials which can be secured by condition to ensure compliance with development plan policies. As such it is recommended that the scheme be approved, subject to conditions.

REASONS FOR CONDITIONS

n/a

RECOMMENDATION: Grant Consent subject to Legal agreement

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

The London Plan Consolidated with Alterations since 2004
Brent Unitary Development Plan 2004

SPG12 - Access for disabled people

SPG17 - Design Guide for New Development

SPG19 - Sustainable design, construction and pollution control

SPD - Section 106 Planning Obligations

Mayor of London Supplementary Planning Guidance:

- Sustainable Design and Construction (May 2006)
- Planning for Equality and Diversity in London (October 2007)
- Accessible London: Achieving an Inclusive Environment (April 2004)
- Providing for Children and Young People's Play and Informal Recreation (March 2008)

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

- Built Environment: in terms of the protection and enhancement of the environment
- Housing: in terms of protecting residential amenities and guiding new development
- Transport: in terms of sustainability, safety and servicing needs
- Wembley Regeneration Area: to promote the opportunities and benefits within Wembley
- Design and Regeneration: in terms of guiding new development and Extensions

CONDITIONS/REASONS:

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

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

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

PL01
PL02 Rev A.
PL03 Rev E
PL04 Rev E
PL05 Rev D
PL09 Rev A
PL06 Rev D
PL07 Rev C
PL08 Rev C
PL10

and the following approved documents:

Transport Statement by BCHF (UK) Limited - 25 February 2010
Design and Access Statement by John Thompson and Partners (March 2010)
Planning Statement (March 2010)
Daylight and Sunlight Report by James M A Crowley (dated 14 April 2010)
Energy Strategy prepared by Bluesky Unlimited (dated 16 March 2010)

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

- (3) The bicycle-storage facility hereby approved shall be fully constructed and available for use prior to the first occupation of any of the flats and thereafter shall be maintained and shall not be obstructed or used for any other purpose, except with the prior written permission of the Local Planning Authority.

Reason: To ensure a bicycle-storage facility is available for use by the occupiers of this residential development.

- (4) The reinstatement of the redundant crossover(s) onto Turton Road shall be undertaken in accordance with details to be submitted to and approved in writing by the Local Planning Authority and at the applicant's expense, prior to the occupation of any of the units hereby approved and all accesses shall remain thereafter unobstructed and available for access unless the prior written permission of the Local Planning Authority is obtained by way of a formal planning application.

Reason: To provide adequate safe servicing in the interests of the free flow of traffic and conditions of general highway safety on the estate and neighbouring highways.

- (5) The units hereby approved shall not be occupied unless details are submitted to the Local Planning Authority demonstrating that lifetime homes standards and a minimum of 2 wheelchair accessible units are provided within the development as shown on approved plans.

Reason: In the interest of providing accessible and adaptable accommodation for future users.

- (6) The windows on the first floor on the eastern face of the building shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupier(s).

- (7) No development shall commence unless details of materials for all external work, including samples, have been 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.

- (8) No development shall commence unless all areas shown on the plan(s) and such other areas as may be shown on the approved plan(s) shall be suitably landscaped and a scheme is to be submitted to and approved in writing by the Local Planning Authority. Such landscape works shall be completed prior to first occupation of building.

Such details shall include:-

- (i) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling.
(ii) Hard surfaces including details of materials and finishes. These should have a

permeable construction.

(iii) Proposed boundary treatments including walls and fencing, indicating materials and heights.

(iv) Screen planting along the site boundaries.

(viii) All planting including location, species, size, density and number

(ix) Any sustainable construction methods which are to be used.

(x) Trees to be retained within the site.

Any trees and shrubs planted in accordance with the landscaping scheme, including those trees indicated to be retained, 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.

- (9) No development shall commence unless a Landscape Management Plan for maintenance of all hard and soft landscape areas is to be submitted to and approved in writing by the Local Planning Authority. 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.

(iii) Inspection and checking of all plants and for health and/or damage to plants.

(iv) Mowing/grass-cutting regimes to amenity lawns, sports turf, rough grass or wildflower grass.

(v) Loosening of tree ties, mulching, necessary removal of tree stakes and pruning if necessary.

(vi) Necessary pruning, dead heading, trimming, mulching of shrubs.

(vii) Removal of litter, debris or any other detrimental material from all hard and soft landscape.

(viii) Digging over, aerating, composting, mulching application of fertilizer as appropriate to soils.

(ix) Care not to damage any trees or shrubs by strimming and adding protection as required.

(x) Necessary cleaning and repair of all hard materials and elements including permeable paving.

The Landscape Management Plan as approved (or as amended through an agreement in writing with the Council) shall be implemented on first occupation of the development and throughout the lifetime of the development.

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.

- (10) No development shall commence unless details of all play spaces are submitted to and approved in writing by the Local Planning Authority. The approved playspace scheme shall be completed prior to occupation of the building(s) and thereafter the approved details shall be retained.

Such scheme shall indicate but not be limited to:

- (a) Details of types of equipment to be installed.
- (b) Surfaces including details of materials and finishes.
- (c) The location of any proposed signage linked to the play areas

The details submitted pursuant to this condition should reflect the details relating to boundary treatments, contours and levels and planting submitted pursuant to condition 8.

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

- (11) Prior to the commencement of the development hereby approved a construction method statement and Site Waste Management Plan shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development and the approved details shall be fully implemented during the construction of the development.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- (12) Prior to the commencement of works on the development hereby approved, a report prepared by an approved Acoustic Consultant, prepared in accordance with BS8233:1999 "Sound Insulation and Noise Reduction for Buildings-Code of Practice", is submitted to and approved in writing by the Local Planning Authority demonstrating that internal noise level meet the following standards:

Reasonable resting conditions - Living Rooms - 30-40dB (day: T = 16 hours
07:00-23:00)

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

Reason: To safeguard the amenity of future occupants of the development

- (13) The units hereby approved shall not be occupied unless details of the levels of noise and vibration in each of the flats' living-rooms and bedrooms (post-completion of the building works) have been submitted to and approved in writing by the Local Planning Authority in the form of an acoustic report demonstrating that "reasonable" resting levels of noise attenuation have been achieved in accordance with standards set out within BS8233:1999 "Sound Insulation and Noise Reduction for Buildings-Code of Practice".

If "reasonable" noise levels have not been achieved, the report will detail what additional measures will be undertaken to ensure that they are achieved. These additional measures shall be implemented prior to the occupation of the building in accordance with the details so approved.

Reason: To ensure satisfactory noise levels for the future occupants of the building.

- (14) Prior to the occupation of the development, a scheme for external lighting to all footways and the communal amenity space to the rear of the building shall be completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the external lighting scheme within the development site does not result in nuisance to adjoining residential properties and provides a safe environment for residents.

INFORMATIVES:

- (1) During construction on site:-
 - (a) The best practical means available in accordance with British Standard Code of Practice B.S.5228: 1984 shall be employed at all times to minimise the emission of noise from the site.
 - (b) The operation of site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays.
 - (c) Vehicular access to adjoining and opposite premises shall not be impeded.
 - (d) All vehicles, plant and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only.
 - (e) No waste or other material shall be burnt on the application site.
 - (f) All excavated topsoil shall be stored on the site for reuse in connection with landscaping.
 - (g) A barrier shall be constructed around the site, to be erected prior to demolition.
 - (h) A suitable and sufficient means of suppressing dust must be provided and maintained.

- (2) There are public sewers crossing the site. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

- (3) With regard to surface water drainage 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 and 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 separate 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 and can be contacted on 0845 850 2777.

REFERENCE DOCUMENTS:

The London Plan Consolidated with Alterations since 2004
Brent's Unitary Development Plan - 2004
SPG12 - Access for disabled people
SPG17 - Design Guide for New Development
SPG19 - Sustainable design, construction and pollution control
SPD - Section 106 Planning Obligations
Mayor of London Supplementary Planning Guidance:

- Sustainable Design and Construction (May 2006)
- Planning for Equality and Diversity in London (October 2007)
- Accessible London: Achieving an Inclusive Environment (April 2004)
- Providing for Children and Young People's Play and Informal Recreation (March 2008)

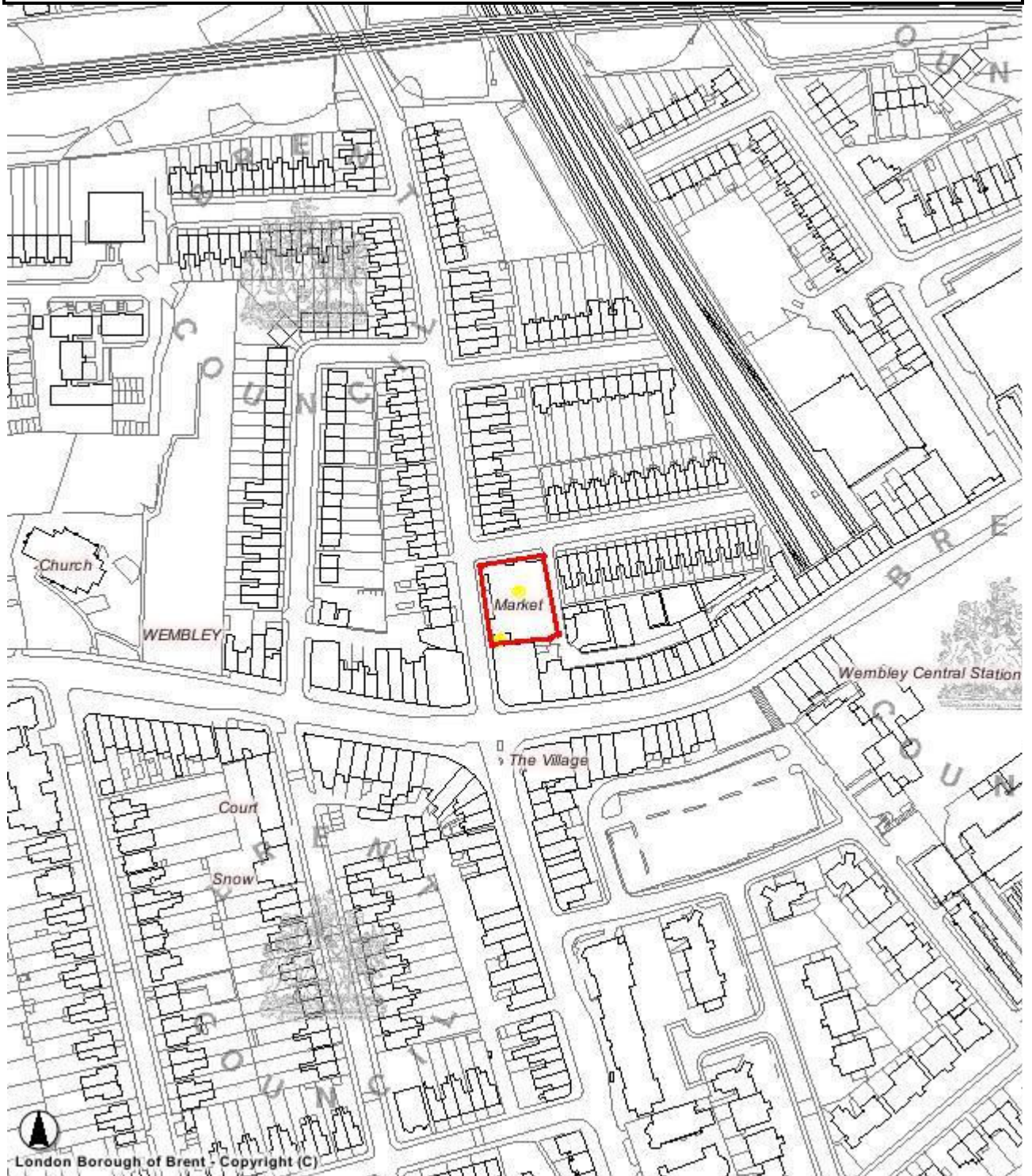
Any person wishing to inspect the above papers should contact Sarah Ashton, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5234



Planning Committee Map

Site address: Wembley Mini Market and Public Convenience, Lancelot Road, Wembley, HA0

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This map is indicative only.