

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

**Item No. 24  
Case No. 10/0245**

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**RECEIVED:** 4 February, 2010

**WARD:** Alperton

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Minavil House, Rosemont Road, Wembley, HA0

**PROPOSAL:** Demolition of existing building and erection of new building ranging from one storey to 11 storeys in height, comprising retail space at ground floor, office space at first floor, 55 flats at upper-floor levels, provision of 35 off-street parking spaces, cycle storage areas, roof terraces and amenity space with associated landscaping to site

**APPLICANT:** Lidl UK GmbH

**CONTACT:** Walsingham Planning

**PLAN NO'S:**  
See condition 2

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**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:-

- (a) Payment of the Council's legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance
- (b) 51% Affordable Housing (by unit)- to be agreed with the council,
- (c) A contribution of £243,800 (£3,000 / £2,400 per private / AH bedroom), due on material start and, index-linked from the date of committee for Education, Sustainable Transportation and Open Space & Sports in the local area, this includes:- £10,000 for extend the CPZ in the local area.
- (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, and BREEAM Excellent level for the non-residential elements with compensation should it not be delivered. In addition to adhering to the Demolition Protocol.
- (e) Offset 20% of the site's carbon emissions through on site renewable generation. 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) Residents will be required to sign-up to a permit-free agreement for any future CPZ.
- (h) Prior to any retail or residential use, the provision of 1,000 sqm of Affordable Workshop space, at 50% below market rent, provided through a provided approved, but not unreasonable withheld, by the LPA.
- (i) Prior to any Occupation of either the retail or residential undertake necessary highway improvements under s38/s278 of the Highways Act 1980, including re-aligning the junction Ealing Road / Bridgewater Road and Ealing Rd/ Rosemont Rod junctions.
- (j) A contribution of £10,000 towards the establishment of a car-club due on Material Start and index-linked from the date of committee.
- (k) Maintenance of the proposed ground cover system to limit risk of exposure to contaminants onsite
- (l) Prior to any residential Occupation, to provide, maintain and permanently make available to all residents of the development, the Play Space identified on Plan X.
- (m) The retail unit and affordable office space shall not operate until the superstructure of the residential units above from floors 2-11 have been built out
- (n) Prior to Occupation, submit, gain approval for and adhere to a Travel Plan for both the retail and residential elements of the building.
- (o) Prior to any retail or residential Occupation, public access to the canal shall be provide and maintained linking Ealing Road to the existing canal path to the south of the site.

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.

**Note:** The applicants are seeking a reduction in the contribution to off-set some of the benefits they perceive the Council to be getting from some of the highways improvements that they are undertaking. Any agreement of a reduction on the contribution set out above will be covered in a supplementary report that will provided for members at the committee meeting.

## **EXISTING**

This application relates to a 0.48 hectare site located on the junction of Ealing Road and Bridgewater Road. It is currently occupied by a two-storey commercial building with a total floor space of 3,290 sq.m. The existing building houses a variety of users including a language school, various offices and a car repair workshop.

The site is bounded by Ealing Road to the north and west, Rosemont Road to the east and by the Wharfside Industrial Estate to the South. The site also has a short frontage to the Grand Union Canal. Alperton Piccadilly Line Station and Alperton Bus Garage are both located on the opposite side of Ealing Road from the site.

The site has a public transport accessibility level (PTAL) of 4 on a scale of 1 to 6, where 6 is the most accessible. The Piccadilly Line station is less than 50 metres to the north. The nearest bus stop is on Ealing Road outside the underground station and is served by 4 bus routes.

The site lies within the Alperton Growth Area as identified in the London Plan and the Council's

Core Strategy. The site also lies within the boundary of the draft Alperton Masterplan.

## **PROPOSAL**

Planning permission is sought for the demolition of the existing building and the erection of a new building ranging in height from one to eleven storeys, comprising a Lidl supermarket at ground floor, office space at first floor and 55 flats on the upper-floors. The proposal includes the provision of 35 off-street parking spaces, cycle storage areas, roof terraces, landscaped amenity space and the option for a new canal side footpath should neighbouring sites come forward for redevelopment in the future.

## **HISTORY**

The site was developed in the 1950s as a warehousing with ancillary office accommodation. Industrial use was introduced to part of the site in the 1960s. The more recent and relevant planning history is set out below:

- 05/02/2009 Planning permission refused for the demolition of the existing building and erection of an 8-storey building incorporating, a Lidl supermarket (Use Class A1) on the ground floor, office space (Use Class B1) on the first floor, 79 self-contained flats on the remaining floors, 86 car-parking spaces and external amenity space (Ref: 08/3067).
- 26/10/2007 Enforcement investigation into the unauthorised use of the building as an educational college. The investigation revealed that part of the building was being used as a college but had been going on for over ten years and was therefore immune to enforcement action. (Ref: E/07/0769).
- 28/06/2006 Application for outline planning permission for demolition of the existing building and the erection of a two-storey building, consisting of a Lidl supermarket, offices on the first floor and provision of 91 car-parking spaces, withdrawn at the request of the applicant (Ref: 05/3651).

## **POLICY CONSIDERATIONS**

The following saved policies and standards contained within the Council's Adopted Unitary Development Plan 2004 are considered to be relevant to consideration of the application.

### **Brent's Unitary Development Plan 2004**

**STR2** – The sequential test should be used for the development of retail uses.

**STR3** – the development of previously developed land will be maximised.

**STR11** – seeks to protect and enhance the quality and character of the Boroughs built and natural environment and resist proposals that have a harmful impact on the environment and amenities.

**STR14** – new development will be expected to make a positive contribution to townscape, urban structure, the public realm, architectural quality and sustainability.

**STR19** – new housing development should reduce the need to travel, give preference to the use of previous developed land, and provide an acceptable level of amenity of existing and proposed residents.

**STR23** – Strategic and Borough Employment Areas will be protected.

**STR29** – Development should sustain and enhance local centres.

**STR36** – Protect and enhance sites with conservation value.

**BE1** –requires the submission of an Urban Design Statement.

**BE2** - Proposals should be designed with regard to their local context and character of the area.

**BE3** – relates to urban structure, space and movement.

**BE4** – states that developments shall include suitable access for people with disabilities.

**BE5** –Urban Clarity and safety.

**BE6** – Public Realm- Landscape design.

**BE7** – Public Realm: Streetscene.

**BE9** – Architectural Quality.

**BE11** – Intensive and Mixed Use Developments.

**BE12** – States that proposals should embody sustainable design principles.

**BE14** – Grand Union Canal Corridor.

**BE17** – Building services equipment.

**BE20** – Advertisements on Buildings.

**BE21** – Advertisement Hoardings.

**EP3** – requires developments within Air Quality Management Areas to support the achievement of National Air Quality Objectives.

**EP6** – Contaminated Land.

**EP10** – Protection of Surface Water.

**H9** – On developments greater than 15 dwellings, a mix of units will be required having regard to local circumstances.

**H10** – New residential accommodation should be self-contained.

**H11** – Housing will be promoted on previously developed urban land.

**H12** – Layout and urban design of residential development.

**H13** – Residential Density.

**H14** – States that planning permission will be refused where development would under-utilise a site.

**H18** – flat conversions should provide an acceptable standard of accommodation to future residents.

**H19** – flat conversion schemes should have a safe and convenient pedestrian access.

**TRN1** – Transport Assessment

**TRN2** – Public Transport Integration

**TRN3** – Environmental Impact of Traffic - where a planning application would cause or worsen an unacceptable environmental impact from traffic generated it will be refused.

**TRN4** – Where transport impact is unacceptable, measures will be considered that could mitigate against this.

**TRN10** – Walkable Environments.

**TRN11** – The London Cycle Network.

**TRN14** – Highway Design.

**TRN16** – The London Road Network.

**TRN20** – London Distributor Roads.

**TRN22** – Parking for non-residential developments.

**TRN23** – Parking standards for residential developments.

**TRN34** – Servicing facilities are required for all new development

**TRN35** – Transport Access for Disabled People.

**EMP7** – Borough Employment Areas.

**EMP8** – Protection of Strategic and Borough Employment Areas.

**EMP11** – Regeneration of Employment Areas.

**SH3** – Major Town and District Centres.

**SH5** – out of centre retail developments.

**SH21** – Shopfront Design.

**SH31** – Further expansion of Ealing Town Centre beyond the defined boundaries will be resisted.

**OS15** – Species Protection.

**OS18** – Children’s Play areas.

**CF6** – School Places.

**MOS8** – Industrial Estate, Rosemont Road, Ealing Road.

**Supplementary Planning Guidance/ Documents**

***SPG4 “Design Statements” Adopted 2004***

***SPG 17 “Design Guide for New Development” Adopted October 2001***

***SPG 18 “Employment Development” Adopted October 2001***

***SPG19 "Sustainable Design, Construction & Pollution Control" Adopted April 2003***

***Supplementary Planning Document - S106 Planning Obligations.- Adopted October 2007***

**Site Specific Allocations DPD – published June 2009 (EIP expected later this year) – SSA106**  
– Minavil House and Unit 7 Rosemont Road.

**SUSTAINABILITY ASSESSMENT**

The London Plan requires new development to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply and incorporating renewable energy technology within new development. The London Plan sets a target of 20% carbon reductions from on-site renewable energy.

The baseline carbon dioxide emissions expected from the development have been calculated using a suitable and approved methodology and modelling tool. It is estimated that the proposed building would have a baseline carbon emission rate of 416 tonnes per year.

The applicant has incorporated a number of energy efficiency and conservation measures which will achieve an estimated 7.1 % reduction in baseline carbon emissions. This is considered acceptable.

The next stage of the Mayor's energy hierarchy is to utilise any available decentralised energy supply. Typically this would be a district combined heat and power system such as the one being developed in Wembley as part of the Quintain developments. At present there is no such system in Alperton, however the applicant has committed to future proofing the scheme to ensure that the proposed energy centre on-site would have the necessary pipe work extended to the perimeter of the site to allow future linking and connection if a distinct heating network is ever developed in the area.

The application proposes a 70 kilowatt combined heat and power plant that will provide 90% of the development's annual heating demand. This will reduce carbon dioxide emissions by a further 14% over and above the reductions due to energy efficiency measures. A combination of solar photo-voltaic panels and ground source heat pumps are also proposed which will result in further 10% reduction.

Other sustainability measures include a proposed limit on water usage to 105 litres per person. This is to be achieved through water conservation measures, including rain water harvesting, low flow taps and dual flush toilets.

In conclusion officers are satisfied with the sustainability measures proposed subject to agreeing with the applicant a sustainable drainage scheme for the site. This and all the other agreed measures will be secured through the s106 agreement.

**CONSULTATION**

1211 properties have been consulted individually and the proposal has been advertised in the press and by site notice.

3 letters of objection have received, raising the following issues:

- A building of this height will be out of character with the area.
- The amount of parking proposed is insufficient.
- The surrounding roads already experience high levels of on street parking.
- The development will result in increased noise, smell, dust and traffic.
- The proposal will increase crime.
- Development will result in a loss of privacy.

- Will increase congestion and compromise traffic safety.

A letter has also been received from a neighbouring industrial unit stating that they would be happy for their site to be incorporated into the development.

### **Statutory and internal consultees:**

**British Waterways** - The integrity of the canal wall, under existing vegetation may be unsustainable and require a survey. A feasibility study for using waterborne freight in association with the development should be undertaken as soon as possible. The use of the canal water for heat exchange technologies should also be explored. British Waterways support the use of land alongside the canal for an amenity area, but request further details of the edge treatment and adoption of CCTV along the canal.

**Environment Agency**- request a condition on the disposal of foul and surface water

**Thames Water**- No objections

### **REMARKS**

#### **Introduction**

Planning permission is sought for the demolition of the existing building and the construction of a new building ranging in height from 1 to 11 storeys. A 1,380 sq.m. retail unit to be occupied by Lidl is proposed on the ground floor, 1,145 sq.m. of affordable office/workshop space is proposed on the first floor and 55 flats are proposed on the remaining floors.

The scheme includes 2,000 sq.m. of external residential amenity space in the form of communal gardens and terraces, 35 car parking spaces and an option for a canal side footpath should future neighbouring development provide the opportunity to create a continuous path along this stretch of the Grand Union.

The main issues are as follows:

- The potential impact of the proposed retail store on Brent's existing Town Centres.
- Implications for employment.
- The mix and quality of housing proposed.
- The building's mass, height and the quality of its design.
- The transport implications arising from the scheme.
- The schemes relationship to the Canal.
- The sustainability of the proposed scheme - this is covered in a separate section of this report.

#### **Retail Impact**

The application site is 350 metres beyond the edge of the 'Ealing Road' District Centre as identified in Brent's Unitary Development Plan and annex 1 of the London Plan. The proposed retail use therefore constitutes a town centre use in an out of centre location. In line with government policy as set out in Planning Policy Statement (PPS) 4 and Policy SH5 of the UDP the applicant has carried out a sequential test and retail impact assessment. The purpose of this is to determine whether or not the proposed retail development will have any negative impact on the viability of nearby town centres by making sure there are no suitable alternative town centre sites available.

The applicant has examined six potential town centre sites within a catchment area of a five minute drive and includes sites in Wembley and Ealing Road. This study demonstrates that there is very limited scope for new development within, or on the edge, of the Ealing Road District Centre and there are currently no available sites with Wembley Major Town Centre of a comparable size.

Given the lack of availability of suitable alternative sites within the catchment area; given the sites

location within the Alperton Growth Area which is identified in the London Plan as having capacity to accommodate 1,600 new homes; and given the sites highly accessible location, the proposed retail development is considered acceptable.

## **Employment**

1,145 sq.m. of office floor space is proposed. This is estimated as being capable of providing up to 64 jobs. This office space is to be secured through the s106 legal agreement as affordable space. This means the space will be provided at 50% below market rent, managed by a specialist provider to be agreed by the Council. At present there are five companies occupying Minavil House with a combined workforce of 44.

The new flexible office space together with the proposed retail unit is expected to significantly increase the level of employment on the site compared to current levels.

## **Housing**

### Mix

The application proposes 55 residential units, comprising 15 one-bed units, 28 two-bed units and 12 three-bed units. Of the 55 residential units, 27 would be private (49%) and 28 would be affordable (51%). The proposed level of affordable housing is acceptable. Of the 28 affordable units 21 would be general needs rented units (75%) and 7 would be shared ownership (25%) This tenure mix is considered acceptable.

The affordable units will include 12 three-bed family units. This high provision of affordable family units is welcomed.

### Density

The application site is an urban location, 350 metres from the Ealing Road Town Centre, has good public transport accessibility (PTAL 4) and therefore applying the London Plan Density Matrix gives an appropriate density range of between 200 and 700 habitable rooms per hectare. The proposed scheme would have a residential density of 338 habitable rooms per hectare, well within the appropriate range for this location..

### Residential quality

The size of the proposed flats all meet the minimum flat size standards set out in the Council's Supplementary Planning Guidance for new development (SPG 17).

The applicants have submitted a daylight and sunlight report for the scheme. This assesses the expected daylight and sunlight levels that the residential units will receive against BRE guidelines. While these guidelines are not an absolute requirement they are a useful indicator of the quality of housing being provided. The report demonstrates an acceptable level of daylight and sunlight will be achieved for the units.

A total of 2000 sq.m. of external amenity space is to be provided in the form of communal gardens and terraces. This falls just short of the 20 sq.m. per unit minimum as set out in SPG17. This marginal shortfall is more than compensated for by the inclusion of balconies and private terraces.

In conclusion the proposed scheme is considered to achieve an acceptable quality of residential environment.

## **Design, height and massing**

The building has a single block form that runs parallel to Ealing Road. The mass of the building is broken into two elements. The taller 11-storey element is located at the corner of Ealing Road and



Bridgewater Road. The Alpeton growth Area is identified as an area suitable for taller buildings. The corner of Ealing Road and Bridgewater Road has been specifically identified by Council policy as being suitable for a tall building. The introduction of an 11-storey building on this corner helps to mark the entrance to the emerging Alpeton Growth area and is acceptable.

The building steps down in height towards the north, closer to Alpeton Station. Along Ealing Road the building varies in height from 2 to 7-storeys.

The ground floor of the building along Ealing Road includes the main entrances to the office, retail and residential uses. This approach of focusing movement along Ealing Road is supported.

In summary the height, massing and design of the proposed building is considered acceptable.

## **Transportation**

### Site Layout

The car parking allowances for the various uses are set out in standards PS7, PS6 and PS14 of the UDP.

As such, up to ten spaces would be permitted for the retail unit, seven spaces for the office floorspace and 67 spaces for the residential units, giving a total allowance of 84 spaces for the whole development. The proposed provision of 29 standard width spaces would therefore accord with overall standards.

However, it is not intended that residents or office staff be given access to any of the standard width spaces, with these being used by retail customers instead, which gives rise to two issues that need to be considered.

Firstly, the provision for the retail unit would exceed maximum standards for a store of below 2,000m<sup>2</sup>. However, the provision of 28 spaces for the store would accord with standards were the store to be over 2,000m<sup>2</sup>, so a degree of flexibility would not be unreasonable in this case, given that the overall traffic impact of the proposal has been shown to be acceptable.

Secondly, a means of regulating any overspill parking from the site by residents and office staff is required. In this respect, the site currently lies just outside Ealing Road Controlled Parking Zone "E", which operates between 8am and 9pm daily. However, it would be a relatively simple matter to extend the boundary of this CPZ further southwards along Ealing Road past this site, as no on-street parking bays would be affected in so doing. This would then bring the development into the CPZ area and allow the Council to then impose a 'car-free' agreement on the development, preventing residents from applying for on-street parking permits. If future residents were still to own cars, they would have the option of using streets further a field (e.g. Bridgewater Road, Burnside Crescent, Carlyon Road), but would again be excluded from being able to obtain permits should new CPZ's be introduced in those areas in future. A fairly minimal sum of about £10,000 would be sufficient to cover these works, including the required amendments to the traffic orders and CPZ boundary signage.

Given that the car park is to be almost entirely for retail use, the provision of a car park management plan is now less essential, but would nevertheless be of some use.

With regard to disabled parking, one wide space should be provided for every twenty flats (every ten in the case of the social rented units), giving a total residential requirement of about four spaces. At least 5% of the remaining spaces should also be widened and marked for disabled persons. The proposed provision of six disabled spaces therefore accords with standards, but a further space should be allocated to the residential units if demand dictates.

A secure bicycle parking space is again required for each flat, plus one space per 125m<sup>2</sup> for both the retail and the office areas, giving a total requirement for 75 spaces for this amended scheme. The proposed provision of six publicly accessible bicycle stands close to the store entrance, together with secure stores for the office (9 spaces) and residential (55 spaces) uses will satisfy standards.

Servicing standards require the retail unit to be serviced by full-size articulated lorries and the offices to be serviced by 8m rigid lorries, with refuse collection vehicles also needing access to the refuse stores. To this end, a shared loading bay (11m x 4.5m) is indicated at the rear of the building, alongside rear entrances to the store, offices and residential bin store.

With the single loading bay to be shared amongst the various uses of the building though, a Delivery and Servicing Management plan setting out how deliveries will be scheduled amongst the various businesses so that no more than one lorry will require access to the site at any time will be required.

Emergency access requirements are satisfied, with vehicular access available to three sides of the building.

Vehicular access to the site is generally fine, but as with the previous application, there is confusion over the precise layout of the proposed southern kerb line at the junction of Rosemont Road and Ealing Road – this should preserve a 7.3m carriageway width, with a 10m radius kerb into Ealing Road supplemented by a speed table (entry treatment). Further details of this should be submitted as a condition of any approval. The car parking layout, although a little wasteful of space in its design, is fine in terms of parking bay dimensions, aisle widths and entrance width.

Pedestrian access around the site is again shown improved, with the proposed widening of the footway along the Ealing Road frontage to at least 3.2m and the formation of a new pedestrian route between the Ealing Road/Bridgewater Road junction and the northern canal-side walkway being particularly welcome. Works in Ealing Road will need to incorporate resurfacing/accommodation works in the existing footway and the reinstatement of all redundant crossovers to footway (including the existing 3m wide crossover for the substation at the western end of the site).

Some further simple improvements to footway provision could also be made within the site. Firstly, it would be preferable to increase the new footway width alongside Rosemont Road to at least 2m – this can be easily achieved by narrowing car parking spaces 13-17 to 2.4m each to provide an additional 500mm and moving spaces 1-2 southwards by 1m, thereby allowing spaces 3-12 to be brought forward slightly with the central aisle marking also moved slightly closer to spaces 18-23.

A footway should also be provided to either the front or rear of spaces 27-35 for pedestrian safety, given that delivery lorries are to reverse through this area.

### Transport Impact

The vehicular traffic estimates to and from the development total 12 arrivals/7 departures during the weekday am peak hour (8-9am), 49 arrivals/53 departures during the pm peak hour (5-6pm) and 101 arrivals/97 departures during the Saturday peak hour (1-2pm). These are again assumed to be distributed with 60-70% of traffic arriving/departing via the Bridgewater Road junction and 30-40% to/from the north.

The predicted increase in peak hour traffic flows on Ealing Road to the north of the site as a result of this development is less than 5% of existing flows, so is not considered significant. However, a significant increase is predicted on Ealing Road to the south of the Rosemont Road junction during the Saturday afternoon peak period as a result of this proposal.

The junction assessments showed the Rosemont Road/Ealing Road junction to operate well within capacity at all times, allowing for the proposed alterations to the junction design to increase the kerb radii.

For the Ealing Road/Bridgewater Road junction, results show the junction to be operating beyond its practical capacity during the weekday evening and Saturday afternoon peak periods during the development's opening year of 2012, with the situation worsening significantly by 2017.

However, the proposed junction improvements to widen the Ealing Road (north) approach to the junction to accommodate a staggered pedestrian crossing facility lead to an increase in the junction capacity, which is more than sufficient to offset the increase in traffic flows through the junction from this development. As such, results for 2012 actually show an element of spare capacity through the junction in the future for all modelled time periods, although this is minimal during Saturday afternoon peaks.

When predicted traffic growth over the subsequent five years to 2017 is factored into the modelling though, capacity issues would resurface during the weekday evening and Saturday afternoon peak periods. However, the results are less severe than would be the case in the absence of any junction improvements.

As such, the proposed junction improvements are considered more than sufficient to mitigate against the impact of the additional traffic generated by this development and will also deliver a much needed pedestrian crossing facility at the junction to address an existing pedestrian accident problem in this length of Ealing Road.

### Conclusion

the application can be supported on transportation grounds subject to the following:-

- (a) A Section 38/278 Agreement to include highway works to:- (i) widen the Ealing Road (northern) arm of the junction with Bridgewater Road to provide a central island and staggered pedestrian crossing; (ii) widen the adoptable footway along the Ealing Road site frontage to 3.5m and reinstate all existing redundant vehicular crossovers to the site to footway; and (iii) modify the junction of Rosemont Road with Ealing Road to provide an enlarged kerb radius and a speed table;
- (b) A financial contribution of £25,000 towards parking controls and the setting up and operation of a Car Club in the area;
- (c) A 'car-free' agreement for the development, removing the right of any future occupiers to on-street parking permits within any CPZ currently operating or introduced in the area in the future; and
- (d) The development of the full Travel Plans of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme for:- (i) the Lidl store; (ii) the office area; and (iii) the residential units, using the submitted documents as a basis;
- (e) The submission and approval of a delivery and servicing plan for the site;

Together with a condition requiring the submission and approval of a more detailed construction drawing for Rosemont Road adjoining the site, to include the provision of a 10m kerb radius onto Ealing Road, 2m wide footway along the northeastern edge of the site and a safe pedestrian route to the parking spaces along the rear of the store.

### **Canal**

The site is adjacent to the Grand Union Canal, and therefore Sustainable Urban Drainage (SUDs) should be implemented to prevent surface water running into the canal. This is not mentioned within the submitted documents and further information needs to be provided.

An option is included for a canal side footpath should future neighbouring development provide the opportunity to create a continuous path along this stretch of the Grand Union. This option will be secured through the section 106 Agreement.

**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 hereby approved shall be commenced within [ \$ ] years of the date of this permission.

Reason: [ \$ ]

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

3858 PLSL(90)101

3859 PLAL(90)101

3860 PLAL (90) 102 Rev F

3861 PLAL (99) 101 Rev A

3862 PLAL (99) 102 Rev F

3863 PLAL (99) 102 Rev C

3864 PLAL (99) 103 Rev A

3865 PLAL (99) 104 Rev A

3866 PLAL (99) 105 Rev F

3867 PLAL (99) 106 Rev F  
3868 PLAL (99) 107 Rev F  
3869 PLAL (99) 108 Rev A  
3870 PLAL (99) 109 Rev A  
3871 PLAL (99) 109 Rev A  
3872 PLAL (99) 110  
3873 PLAL (99) 112  
3874 PLAL (99) 113

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) 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.

- (7) 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.

- (8) 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.

- (9) No development shall commence unless details of all (appropriately aged) 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.

- (10) 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.

- (11) 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

- (12) 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.

**INFORMATIVES:**

None Specified

Any person wishing to inspect the above papers should contact Neil McClellan, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5243

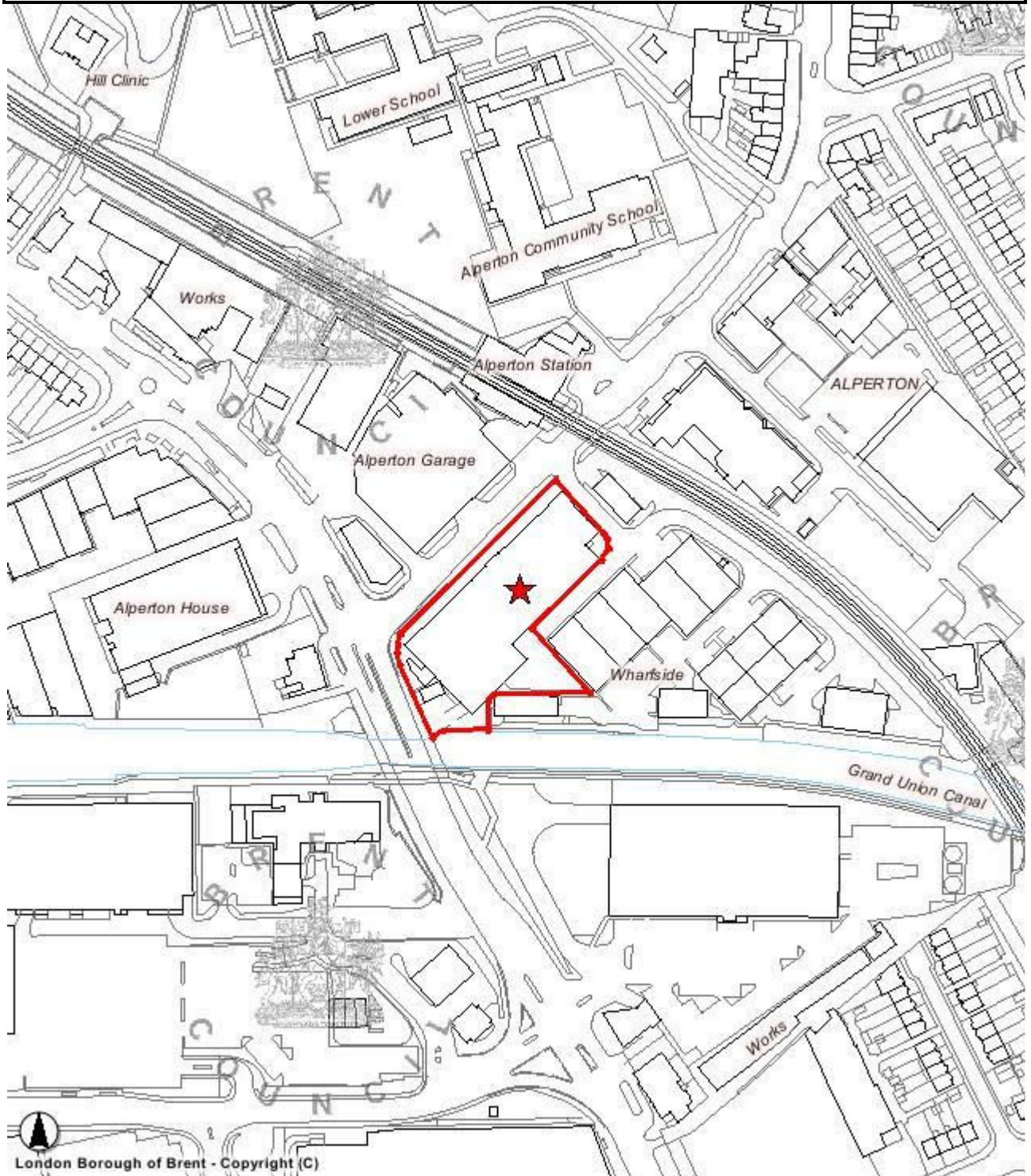




## Planning Committee Map

Site address: Minavil House, Rosemont Road, Wembley, HA0

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