

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

16 November, 2016

16/0760

SITE INFORMATION

RECEIVED: 31 March, 2016

WARD: Stonebridge

PLANNING AREA: Brent Connects Harlesden

LOCATION: Harlesden Christian Centre & Land next to and rear of Harlesden Christian Centre, Winchelsea Road, London

PROPOSAL: Redevelopment of the site and surrounding land to include the demolition of the existing centre (Use class D1) and construction of five residential blocks ranging from 1 to 6 storeys high, comprising 178 residential units (67 x 1-bed, 60 x 2-bed flats, 24 x 2-bed maisonettes, 14 x 3-bed flats, 3 x 4-bed maisonettes, 8 x 3-bed houses and 2 x 4-bed houses) with associated private and communal amenity space, parking, access, landscaping and ancillary works (as amended).

APPLICANT: Hyde Housing Association

CONTACT: Terence O'Rourke Limited

PLAN NO'S: (See Condition 2)

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_126682

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1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/0760" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

Site address: Harlesden Christian Centre & Land next to and rear of Harlesden Christian Centre, Winchelsea Road, London

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This map is indicative only.

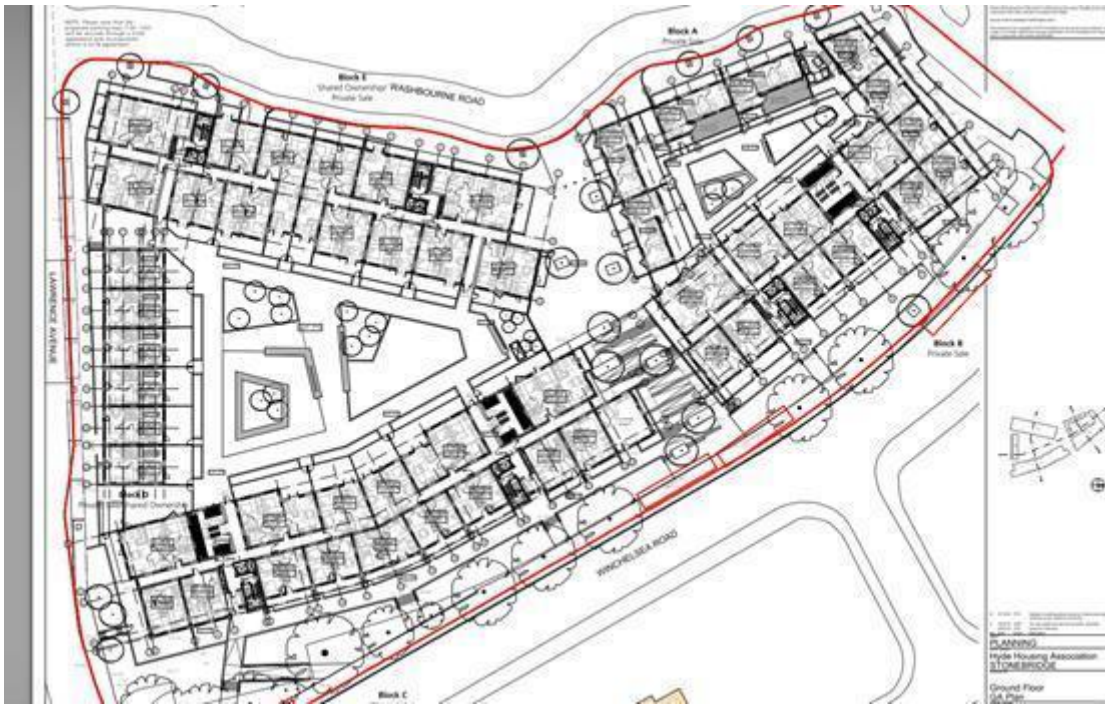
SELECTED SITE PLANS



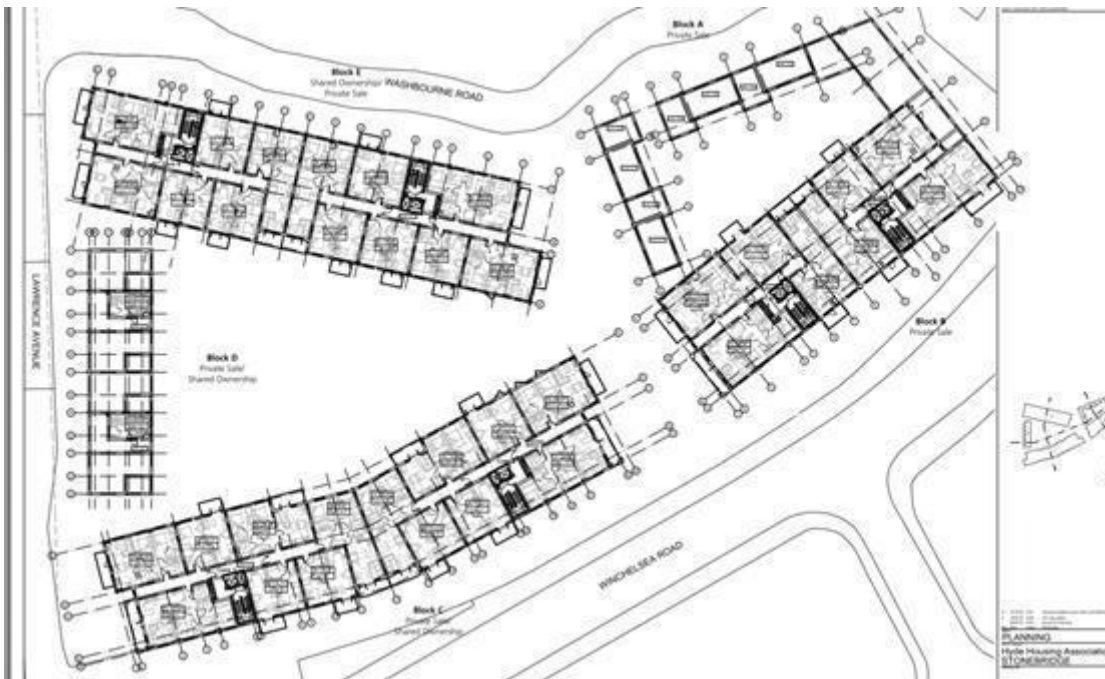
Site plan



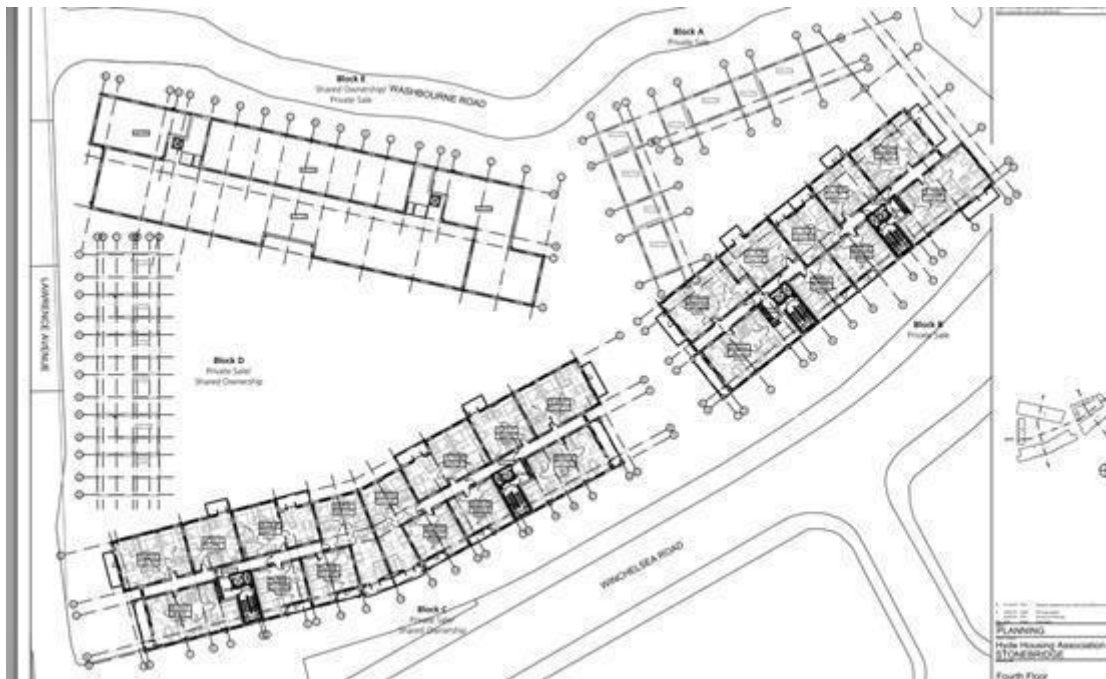
Lower ground floor plan



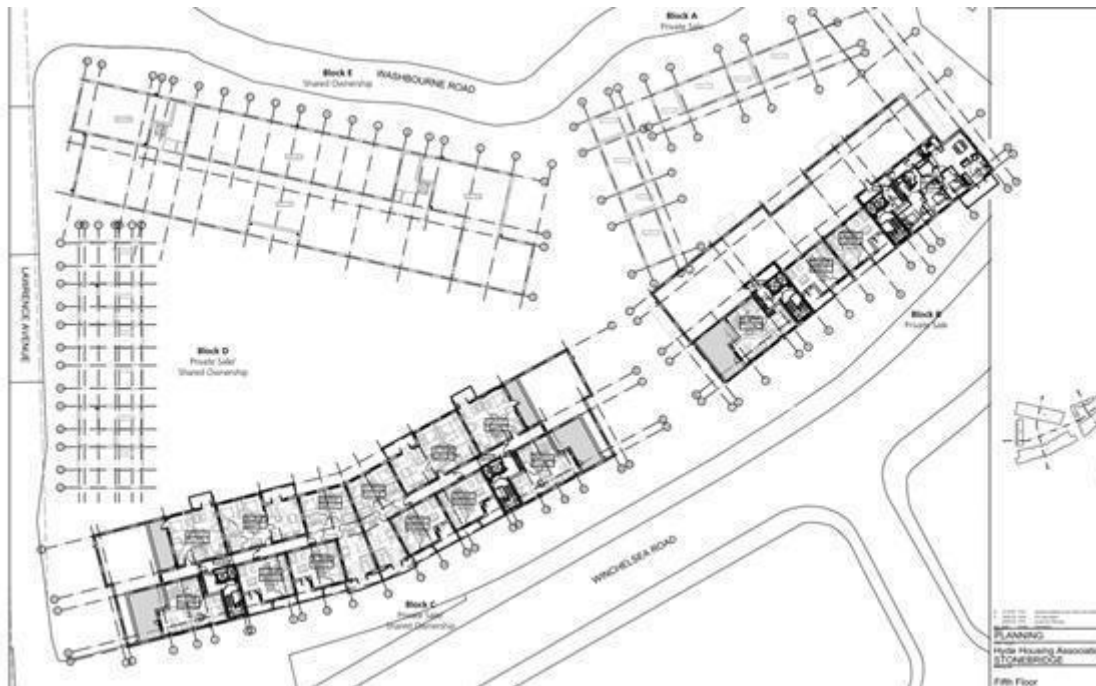
Ground floor plan



Second floor plan



Fourth floor plan



Fifth floor plan



Winchelsea Road (Block C) elevation



Winchelsea Road (Block B) elevation





Lawrence Avenue (Blocks C,D&E) elevation



Lawrence Avenue terraced housing (Block D) elevation



Washbourne Road (Block E) elevation



Winchelsea Road massing



View from corner of Lawrence Avenue and Winchelsea Road (Block C)



View along Winchelsea Road - Corner elements of Blocks C and B



Winchelsea Road - view of Block B



Landscape Strategy



Illustration of proposed pedestrian link through centre of site

RECOMMENDATIONS

RECOMMENDATION

1. That the Committee resolve to GRANT planning permission subject to:
 - Any direction by the London Mayor pursuant to the Mayor of London Order
 - Any direction by the Secretary of State pursuant to the Consultation Direction
 - The prior completion of a legal agreement to secure the following planning obligations:
 - a) Payment of the Council's reasonable legal and professional costs
 - b) Submission and approval of a Sustainability Implementation Strategy that shall demonstrate; (a) How the scheme will achieve the CO₂ reduction of at least 35% below 2013 Part L Building Regulations Target Emission Rate; (b) That 23.8% of the CO₂ reduction can be met through the use of CHP increasing to 24.7% with the use of on-site renewables. If the evidence of the above shows that any of these sustainability measures have not been implemented, then the following will be required (a) the submission and approval of measures to remedy the omission: or, if this is not feasible (b) the submission and approval in writing 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.

- c) Notification of commencement (28 days prior to a material start)
 - d) Travel Plan - A residential Travel Plan, scoring a PASS on TfL's ATTrBuTE programme shall be fully implemented, monitored and reviewed in accordance with the approved details.
 - e) Enter into a s38/s278 agreement in relation to the construction of new footways along the northern side of Lawrence Avenue and the eastern side of Washbourne Road, resurfacing of the footway along the Winchelsea Road site frontage and the construction of on-street parking bays along the Lawrence Avenue site frontage and certify completion prior to Occupation.
 - f) Affordable Housing - Unless the Affordable Dwellings are provided on site, prior to commencement of works on Land to which this application relates to enter into a Deed of Variation to the completed Stonebridge Site 27 S106 Agreement (planning reference 15/0822) increasing the affordable housing provision from 22 Shared Ownership units (4 studios, 15 x 1 bed and 3 x 2 bed units) to 50 Shared Ownership units (4 studios, 26 x 1 bed, 19 x 2 bed, 1 x 3 bed units) and 25 Affordable Rented units (16 x 1 bed and 9 x 2 bed units) at rents no more than 50% market rents inclusive of service charge. In relation to Stonebridge Site 29/30 ("the application site") to require that no private housing on the scheme can be occupied until the 75 Affordable Dwellings to be delivered off site on Stonebridge Site 27 are practically complete and ready for occupation and until it has transferred to a Registered Provider the freehold or 125 year leasehold interest of the Affordable Dwellings.
 - g) Training and employment of Brent residents - Prior to a material start to inform in writing Wembley Works of the projected amount of construction jobs, training opportunities and provide a copy of the Schedule of Works. And, prior to a Material Start to prepare and submit for the Council's approval an Employment Enterprise and Training Plan.
 - h) Any other planning obligation(s) considered necessary by the Head of Planning
2. That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.
 3. That the Head of Planning is delegated authority to issue the planning permission and impose conditions (and informatives) to secure the following matters:

Conditions:

1. 3 year time limit for commencement.
2. Approved plan numbers/documents
3. Further details of materials to be approved.
4. Details of all fencing, walls, gateways and means of enclosure to be approved.
5. Detailed landscape plan to be approved. This shall include the identification and means of protection of existing protected trees along Winchelsea Road and details of all new tree planting.
6. Construction Method Statement to be agreed in writing prior to the commencement of the development.
7. All residential properties to be constructed to achieve internal noise levels in accordance with BS 8233:2014
8. Noise levels from all plant and ancillary equipment.
9. Details of all signage and numbering on buildings to be approved.
10. Demonstrate that mains water consumption does not exceed a target of 105 litres per person per day.
11. Confirmation that a minimum provision of 10% of units meet Building Regulations Requirement M4 (3) in relation to wheelchair user dwellings and all other units shall meet Building Regulations Requirement M4 (2) in relation to accessible and adaptable dwellings.
12. Provide for the number of parking spaces and cycle parking spaces as approved (prior to commencement of use).
13. Provision of a communal TV/satellite dish system.
14. Details of external lighting.
15. Verification report to demonstrate that all mitigation measures proposed in the approved Noise Assessment have been fully implemented.
16. Verification report to demonstrate that all mitigation measures proposed in the approved Air Quality Impact Assessment have been fully implemented.
17. Verification report to demonstrate that remedial works (in relation to site contamination) have been

carried out in full.

18. Timing of vegetation clearance to be undertaken outside of bird nesting season, and if this is not possible to have works overseen by an experienced ecologist prior to works commencing.
19. Provision of 300mm width margins to ramped access.
20. Delivery and Servicing Plan
21. Construction Management and Logistics Plan.
22. Drainage strategy
23. Piling works method statement
24. Restrict permitted development rights Classes A-E

That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

That, if by three months of the date of Committee (16 February 2017) the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

Informatives:

1. The applicant is advised that prior to commencement of any works on site, a condition survey of the existing road network, together with a regime for monitoring the condition of the road network during construction and subsequent repair works, shall be agreed by the Local Highway Authority.
2. Building over Sewer Agreement with Thames Water
3. Party Wall

A) PROPOSAL

The application proposes the complete redevelopment of the site requiring the demolition of the existing Harlesden Christian Centre (Use class D1) and construction of five new residential blocks within land that previously formed a part of the wider Stonebridge regeneration masterplan area developed with the associated Outline Planning Consent. The historical residential tower blocks that once stood on site were demolished some time ago.

The proposed blocks range from 1 to 6 storeys high, comprising 178 residential units (67 x 1-bed, 60 x 2-bed flats, 24 x 2-bed maisonettes, 14 x 3-bed flats, 3 x 4-bed maisonettes, 8 x 3-bed houses and 2 x 4-bed houses).

Block A is arranged over 3 floors with a part single storey element. Block B is arranged over 6 floors, so to is Block C and both of these front onto Winchelsea Road. Block D is a three storey terrace, and Block E is part 4 and 5 storeys. The scale of proposed buildings reduces across the site from east to west.

In addition to the residential units, the proposed development includes private and communal amenity space, on site parking at lower ground floor level accessed via Washbourne Road and on-street parking on Lawrence Avenue, access (including a new pedestrian link through the centre of the site connecting Winchelsea Road and Washbourne Road), associated landscaping and ancillary works (as amended).

B) EXISTING

The site falls within the area previously designated as the Stonebridge Regeneration Area and the buildings that were previously on site were demolished some time ago as a part of this regeneration, with the exception of the single storey community centre building which still remains. It is 1.05 hectares in size.

The site is bordered by Winchelsea Road to the east, Washbourne Road to the west, Harrison Road to the

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north and Lawrence Avenue to the south. It is surrounded by existing residential on all sides, and on the opposite side of Winchelsea Road. Harlesden Underground station is approximately 270m south of the site.

The site levels fall from west to east across the site. There are also a number of notable mature trees along the eastern edge of the site which are protected through a preservation order.

C) AMENDMENTS SINCE SUBMISSION

The following summarises the main amendments made to the scheme since it was submitted:

1. Revision to the affordable housing offer. The revised offer is to transfer the on-site 30% affordable housing off-site to Site 27. The result being this proposal is now for an all private scheme (this is discussed in detail in paragraph's 17-35).
2. The introduction of on-street parallel parking bays along the Lawrence Avenue frontage, with associated alterations to the northern footway and the frontage treatment for the proposed terrace of houses.
3. The introduction of a number of projecting directional windows to mitigate overlooking and loss of privacy between buildings, and to provide improved levels of outlook from habitable windows.

D) SUMMARY OF KEY ISSUES

A number of issues are considered key to this proposal:

- Affordable housing - This is proposed as an off-site offer supported by a viability assessment and the specific tenures proposed are supportive of the aim to diversify the housing supply in Stonebridge.
- Loss of social infrastructure (class D1 floorspace) on site.
- Scale and massing of buildings, particularly fronting Winchelsea Road and impact on the surrounding area.
- Relationship within the site between the proposed buildings and the impact this has on outlook, privacy and accommodation quality for surrounding and prospective residents.
- Delivery of additional on-street parking bays along Lawrence Avenue.

E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Non-residential institutions	228.1		228.1	-228.1	

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats ú Market)										
EXISTING (Flats ú Market)										
EXISTING (Flats ú Market)										
EXISTING (Houses)										
PROPOSED (Flats ú Market)	67									67
PROPOSED (Flats ú Market)		84								84
PROPOSED (Flats ú Market)			14							14
PROPOSED (Houses)			8	5						13

RELEVANT SITE HISTORY

97/0131 – Granted 4 September 1997

Comprehensive redevelopment of the entire site with the provision of a new road network, approximately 1,604 residential units in 2-, 3- and 4-storey blocks, new open space, shops and community facilities.

Background to Stonebridge regeneration:

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Planning permission was granted in September 1997 for the redevelopment of the Stonebridge Estate on both the North and South sides of Hillside. The permission allows for the erection of approximately 1604 houses and flats in buildings that are 2, 3 and 4 storeys high. It also looked to provide replacement shops fronting Hillside and community facilities and open space. The outline permission envisaged replacement of the Stonebridge tower blocks with low-rise developments within a more traditional street layout with better connectivity between dwellings and the adjoining streets, good levels of natural surveillance of public spaces and adequate levels of parking. It sought to diversify the tenure of homes by introducing a proportion of private dwellings (up to 25 %) to balance the predominance of social rent accommodation.

All of the original Stonebridge tower blocks have now been demolished and all but a handful of sites have been delivered. The regeneration has won a number of awards which highlight the success of the regeneration process to date.

The London Plan now expects higher densities of housing than those set out within the 1997 Outline Planning Consent which only allowed up to 247 Habitable Rooms per Hectare. Following an increasing pressure to build to higher densities to achieve the housing targets set out in the London Plan, a Conclusory Statement was taken to Planning Committee in 2007. This set out the new approach where sites were to come forward as full applications and would be likely to be of a greater scale than set out in the original masterplan as well as potentially including an increased proportion of private housing. This is set out in more detail below. Since 2007 Brent's annual housing targets have increased significantly to 1.525 (see London Plan 2016 policy 3.3 Increasing Housing Supply)

07/2656 - Withdrawn

Outline Planning Permission for demolition of existing residential development and redevelopment of the site, comprising 280 residential units, amenity space and replacement accommodation for the Harlesden Christian Centre (matters to be determined: access, layout and scale).

CONSULTATIONS

Consultation letters were sent on 17 March 2016 to a total of 539 addresses in the surrounding area.

Press notice advertised on 31 March 2016.
Multiple site notices displayed on 8 April 2016

To date one objection has been received, and the nature of this is summarised below:

Representations made	Response
The LPA should clarify the status of the originally approved Stonebridge Masterplan, and is this still relevant to the application site?	See paragraph's 11-14
Two buildings fronting onto Winchelsea Road are considered to be monolithic and excessive in massing terms.	See paragraph's 42-48 (N.B. The GLA support the scale and massing)
6-storey buildings will be overbearing and detrimental to the streetscene, contrary to Core Strategy policies CP5 and CP6.	See paragraph's 42-48
Proposed massing at 6-storeys will be detrimental to the quality of internal courtyards within the scheme.	See paragraph's 70-76
Suggested that the top floor of the 6-storey blocks be reduced in order to reduce the overall bulk.	It is considered that the current design, which includes a reduced top floor (storey 6) sufficiently reduces the bulk. The pedestrian link through the centre of the site also breaks up the buildings and successfully reduces the bulk further. The overall approach to articulate the buildings is considered to be appropriate for its context.
Clarity on the quality of brick should be provided.	Notwithstanding the bricks indicated in the submission the approval of materials (including brick) will be secured through planning condition.
Considered the internal courtyard elevations lack sufficient interest.	On balance the treatment of the internal elevations is considered to strike an appropriate balance between the number of windows required

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	for outlook and natural surveillance and the level of articulation of these facades. Variation and interest will also be gained with the use of different materials.
There should be no uplighting, and any lighting should be low level.	Details of external lighting will be secured through planning condition.
External footpaths present some awkward angles and should be reviewed.	It is considered the current pedestrian access arrangements present an acceptable layout, no further amendments are therefore sought.
Any s106 or CIL contributions should be spent on re-building and re-surfacing Winchelsea Road, and this could secure segregated cycle routes and a general re-configuration to include central reservations, new street trees and mini roundabouts at junctions.	CIL contributions will be spent on strategic infrastructure projects, or infrastructure that is required to make a development acceptable in planning terms. Works to re-build and re-configure Winchelsea Road are not considered necessary to make the development acceptable in planning terms and it would not be lawful to require this.

STATUTORY CONSULTEES

Internal:

Stonebridge Ward Councillors:

No response received.

Local Lead Flood Authority:

No response received.

Transportation:

No objection raised. See remarks section below for detailed discussion.

Environmental Health:

Initially raised concerns about the noise conditions for the outdoor amenity area due to the fact the noise assessment showed that recommended levels would be exceeded without mitigation measures proposed. Further clarity was also sought in relation to specification for the glazing and ventilation systems and potential noise from any CHP plant.

The site is within an Air Quality Management Area (AQMA) and close to residential, therefore there should be appropriate control over noise and dust emissions during the construction phase. It is recommended that a condition secures the approval of a Construction Method Statement. A condition is also recommended to secure the approval of a report to demonstrate that the mitigation measures described in the Air Quality Impact Assessment have been fully implemented.

The contaminated land ground investigation report and proposed methodology is agreed with and it is agreed that a verification report shall be submitted to and approved as a condition. This verification report shall demonstrate that the remediation has been carried out in accordance with the approved remediation scheme.

Landscape Design / Principal Tree Officer:

No objection, and the proposed landscaping strategy is generally supported. It is recommended that replacement trees for the four being lost should be Robinia species, and these should utilise the use of a rigid root deflector and be a minimum girth of 18-20cm. Such details can be secured through condition.

Applicants will need an agreement with Transportation for works to create a new footway along Washbourne Road, provision of trees can be included in any such agreement.

The planting and internal play equipment are considered acceptable and further details should be secured through condition.

Sustainability Officer:

The scheme exceeds the London Plan requirements on carbon reduction (35%) with 39% reduction over Part L 2013. Further clarity was sought on how the baseline was calculated, how the CHP was accounted for and it was noted that there were no 'green' renewable options proposed. The Councils Sustainability officer has been provided with this additional clarity and confirmed that there are no further matters to be addressed.

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External:

Thames Water:

Have advised that they have been unable to determine the waste water infrastructure needs of the proposal. As such any permission granted should be subject to a pre-commencement condition requiring the approval of drainage strategy.

The Environment Agency:

Response provided confirming the EA has no comments to make.

Secure by Design Officer:

Response provided confirming that they are satisfied that all recommendations have been incorporated apart from the refuse strategy, which they have been given assurances will be rationalised at a later date.

The Greater London Authority (GLA) (including TfL comments):

The application is referable to the Mayor of London under the provisions of the the Town & Country Planning (Mayor of London) Order 2008. The application is referable under category 1A of the Schedule to the Order 2008, as the development comprises of more than 150 residential units.

The Stage 1 report from the GLA is dated 06/06/16 . In their report it is stated that the principle of demolition of the existing community centre to make way for housing development on site is acceptable as its replacement is incorporated within the wider scheme of the estate regeneration. To be clear this refers to Site 27 which is approximately 100m to the north, which has planning permission for a mixed use scheme incorporating new D1/D2 class floorspace, therefore re-providing a community use nearby.

In addition to this the GLA have confirmed there are no strategic concerns with the following aspects of the proposal:

Housing - There are no strategic concerns.

Affordable Housing - Given the site is part of a wider estate renewal, which has delivered 1491 homes, of which 96.3% are affordable, the provision of 30% affordable is acceptable in this instance.

Urban Design - No strategic concerns. The quality of the finish will be dependant on a high standard of detailing and this should be secured through condition.

Inclusive Access - No strategic issues. The development complies with London Plan policy 7.2 on inclusive design.

Flooding Management - The proposed flooding management is considered to meet London Plan policies 5.12 and 5.13.

The GLA advise that while the application is generally acceptable in strategic planning terms the application does not fully comply with the London Plan for the reasons set out below:

Sustainable development/energy - The carbon savings exceed the target set within London Plan policy 5.2. However further verification of how the targets will be met was requested, this has been clarified by the applicant and the GLA has confirmed there are no matters outstanding or further information required..

Transport - Concerns highlighted in relation to walking and cycling routes, electric vehicle charging points, servicing and access, modal split and mitigation (in reference to the Travel Plan). These must be adequately addressed before the application can be deemed acceptable in transport terms and in accordance with the London Plan.

The applicant has sought to address the points raised in the Mayor's Stage 1 report. A revised Travel Plan has been submitted, which is now acceptable to TfL. The implementation of this will be secured by s106 agreement. Conditions will deal with the provision of electric vehicle charging points and a servicing and delivery plan. In respect of walking and cycling routes TfL has since confirmed that no further information is required.

Pre-application stage community engagement:

Hyde Housing held a series of public consultation events for the redevelopment of this site. The first of these

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was as far back as 2012, with further consultation in May 2014 and more recently a public exhibition in January 2016.

POLICY CONSIDERATIONS

The Development Plan for the purposes of s38 of the Planning and Compulsory Purchase Act 2004 is the London Plan 2016 (MALP), the London Borough of Brent LDF Core Strategy 2010, the London Borough of Brent Unitary Development Plan (2004) and emerging Development Management Policies 2016.

National Planning Policy Framework 2012

The National Planning Policy Framework (NPPF) includes a presumption in favour of sustainable development in both plan making and decision making. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant. The NPPF states that good quality design and a good standard of amenity for existing and future occupants of land and buildings are required. Accordingly, the policies contained within the adopted SPG's, London Borough of Brent Unitary Development Plan 2004 and Core Strategy 2010 carry considerable weight in the determination of planning applications and appeals.

Planning Practice Guidance
London Plan 2016 (MALP)
Mayor's Housing SPG
National Housing Standards
London Borough of Brent LDF Core Strategy 2010
London Borough of Brent Unitary Development Plan (2004)
Supplementary Planning Guidance 17 'Design Guide for New Development' (2002)
SPD 's106 Obligations'

Brent's emerging Development Management Plan :

DMP1 - Development Management General Policy
DMP11 – Forming an Access on to a road
DMP12 - Parking
DMP15 – Affordable Housing
DMP18 – Dwelling Size and Residential Outbuildings
DMP19 – Residential Amenity Space

The Development Management Policies will be considered for formal adoption at a Full Council meeting on 21st November 2016. In the meantime, in accordance with paragraph 216 of the National Planning Policy Framework, the Council will take the Development Management Policies, including modifications, into account as a material consideration with significant weight in determining planning applications

DETAILED CONSIDERATIONS

GENERAL PRINCIPLE OF DEVELOPMENT:

1. Policy 17 of the National Planning Policy Framework (NPPF) sets out 'core planning principles', including that planning should "encourage the effective use of land by reusing land that has been developed previously, provided that it is not of high environmental value". These principles also include to "pro actively drive and support sustainable economic development to deliver homes ..." The NPPF goes on to state that development proposals that accord with the development plan should be approved without delay.
2. The development site is located on previously developed land, within a sustainable location and has previously been used for residential purposes. Therefore the redevelopment of the site for residential purposes is supported in principle and your officers give significant weight to the planning merit of providing new homes and to making efficient use of the land by providing these homes at a reasonably high density..
3. The principle of the proposed development complies with council objectives and national policy as outlined in the Brent Core Strategy and the NPPF respectively. The development site is not covered by a restrictive land use designation within the adopted development plan and therefore there is a presumption in favour of residential development.

4. The site forms part of the wider Stonebridge masterplan area that is subject to an outline planning permission for the comprehensive redevelopment of Stonebridge Estate. The original outline permission included provision for some 1604 new homes, and in 2007 a Conclusory Statement was taken to Planning Committee. This set out the new approach where sites were to come forward as full applications and would be likely to be of a greater scale and density than set out in the original outline permission. This proposal seeks to bring forward the last undeveloped plot within the Stonebridge masterplan area. In total 48 dwellings will be provided on Site 29 and the remaining 130 dwellings on Site 30 (178 overall).
5. To enable this site to come forward for redevelopment the existing Church Mission building needs to be demolished. Existing social infrastructure such as this is protected through London Plan policy 3.1 and Brent's Core Strategy policy CP23, and proposals that involve the loss of these facilities without adequate justification or provision of replacement should be resisted.

Existing community use:

6. To mitigate for the loss of a community facility locally the applicants, Hyde Housing, have made provision for a new community centre (Use Class D1/D2) by incorporating this within an approved scheme nearby on Site 27 (ref; 15/0822), which is situated approximately 100m north of the application site. It is understood that re-location negotiations between Hyde and the Church Mission are on-going currently. In policy terms however the delivery of this community facility on Site 27, which is due to come forward in advance of Site 29 and 30 will ensure adequate re-provision locally should the Church Mission group chose to re-locate to this new facility. This local re-provision negates the need for any on-site re-provision of D1 floorspace. There is no requirement for the specific community group to be protected, instead it is the floorspace that needs to be reprovided.
7. The redevelopment of the site for residential use is therefore considered to be acceptable in land use terms, and has the support of your officers and the GLA.

AFFORDABLE HOUSING:

Background/context:

8. Stonebridge was an estate of medium and high rise blocks built in the 1960s and 70s and characterised by a concentration of deprivation. Stonebridge Housing Action Trust (HAT) was established in 1994 as the vehicle to regenerate the then 1,775 Council properties on the estate. Outline planning permission for comprehensive regeneration of the estate including approximately 1604 new homes, with a minimum 75% affordable housing, was granted in 1997. In time it became clear there was insufficient grant for Stonebridge HAT to deliver their build programme. Brent Council therefore appointed Hyde Housing Association in 2003 as preferred successor to Stonebridge HAT. Hyde set up Hillside Housing Trust in 2004 as a subsidiary to manage the estate. After a successful ballot in 2007, 70% of the new and refurbished homes on Stonebridge transferred to Hillside and 30% transferred to Brent Council to be managed on their behalf by Hillside.
9. Hyde took on the outstanding development obligations and liabilities from the HAT. Hyde's Finance Director has previously confirmed that liabilities were estimated to total a maximum of £38m at the time (July 2015) and that liabilities today total £32.7m. These historic costs of the estate regeneration include items like demolition, decant costs, site preparation, repairs and capitalised interest on these amounts. Hyde apportioned these costs to the planned and delivered floor space of new development on Stonebridge Estate. They note that this apportionment passed an external audit in 2013/14. As reported to the Council's Executive in 2006, the main asset from which additional income may be generated on the Stonebridge Estate is the residual land available after completing the three phases of social housing for existing Stonebridge tenants – that is the four residual sites : 10, 22/24, 27 and 29/30. As preferred bidder Hyde, through Hillside, were asked to complete the HAT development obligations in return for the residual land at an agreed valuation of £36m. Hyde would then develop the residual land for private and shared ownership housing, simultaneously meeting the HAT statutory obligation to diversify tenure on the estate, and balancing the books.
10. 1,509 new homes have been delivered on the Stonebridge Estate between 1998 and 2015. 87% are social and affordable rent, 7% intermediate and 6% private housing. Residual Sites 10 and 22/24 were granted planning permission (12/3026 and 13/1250) in 2013 and Hyde completed the schemes this year. In both cases the Planning Committee approved wholly private schemes on the basis that the 1997

consent allowed for up to 25% private housing, that number had not been exceeded, and in recognition of the objective to diversify the tenure and mix of new housing across Stonebridge. No s106 affordable housing planning obligations were therefore required. However, in reality, Hyde have actually delivered private (c35%), intermediate (c25%) and affordable rent housing (c40%) on the two sites, with GLA grant funding the affordable housing elements of the schemes. Site 27 has also recently been granted planning permission (15/0822) for 109 units, of which 20% are to be delivered as affordable housing for shared ownership.

11. The principle of the provision of private homes on the Stonebridge Estate in planning terms was approved within the 1997 outline consent, the 2007 Conclusory Statement and 2012 consents and most recently the 2013 consents for wholly private housing on the residual sites 10 and 22/24. The 1997 consent allowed up to 25% of the homes to be delivered within Stonebridge to be provided as private to diversify the tenure of homes within Stonebridge. The "Conclusory Statement" to the Stonebridge Masterplan, which was endorsed by the Planning Committee in 2007 set out that this proportion may be increased to 33% to further diversify tenure and deliver sustainable mixed communities and that densities may be higher to reflect current policy requirements, but that this would need to come forward in separate new planning applications rather than Reserved Matters applications pursuant to the original Outline Consent.
12. Under legal agreements between Hillside and Stonebridge HAT, and in particular the "Hillside 2 Agreement" signed 2006, Hyde state that any surplus generated from development on the Stonebridge Estate must be split as follows:
 - 20% to Hyde and ring-fenced for affordable housing
 - 40% to Hillside Housing Trust for management and maintenance of the Stonebridge Estate
 - 40% to the successor to the Stonebridge HAT i.e. DCLG
13. Hyde have said that it is "unlikely" they will make a profit and it is more likely they will seek recourse under the agreement for the GLA and DCLG, as successors to the HAT, for a claim to monies to plug a development shortfall. It is however an important point to note that Hyde cannot profit out of development of the Stonebridge Estate.

Current proposal – Site 29/30:

14. London Plan Policy 3.12 requires boroughs seek the maximum reasonable amount of affordable housing when negotiating on private and mixed use developments, having regard to a number of factors, including development viability. An initial viability assessment was undertaken by BNPP Paribas on behalf of Hyde Housing to assess what level of affordable housing the scheme could viably deliver. This assessment was carried out on the basis of a 178 unit residential scheme, comprising a mix of 1, 2 and 3 bedroom units.
15. The assessment recognises the site is largely vacant, however the site forms part of the wider Stonebridge regeneration area and it is recognised that this site represents a residual site after all of the housing has been re-provided elsewhere within the regeneration area. It is suggested that this site is only able to come forward for development as a result of the earlier estate regeneration, for which there are site-wide costs associated with demolition costs, decant costs, site preparation, repairs and capital costs. The total cost of the regeneration has been apportioned to each phase of the scheme, and the total historic cost apportioned to the application site is £8.2m. This is taken as being the viability benchmark.
16. When undertaking the appraisal with a 30% proportion of affordable housing (53 x shared ownership units), which was the basis of the applicants initial proposal this generates a Residual Land Value of £2.7m. Which means that a 178 unit scheme, based on a 30% proportion of affordable housing would be in significant deficit compared to the £8.2m benchmark figure.
17. BNPP Paribas therefore concluded that the initial proposal would be unviable against the viability benchmark, generating a deficit and reported that the economics of the scheme would be compromised by the requirement for additional affordable housing and/or a commuted sum for off-site provision. Notwithstanding this, the applicant (Hyde Housing) initially proposed to deliver 30% affordable housing. Being a registered provider Hyde Housing recognised the Councils requirement for affordable housing and submitted the application on this basis, stating that this offer was entirely reliant on cross subsidy within the business.
18. The Council commissioned BPS Surveyors to carry out an independent review of the BNPP Paribas assessment, based on the proposed 30% affordable housing position (this tested intermediate

housing/53 shared ownership). The purpose of this was to determine if the affordable housing offer at that time represented the maximum reasonable proportion that the scheme could viably deliver.

19. BPS disagreed with the method used by BNPP to establish the viability benchmark, instead using a number of comparable transactions as an alternate approach. This resulted in a land value approximately £900,000 below the aforementioned benchmark. Notwithstanding this BPS also concluded that the scheme would be significantly in deficit, and concurred that the 30% offer would exceed the reasonable quantum of on-site affordable housing.
20. Following this examination Hyde Housing approached Officers and stated that they had reassessed their position with regards to the provision of on-site affordable housing on Site 29/30, and subsequently proposed no on-site affordable housing on Site 29/30 but rather off-site provision in the form of additional affordable housing provision to be delivered on the consented Site 27 nearby.
21. Hyde's revised position is that the proposed scheme could never viably deliver any affordable housing, and that they have reviewed their proposals in light of current market conditions and the availability of time-limited GLA grant funding to help secure affordable housing. Based on this reassessment Hyde now propose that the 30% initially offered to be delivered on-site is provided off-site on Site 27. Site 27 is in close proximity being within 100m of the application site and has planning consent granted (ref; 15/0822) for 109 units, of which a minimum 20% (22 units) must be affordable housing. The effect of this transfer of units would be that a total of 75 units on Site 27 would be delivered as affordable, representing 69% of the 109 units. Whilst this represents an off-site provision, it is still proposing delivery within the wider Stonebridge regeneration area, covered by the original outline consent.
22. Officers required Hyde Housing to update their original viability submission to take account of current market conditions and more explicitly demonstrate their proposition that Site 29/30 could not viably deliver any affordable housing and assess the viability impact of delivering additional affordable housing on Site 27. The Council then commissioned BPS to carry out another independent review of the updated appraisal work. The below table summarises the revised position.

	Existing Delivery	Proposed	New Proposed Delivery
Site 27	87 Private Sales 22 Shared Ownership <ul style="list-style-type: none"> • 4 x Studio • 15 x 1 Bed • 3 x 2 Bed / 3P 		34 Private Sales 50 Shared Ownership <ul style="list-style-type: none"> • 4 x Studio • 26 x 1 Bed • 3 x 2 Bed / 3P • 16 x 2 Bed / 4P • 1 x 3 Bed / 5P 25 Affordable Rented <ul style="list-style-type: none"> • 16 x 1 Bed • 9 x 2 Bed / 4P
Site 29/30	125 Private Sales 53 Shared Ownership <ul style="list-style-type: none"> • 24 x 1 Bed • 22 x 2 Bed / 4P • 7 x 3 Bed / 4P 		178 Private Sales

Table 1 – Comparison of the two sites with and without off-site affordable housing provision

23. BPS have appraised the standalone viability of Site 29/30 (the application site) as an all private scheme, and also the impact on Site 27 of the loss of revenue arising from conversion of market units to a mixture of affordable tenures.
24. The BPS reassessment concludes that on a standalone basis the application site cannot reasonably and viably support the delivery of any affordable housing on-site. This is due to a mixture of factors reviewed by BPS, including relatively modest sales values in the area, build costs including podium build costs, £5.7m CIL liability and the profit margin associated with an all private scheme, as well as the land value. In addition there are net opportunity costs associated with the delivery of affordable housing off-site on Site 27, increased by the inclusion of an element of affordable rented housing.
25. Irrespective of the financial viability position of the scheme officers recognise there are however a

number of benefits to the off-site proposal in this case worthy of highlighting which officers consider constitute special circumstances to merit off-site provision:-

- *Certainty of delivery through accessible funding:*

26. There is a greater level of certainty in delivery terms as Hyde Housing are able to secure this 30% off-site provision on the basis of funding secured and allocated under the GLA 2015-18 affordable housing programme. Hyde is able to access this funding due to the fact Site 27 has already secured planning permission and can be delivered by the end of financial year 2017-18. This is consistent with London Plan policy 3.12 A (g) and B.

- *Greater speed of delivery of affordable homes:*

27. More affordable housing can be delivered, and this can be delivered earlier in the 2015-18 phase. This GLA funding stream could not be accessed for Site 29/30 as planning permission has not yet been secured, and on-site delivery would be later and not before the end of financial year 2017-18. This means that the off-site proposal will ensure greater speed of delivery of affordable homes. This will help to satisfy London Plan policy 3.12.

- *Increased provision of affordable housing:*

28. The off-site provision allows the Council to secure a higher level of affordable housing than would otherwise be the case. If the two sites were developed individually then Hyde have reasonably made the financial viability case that Site 29/30 could not viably deliver any affordable housing, and Site 27 would only need to deliver the 20% secured in the 15/0822 planning consent. This is consistent with London Plan policy 3.12 which seeks to maximise affordable housing output.

- *Meeting housing need:*

29. The off-site proposal would see 25 affordable rent units delivered on Site 27. No affordable rented accommodation was secured in the 15/0822 consent, with all affordable units being shared ownership. This can be welcomed as helping meet a borough need for this type of affordable accommodation and the provision of a mix of affordable accommodation will better meet housing need, in accordance with London Plan policy 3.12 A (d) and (e).

30. Whilst this proposal would result in a mono-tenure development officers do not see that the provision of an all private scheme on Site 29/30 as being a barrier to securing a mixed and balanced community for the Stonebridge regeneration area. The Stonebridge Conclusory Statement (2007) always envisaged that the remaining sites would contain a higher proportion of private units, as a balance to the high proportion of affordable units already delivered across the regeneration area. It was always envisaged that some of these later sites would contain no, or limited, affordable housing. This principle has been established with the approval of Site 10 (ref; 12/3026) where no affordable housing provision was secured, and similarly with Site 22.

31. It is the case therefore that the proposed off-site position can be supported on the planning policy grounds of financial viability and that the site viability position set out represents an exceptional case where it has been robustly demonstrated that on site provision is not viable, which satisfies London Plan policy 3.12. The transfer of affordable housing from Site 29/30 to Site 27 by means of an off-site arrangement is also considered to represent a solution that will help maximise affordable housing delivery by securing public grant resources available to fund affordable housing, in line with London Plan Policy 3.12A(g). This would secure a higher level of affordable housing for the borough than if both sites were developed individually, together with the benefits of early affordable housing delivery, both of which are key benefits that should be afforded appropriate weight.

32. The delivery of off-site affordable housing on Site 27 will be secured via a Deed of Variation to the Site 27 s106 legal agreement, and restrictions that the housing delivered under the Site 29 s106 legal agreement can only be occupied once the off site affordable housing on Site 27 has been completed.

RESIDENTIAL MIX:

33. With regard to the mix of units, the proposal includes a mix of 1, 2, 3 and 4 bedroom units. Broken down this equates to 67 x 1-bed (38%), 84 x 2-bed (47%), 22 x 3-bed (12%) and 5 x 4-bed (3%). All are proposed as private units. This mix will result in 15% of units being family accommodation (3+

bedrooms), which although below the 25% policy target for family accommodation set out in Core Strategy policy CP2, the proposed mix is considered to be acceptable in this instance due to the very high proportion of family homes that Hyde/Hillside Housing have previously delivered in the Stonebridge regeneration area.

34. There has been an agreed aim to diversify both the tenure and mix of housing to ensure that the redevelopment of Stonebridge results in a mixed and balanced community. There are therefore very specific circumstances that result in this proposal for a private lead scheme being considered acceptable which would not apply to isolated development elsewhere in the borough. The rationale behind this has been discussed above in paragraph's 17-35.

DENSITY:

35. London Plan policy 3.4 aims to optimise the housing potential of sites, especially in locations that are sustainable, with 'good' public transport accessibility. In applying the density matrix to this location with a PTAL of 4 to 5 (towards the southern end), and of urban character, a density of between 45 and 260 units per hectare (u/ha) and 200 to 700 habitable rooms per hectare (hr/ha) would be deemed to be appropriate. The proposal for 178 residential units on site results in a density of 183 u/ha and 547 hr/ha, thereby falling comfortably within the appropriate density range for this location. Officers give this efficient use of land resulting in the provision of a substantial number of new homes in a sustainable location significant weight.

LAYOUT:

36. The layout responds to the surrounding context with a strong street frontage proposed on Winchelsea Road which is the primary frontage. A strong and active frontage is also proposed on all secondary site frontages. The two 6-storey buildings fronting onto Winchelsea Road are separated by a new pedestrian link running east to west through the middle of the development site, connecting Washbourne Road and Winchelsea Road. A series of ramps and steps are proposed to address the levels change across the site and to make this route fully accessible to pedestrians. This pedestrian linkage proposed increases permeability and successfully breaks up the scale of development, in urban design terms this is welcomed. Buildings of lower scale are proposed onto Lawrence Avenue, in the form of a terrace of part 3 and 4-storey houses set back from the street. Along Washbourne Road towards the southern end of the site a part 4 and 5-storey building is proposed, and towards the northern end (separated by the pedestrian link) 2 storey buildings are proposed that front both Washbourne Road and Harrison Road.
37. The perimeter arrangement of buildings results in shared internal courtyards to serve residential units on both Site 29 and 30.
38. Residents parking is proposed at basement level accessed from Washbourne Road and therefore this does not impact on the streetscene. The amendments to the scheme along Lawrence Avenue have also allowed for the provision of some 9 parallel on-street parking bays along the site frontage.

MASSING, DESIGN and MATERIALS:

39. Your officers believe the proposal would result in a good place which would be both attractive and safe in which to live. In order to consider the proposals it is important to give consideration to the existing context. Along Winchelsea Road, on the opposite side of the street are four storey flatted buildings, raised above the street on an embankment. Four storey buildings also exist on the corner of Winchelsea Road and Lawrence Avenue, and the corner of Winchelsea/Knatchbull Road and Harrison Road. Along the opposite side of Lawrence Avenue, at the southern end of the site are three storey terraced houses and to the west of the site on the opposite side of Washbourne Road are two storey houses at the northern end and a part 4/5 storey flatted building along much of the road frontage. To the north of the site (approximately 100m) planning permission has recently been granted for the redevelopment of Site 27 (ref; 15/0822) for a building six storey's fronting onto Knatchbull Road. Slightly further away, but still within the Stonebridge regeneration area a part 9 storey building has recently completed on Hillside, on Site 10. It is clear that the scale and heights of buildings in the surrounding area display a lot of variety, with increased height achieved on the more recent approved scheme's to reflect the need to make the most efficient use of the land available.
40. The open nature of the site at present leaves an un-enclosed streetscene along all sides, the proposed perimeter block with a strong frontage will help define the adjoining streets and will enhance the area's character and distinctiveness.

41. The 6-storey buildings proposed on Winchelsea Road which, while taller than some of the neighbouring buildings, are not uncharacteristic of the newer developments in Stonebridge, including the developments referred to above at Site's 10 and 27, and Thornberry Court which is on the Knatchbull Road and Craven Park junction. The proposed massing reduces behind Winchelsea Road. A terrace of 2/3 storey houses is proposed to front Lawrence Avenue. Washbourne Road will see a part 3/4 storey building at its southern end, and to the northern end two storey development (including houses) which continues along the Harrison Road frontage also.
42. The frontage along Winchelsea Road and Washbourne Road is broken up by the proposed pedestrian link. This is welcomed as it breaks up the scale of buildings and reduces the amount of building frontage, as well as improving permeability and accessibility through the site. The materials palette and the articulation of the elevations are also used to break down the elevations and create visual interest, as set out below in paragraphs 49-52.
43. At the southern end the lower building heights proposed allow the amount of natural daylight/sunlight to the podium courtyards to be maximised, and this has been assessed as part of the daylight/sunlight assessment.
44. The houses which front onto Lawrence Avenue and Washbourne/Harrison Road towards the northern end of the site signify a reduction in the massing from Winchelsea Road which responds appropriately to the scale of existing housing opposite and within the streetscene. Articulation and visual interest is proposed through the inclusion of recessed entrances and elements, roof terraces, variation in materials and expressed brick detailing.
45. At ground level the streets are activated by the design incorporating a series of maisonette flats and houses each with their own entrances and windows which reflects best practice and contributes to passive surveillance. The prominent corner of building C at the junction of Winchelsea Road and Lawrence Avenue has a relationship at street level due to the fact the design and layout has utilised the change in site levels to accommodate a maisonette at lower ground floor level. A well landscaped setting is provided for this unit, a separate entrance and an active frontage which is welcomed. Entrances are recessed so that they are easily identifiable, and some communal entrances are double height so that these are well sign posted and legible. The approach will create activity and good levels of natural surveillance around all sides of the site and the enclosure of the lower level parking by residential units at ground level in order to provide active street frontages is supported in urban design and pacemaking terms.

Materials:

46. The quality of material is critical to the success of the buildings. The overall approach to the materials is considered to be acceptable being a simple palette largely comprised of brick, proposing two different types with a predominantly light coloured brick and the use of a feature darker brick on corner elements to give variation and visual interest. Giving emphasis to the building corners in this way also highlights the presence of the pedestrian link through the site. Aside from brick, glazed balconies and elements of metal cladding are proposed for additional interest. The form of architecture proposed for Blocks B and C fronting Winchelsea Road proposes elements of framing (in brick), utilises set backs in the facades and has roof level duplexes treated with a cladding material to create further visual interest. The materials palette is the same for both buildings which is considered acceptable.
47. The terraced housing along Lawrence Avenue has a more simplified materials palette, proposing just a single, light coloured brick with expressed brick detailing to give visual interest. Along Washbourne Road the same materials palette is continued, reflecting the approach to Blocks B and C
48. The GLA commented in their Stage 1 report that the predominant use of brick for the elevations was welcomed and that the quality of the finish will be dependant on a high standard of detailing. Details of architectural elements and materials will be required by condition.
49. On balance the proposed massing and building heights are considered to be appropriate and in keeping with the overall context in the surrounding area. The proposed materials palette is also considered appropriate to its context and the design is supported by officer's and the GLA.

PUBLIC REALM:

50. The new pedestrian route proposed through the site that connects Winchelsea Road and Washbourne Road is an important urban design intervention. As mentioned above, this breaks up the built form, and improves site permeability and accessibility. To address the change in site levels the pedestrian route has been widened and designed with steps and ramped access to ensure it is fully inclusive. Also good levels of passive and natural surveillance of this route will be provided by the number of windows that face onto it from Blocks A, B, C and E.
51. New parallel on-street parking bays are to be accommodated along the northern side of Lawrence Avenue, this reflects the approach taken on a large number of other sites in the Stonebridge regeneration area. This on-street provision is supported and welcomed by Transportation officer's.

LANDSCAPING and TREES:

52. In accordance with s197 of the Town and Country Planning Act 1990, the Council has a duty to ensure, whenever appropriate, that adequate provision is made for the preservation or planting of trees by the imposition of conditions. The proposed development has been assessed in light of this duty and your officers are satisfied that the Council's duty in respect of trees can be met, subject to conditions. The landscape strategy for the site is based on the retention of the existing row of mature trees along the Winchelsea Road site frontage, and this is welcomed as these contribute positively to the streetscene. The siting of the proposed buildings will ensure the retention of 15 existing TPO trees along this eastern edge and a strong landscaped edge which softens the streetscene and creates a setting for the building. This set back also allows for a generous landscaped treatment at the prominent corner of Winchelsea Road and Lawrence Avenue. It is proposed to remove four low to moderate category trees on site, which is considered by the Council's Principal Tree Officer to be acceptable in principle subject to a satisfactory replacement planting strategy. In total 36 new trees are proposed to be planted which will mitigate those lost, and this shall include trees that will contribute to the existing public realm. A detailed landscape condition will approve the replacement tree species. This is worded to reflect a requirement to plant a replacement Norway Maple to compensate for one that requires removal in view of the fact its replacement was requested during the public consultation.
53. Communal courtyards will provide the main opportunity for landscaped areas, and these are proposed in the form of podium courtyards. Planting is proposed within these courtyard spaces (including new trees) to create interest, privacy and screening. Full details of the materials, seating, boundary treatments, play equipment etc that are to be laid out within these areas will be required by condition.
54. The proposed pedestrian link is also an important element of the landscape strategy, new low level planting, high quality materials and new trees will be planted to make this a quality, inviting and attractive pedestrian route.
55. In summary, there are no concerns from a Landscape perspective and a detailed landscaping plan will in any event be required by condition.

ECOLOGY:

56. A phase 1 habitat survey has been carried out, which included a protected species walkover survey, and in inspection of all mature trees within the site to assess their bat roost potential. The site was noted as being a largely vacant a derelict piece of land. The likely presence of any protected species was found to be negligible. None were evident during the walkover survey, the existing Church Mission building was found to be lacking in any opportunities for roosting bats, as were the trees surveyed.
57. The recommendations made in the report are to seek specialist advice to develop and implement an appropriate Japanese Knotweed eradication programme prior to clearance and construction. Also, that any scrub/tree clearance be completed outside of the bird breeding period (Sep-Feb), or immediately following confirmation by an ecologist that breeding birds are absent. It is also recommended that the design provides ecological enhancements on site in the form of bird/bat boxes, incorporation of new wildlife friendly planting into the landscaping, and the use of native plants. Such matters can be secured through condition if considered necessary and reasonable.

QUALITY of RESIDENTIAL ACCOMMODATION:

Internal floorspace and accessibility

58. London Plan policy 3.5 and the Mayor's Housing SPG set out minimum space standard requirements for

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new housing. It has been demonstrated that the minimum internal floor space and floor-to-ceiling height standards would be met, or exceeded. It has also been demonstrated that all units are designed to Lifetime Homes and 10% of the dwellings will be Wheelchair Accessible, and that these accessible units (total 18) will be split across unit types and tenures, which is supported and welcomed. The wheelchair adaptable homes (90%) have been designed to comply with the Building Regulations Part M4(3), which is in line with National Housing Standards.

Light, outlook and privacy

59. The arrangement of buildings ensures that generally there will be six to eight units per core, which is line with the Mayor's Housing SPG. But also due to the high number of cores, dual aspect units have been maximised across the site, and there are no single aspect north facing units.
60. Separation distances between individual buildings within the site does vary, resulting in some relationships where a distance of less than 20m is proposed. Due to the inclusion of habitable windows within these facing elevations the relationships have been rigorously scrutinised, and mitigation proposed, as discussed in the following paragraph.
61. Due to the siting of Blocks C and E the separation between facing internal facades (i.e across the podium courtyard), at the southern end is a very generous 44m and this reduces down to a pinch point of 11.5m at the northern end of these two buildings. Whilst below the 20m separation distance, set out in Supplementary Planning Guidance 17 'Design Guide for New Development' opportunities for direct overlooking and loss of privacy have been designed out through the use of projecting directional windows where necessary over ground, first and second floors. The same approach to mitigation is proposed for the internal facing facades of Blocks A & B where the separation is below 20m in places. Directional windows have also been proposed for selected windows that face one another across the proposed pedestrian link. The use of directional windows has also been employed where habitable windows would otherwise have faced onto a flank wall of an adjacent building, within close proximity. For example, at the southern end of Blocks B and C directional windows have been introduced to provide an improved level of outlook that is not directly towards a blank facade of Blocks A and D respectively. Also the use of directional windows has been employed where there are tight relationships between the terraced housing (Block D) and Blocks C and E either side of this, some of which relates to projecting balconies and how these relate to windows.
62. Units within Block A, fronting Washbourne Road are less than 20m from the internal facing facade to Block B. Again the use of directional windows is proposed, but further mitigation is provided in view of the fact the small number of affected units in Block A are dual aspect. As such these units are not solely reliant on an aspect facing west for their outlook.
63. On balance it is considered the use of projecting directional windows is an appropriate design response for a dense urban scheme such as this, which is seeking to optimise housing potential and this form of mitigation will reduce potential for direct overlooking and loss of privacy.

External amenity space and play space

64. The proposal incorporates landscaped communal podium courtyards located centrally within both Sites 29 and 30. Residents at ground floor will have private gardens at this podium level. Ground floor maisonettes and one bedroom units on Washbourne Road and Harrison Road will be provided with small front gardens. Units on all other floors will be afforded a private balcony, the sizes of which meet, or exceed the 5sqm minimum standard set out in the Mayor's Housing SPG. Private terraces are proposed on the top levels of both houses and flats, and the two buildings that front onto Winchelsea Road will feature large corner roof terraces. Overall, this amounts to approximately 2505sqm of private amenity space and 1250sqm of communal space, which exceeds the requirements set out in SPG17 that seek a minimum of 20sqm per flat (n.b. For the purposes of the amenity space assessment front gardens are not included.. The private rear gardens to some of the family houses in Block D are less than 50sqm, however on balance there is sufficient communal provision, and access to a park locally to make up for any shortfall.
65. The proposal also incorporates children's play space, which is required by London Plan policy 3.6. The amount of play space required is determined by expected child yield population. The application is supported by a child yield calculation, which has been carried out in line with the Mayor's SPG methodology. This gives rise to a requirement of 170sqm, with 110sqm required for the under 5's age range. It is proposed to provide this on site, split between the two courtyards that are to contain playable

aspects such as sculptural features, seating elements, changes to levels all of which will provide opportunities for informal play. Nearby playgrounds and parks can be used for children in the older age ranges, and it is noted that facilities exist west of the site at Lawrence Avenue Park. Notably this area of park is to be further enhanced through contributions that have been secured as a result of the approval of Site 27 (ref; 15/0822).

NEIGHBOURING AMENITY:

66. At various locations the separation distances between the existing properties and the proposed buildings exceed the 20m separation distance referred to in SPG17. This is the case across Winchelsea Road, and in places along Lawrence Avenue and Washbourne Road. There are some locations where the level of separation is marginally less than 20m. The proposed terrace (Block D) is 17.4m from existing housing on the opposite side of Lawrence Avenue, however this is across a street and is considered to be broadly in keeping with the existing urban grain and street pattern locally which displays similar relationships, with evidence of some relationships locally that are even less than this.
67. A daylight/sunlight report has been submitted assessing the impact of the proposals on daylight/sunlight conditions for surrounding residential properties and amenity areas/gardens, and also assessing the potential daylight and overshadowing levels of the proposed residential accommodation (habitable rooms) and amenity spaces. The report has assessed the scheme for compliance with the BRE Guide "Site layout planning for daylight and sunlight: A guide to good practice", which is the recognised standard and considered a robust method of assessment.
68. Daylight criteria within the BRE Guide have been used as a basis to assess the potential impacts on surrounding properties: the two relevant tests are (i) Vertical Sky Component (VSC) and (ii) No-Skyline (NSL). VSC assesses the impact on daylight based on the total amount of unobstructed view that is available from a habitable room window. NSL is a measure of the distribution of daylight that a room will receive, however for this test to be accurate internal room layouts must be known, which is not strictly the case for this proposal.
69. Sunlight criteria to assess the impact on surrounding properties is referred to as a test of Annual Probable Sunlight Hours (APSH). This tests the potential effect of a development to the existing sunlight amenity of occupants of neighbouring dwellings. It involves the prediction of potential sunlight availability for the main window of each habitable room, which face within 90 degrees of due south. The overshadowing impact to surrounding amenity areas/garden spaces have also been considered.

Results:

70. With regards to daylight, 218 windows in total were analysed regarding existing and proposed daylight (VSC) levels, of these two were excluded as they serve non-habitable rooms. Of the remaining 216 windows, 214 windows (99%) would meet the BRE requirements of VSC at 27%. Two windows (W20 and W24) on the ground floor of buildings at 78 Lawrence Avenue and 2 Carlyle Road respectively, will experience lower VSC values. Due to its size and location W20 is assumed to be a secondary window and W24 will achieve a VSC of 26.54%, which although below 27% falls within the alternate targets that can be set in dense urban environment. Overall, these results show the impact of the proposed development in daylight terms will be negligible, with no perceptible change likely.
71. With regards to sunlight a total of 147 windows were analysed (based on their orientation being within 90 degrees of due south). It is found that all assessed windows will meet the BRE guidelines for both total and winter sunlight. As such the likely effect of the proposed development to these windows is negligible. The existing amenity/garden areas will also receive adequate levels of sunlight (more than 2 hours) on the 21 March, in accordance with BRE guidelines.
72. Daylight levels (ADF) within the habitable rooms of all proposed units as well as sunlight availability in proposed communal amenity areas have been assessed. Results show that all but one assessed flat will achieve the required ADF levels for daylight. However on balance, given the density sought on site, the policy position to optimise housing potential and the urban location this is considered to be an acceptable situation. More than half of the communal areas assessed for overshadowing will be adequately lit throughout the year.
73. On the basis of the results it is considered that the impacts of the development on daylight/sunlight conditions for surrounding properties would not unduly harm existing levels of amenity. Furthermore, the daylight/sunlight conditions that are to be experienced for residents of the proposed accommodation

perform will against the BRE criteria.

TRANSPORTATION:

74. Separate basement car parks with 2.6m headroom are proposed beneath the northern and southern halves of the development, providing a total of 133 car parking spaces (incl. 16 disabled & 57 electric vehicle charging spaces), six motorcycle spaces and 186 bicycle spaces within four storage rooms (plus 104 further spaces in three ground floor storage rooms). Access to both car parking areas is taken from Washbourne Road on the western side of the site.
75. The two halves of the development site are to be separated by a new pedestrian-only link with steps and ramps down from Winchelsea Road. The western stretch of this route is proposed as a shared surface, to also accommodate two further disabled parking spaces and service and emergency vehicle access with access controlled using bollards.
76. The development also includes future footways along the Lawrence Avenue and Washbourne Road frontages, whilst the existing southern footway and parking bays of Harrison Road and western footway of Winchelsea Road adjoining the site are also included within the red line.
77. The site remains outside any CPZ, so parking along Lawrence Avenue, Washbourne Road and Harrison Road is unrestricted.
78. Public transport access to the majority of the site is good (PTAL 4), with Harlesden station (London Overground & Bakerloo lines) and nine bus services within 640 metres (eight minutes' walk). The southeastern corner of the site has a higher PTAL value of 5 (very good).
79. Although the site has good access to public transport services, the lack of a CPZ in the area means that the full car parking allowances set out in standard PS14 of the UDP apply to the site, giving a total allowance of 213 spaces for these proposed 178 flats. However, if reduced parking allowances of 0.7 spaces per 1-/2-bed flat and 1.2 spaces per 3-/4-bed unit are applied to the 36 flats accessed from Entrance Core 1, which have a higher PTAL value of 5, then the parking allowance would fall to 197 spaces. The provision of 135 off-street spaces would therefore comply with standards. However, consideration needs to be given to the impact of any overspill parking from the site, and with car ownership estimated typically to be about 75% of the maximum allowance this would equate to some 148 spaces and thus there is a theoretical shortfall of 13 spaces.
80. Saved UDP policy TRN23 does allow on-street parking to be counted towards standards along the frontage of a development, where there is adequate width and the street is not already heavily parked. In this respect Lawrence Avenue was noted as having some spare capacity as no parking bays have yet been provided along the northern side of the street fronting this development. Furthermore the desire to have new parallel bays along street frontages within the Stonebridge regeneration area is set out in the original masterplan approved for Stonebridge.
81. Amendments have been made by the applicant which propose the introduction of parallel parking bays along the northern side of Lawrence Avenue, along the development frontage. This has resulted in some minor alterations to the frontage treatment, and access to the proposed terrace of houses (Block D). However the fact that these alterations will allow the delivery of parallel on-street bays is considered, on balance, to outweigh any concerns related to the frontage arrangement along Lawrence Avenue. The provision of these parking spaces is welcomed and strongly supported by Transportation officers and will be secured as s38/s278 works as a planning obligation in a s106 legal agreement.
82. The amount of disabled persons parking bays meets adopted standards, however the two spaces proposed to be sited on the shared surface area are not fully accessible as these can only be accessed via drop down bollards. So it is recommended that spaces 1, 45 and/or 46 be marked for disabled use instead. This can be secured by condition.
83. Over 40% of spaces are proposed to be provided with electric vehicle charging points and at the GLA's request 20% are required to be active from the outset. This will be secured through condition.
84. Standard PS16 of the UDP requires at least one secure bicycle parking space per flat. The proposed provision of 290 such spaces within dedicated secure storage rooms at basement level with direct access to stair/lift cores is more than sufficient to meet standards. The provision of further publicly accessible

spaces for visitors within the central pedestrian street should also be considered and whilst this has been acknowledged in the Transport Assessment, no spaces have been shown on the site layout plans. Again this shall be secured by condition.

85. Servicing requirement for refuse vehicles are considered to be acceptable due to the capacity and location of refuse stores, and their ease of access from adjoining streets. Likewise fire appliance access can be gained around the entire building perimeter, with access to the central space achieved via the drop down bollards.
86. New footways are proposed in concrete flags along the northern side of Lawrence Avenue (min 2m) and the eastern side of Washbourne Road (min 1.8m in part). Both lengths of footway will need to be adopted through a s38 agreement and the footway along Lawrence Avenue set back behind the proposed parallel parking bays. Resurfacing of the Winchelsea Road footway in new paving should also be secured. All necessary works to the adopted highway will be carried out through a s38/278 agreement, which the applicant has confirmed their agreement to.

Transport Assessment

87. To gauge likely impacts on local transport networks, surveys from two similar housing developments in London have been used to produce estimated trip rates. Transportation officers accept this approach and are of the view that the predicted numbers of additional trips likely to be generated by the development do not warrant the need to undertake any junction capacity analysis locally. Similarly the additional impacts on the public transport network would not be of any concern.

Travel Plan

88. The scale of the proposal is such that it exceeds the threshold above which a Residential Travel Plan is required. The Plan submitted has since been amended to address comments raised by the GLA, on behalf of TfL in the Mayor's Stage 1 report. The amended Plan, which has been assessed using TfL's ATTrBuTE programme scores a PASS rating. The implementation of this will be secured through the s106 agreement.

GLA/TfL position

89. Officers at TfL confirm they have no objections, subject to conditions as set out in its original consultation response which relate to securing the provision of electronic vehicle charging, further details of cycle parking, Delivery and Servicing Management Plan, Construction Management Plan and a Construction Logistics Plan - all of which are recommended to be secured through condition.

FLOOD RISK and DRAINAGE:

90. The application has been supported by a Flood Risk Assessment (FRA), and this sets out that there are no existing watercourses near to the site and that the site is located in an area of the lowest risk (Zone 1) from fluvial or tidal flooding. The site has been assessed as being at very low risk from ground water, surface water and/or sewer flooding.
91. The Environment Agency did respond to the consultation, confirming that they did not wish to comment on the proposals.
92. The GLA have advised that they are satisfied that the low level of flood risk means the proposal is considered to satisfy relevant London Plan policy 5.12. With regards to drainage it is considered important that the proposals reduce surface water discharge from the site in line with London Plan policy 5.13. Whilst the proposals will result in an increase in the amount of impermeable surface area the FRA states that the proposals will reduce the surface water run-off to three times greenfield run-off rates. It is proposed that this is achieved through a combination of brown roofs, permeable paving, water butts and 350m³ of attenuation tanks which provide a means of Sustainable Urban Drainage meaning there will be SuDS on site. This is supported and welcomed, and where appropriate will be secured through planning conditions.

AIR QUALITY:

93. The application is within a designated Air Quality Management Area (AQMA) along with the rest of the

Document Imaged

south part of the borough due to elevated levels of nitrogen dioxide and particulates as a result of road traffic emissions. Due to this designation the proposal is accompanied by an Air Quality Assessment which examines the potential impact of the development on air quality during construction and the impacts of existing air quality on future residential occupiers. The assessment identifies the need for dust management mitigation during construction, something also highlighted by the Council's Environmental Health officer and in terms of future occupiers mitigation measures are recommended in the form of air tight windows, and mechanical ventilation for all units. Appropriate conditions can deal with this if considered necessary.

NOISE CONDITIONS:

94. The applicant has submitted a noise assessment which examines the potential impact of noise on the proposed residential accommodation, this was then revised following queries raised by the Council's Environmental Health officer in relation to noise conditions predicted for the outside amenity area, specification of the glazing and ventilation and the potential impact from a CHP plant. The revised report is considered to be acceptable and a condition is recommended requiring the submission of a report to verify that the proposed mitigation measures described in the revised report have been implemented in full. This will ensure the site is suitable for residential use.

CONTAMINATION:

95. A Stage 1 risk assessment has been carried out to determine if any contaminative uses are/have potentially been present on or near the application site. This identifies a low to moderate risk of contamination on site and it is recommended that an assessment of any potential contamination on the site be carried out, and sampling of the sub-surface material. Following this a more recent ground contamination risk assessment, remediation strategy and verification plan was carried out. This report has been assessed by the Council's Environmental Health officer, who agrees with the methodology and conclusions, and that a verification report is required given that the end use of the development is sensitive (residential). A condition is recommended to verify that the remedial works have been carried out in accordance with the approved remediation strategy, set out in the Ashdown site investigation report (dated July 2014).

SUMMARY:

96. Officers consider that the scheme meets planning policy objectives and is in general conformity with local, regional and national policy. The proposal makes efficient use of previously developed land in a sustainable location and would make a positive contribution to the continued regeneration of area. This efficient use of the land will result in a substantial number of new homes, helping to meet housing targets, and secures the maximum reasonable proportion of affordable housing to be delivered off site. It is considered that the form of development will have an acceptable impact on and relationship with the existing surrounding development. Officers recommend the application for approval subject to referral to the Mayor for his Stage 2 report and the conditions and s106 obligations set out in this report.

SUSTAINABILITY ASSESSMENT

A detailed sustainability and energy strategy supports the application, this seeks to demonstrate how the proposed scheme complies with London Plan policies which seek to reduce carbon emissions, in the form of an approach that accords with the Mayor's energy hierarchy to 'Be Lean' (use less energy), 'Be Clean' (supply energy efficiently) and 'Be Green' (use renewable energy), and Brent's adopted policies on climate change.

The applicant's proposed energy strategy was amended post receipt of the Mayor's Stage 1 report and now proposes the use of a single combined heat and power unit (CHP), which could potentially connect to a future district heating system, and a series of highly efficient low NOx emission boilers for the terraced housing (building D). These will form the communal site-wide heat network for the development, and this will be supplied from a single energy centre located on the lower ground floor of building B.

The scheme has been designed to achieve a level of carbon reduction that is over and above the 2013, Part L Building Regulations emissions reduction target of 35%. This reduction is to be achieved through a combination of the communal site-wide heat network, as well as the introduction of solar PV panels on the roofs of the terraced housing. This level of reduction is compliant with London Plan policy 5.2.

The energy strategy has been reviewed by the Council's Sustainability Officer who agrees with the approach and the GLA have also indicated their support for the revised approach. Compliance with the carbon

reductions target and the delivery of the wider sustainability measures should be secured in a s106 agreement, or by condition as part of any forthcoming permission.

Water efficiency is to be achieved by reducing internal use to below 105 litres/person/day, which is in line with national housing standards, and the London Plan. Compliance with this will be secured by condition.

S106 DETAILS

A legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) is required to secure a number of planning obligations that are most appropriate to secure as obligations rather than as planning conditions. See 'Recommendation' section for further details.

CIL DETAILS

This application is liable to pay **£6,169,439.49*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 21686 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	21686		21686	£200.00	£35.15	£5,247,237.50	£922,201.99

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	271	
Total chargeable amount	£5,247,237.50	£922,201.99

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



DECISION NOTICE – APPROVAL

Application No: 16/0760

To: Mr Rogers
Terence O'Rourke Limited
Everdene House
Deansleigh Road
Bournemouth
Dorset
BH7 7DU

I refer to your application dated 19/02/2016 proposing the following:
Redevelopment of the site and surrounding land to include the demolition of the existing centre (Use class D1) and construction of five residential blocks ranging from 1 to 6 storeys high, comprising 178 residential units (67 x 1-bed, 60 x 2-bed flats, 24 x 2-bed maisonettes, 14 x 3-bed flats, 3 x 4-bed maisonettes, 8 x 3-bed houses and 2 x 4-bed houses) with associated private and communal amenity space, parking, access, landscaping and ancillary works (as amended).

and accompanied by plans or documents listed here:
(See Condition 2)
at Harlesden Christian Centre & Land next to and rear of Harlesden Christian Centre, Winchelsea Road, London

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012
National Planning Practice Guidance
London Plan 2015 (FALP)
Mayor's Housing SPG
National Housing Standards
London Borough of Brent LDF Core Strategy 2010
London Borough of Brent Unitary Development Plan (2004)
Supplementary Planning Guidance 17 'Design Guide for New Development' (2002)
SPD 's106 Obligations'
Bretons emerging Development Management Plan (2016)

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
Community Facilities: in terms of meeting the demand for community services

- 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) and/or document(s):

DR_0001 revB
DR_0002 revC
DR_1100 revB
DR_2010 revC
DR_2011 revB
DR_2012 revB
DR_2013 revB
DR_2014 revB
DR_2015 revB
DR_2016 revB
DR_2017 revB

DR_2101 revA
DR_2102 revA
DR_2103 revA
DR_2105 revA
DR_2106 revA

DR_2201 revA

DR_3001 revA
DR_3002 revA
DR_3003
DR_3004
DR_3005 revA

DR_3006 revA
DR_3007 revA
DR_3008 revA
DR_3009
DR_3010
DR_3011
DR_3012

DR_0900 revC
DR_0901 revB
DR_0910 revA

RPS Noise Assessment Rev 2 (18/08/2016)
RPS Air Quality Assessment Rev 0 (10/02/2016)

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

- 3 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to the Local Planning Authority in writing for approval. The plant shall thereafter be installed and maintained in accordance with the approved details

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2.

- 4 Prior to first occupation of the residential development hereby approved, confirmation from the Building Control body shall be submitted to the Local Planning Authority to demonstrate that the development has been designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development

- 5 Not less than 10% of residential units shall be constructed to wheelchair accessible requirements (Building Regulations M4(3)) or meet easily accessible/adaptable standards (Building Regulations M4(2)) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure suitable facilities for disabled users, in accordance with the London Plan policy 4.5.

- 6 Prior to the commencement of the use of any part of the approved development the following shall be constructed and permanently marked out in accordance with:-

- (i) the approved number of car parking spaces as shown on the approved plans which shall include the provision of at least 20 active and 20 passive electric vehicle charging points
- (ii) cycle parking numbers as approved

Thereafter they shall be retained and used solely for the specified purposes in connection with the development hereby approved and shall not be obstructed or used for any other purpose/s unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure adequate parking and cycle parking provision in accordance with adopted standards.

- 7 A communal television system/satellite dish shall be provided prior to occupation and

maintained thereafter. The equipment shall be located so as to have the least impact on the external appearance of the development.

Reason: In the interests of the visual appearance of the development in particular and the locality in general and to prevent numerous satellite dishes from being installed.

- 8 Vegetation clearance of shrubs/trees shall be undertaken outside of the nesting bird season (generally extends between March and September inclusive). If this is not possible then any vegetation that is to be removed or disturbed shall be checked by an experienced ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting any works which may affect them is required to be delayed until the young have fledged and the nest has been abandoned naturally.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 (as amended).

- 9 Minimum 300mm width margins shall be provided either side of the ramped access to the parking level, unless otherwise agreed in writing by the Local Planning Authority, and shall be retained as such thereafter.

Reason: To ensure a satisfactory standard of development.

- 10 Prior to the commencement of the development, including any preparatory works or demolition works, a Construction Management and Logistics Plan shall be submitted to and agreed by the Local Planning Authority to demonstrate suitable arrangements are to be employed on site to accommodate construction vehicle activity. The development shall be carried out fully in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To comply with London plan policy 6.14.

- 11 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken thereafter fully in accordance with the terms of the approved piling method statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

- 12 Details demonstrating that the developer or constructor has joined the Considerate Constructors Scheme shall be submitted to the Local Planning Authority prior to commencement of works on site and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction for that part of the development.

Reason: In the interest of the amenities of the adjoining and nearby owners and occupiers.

- 13 No further extensions or buildings shall be constructed within the curtilage of the dwellinghouse(s) (in Blocks A and D) subject of this application, notwithstanding the provisions of Class(es) A, B, C, D & E of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 2015, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason(s): In view of the restricted nature and layout of the site for the proposed development, no further enlargement or increase in living accommodation beyond the limits set by this

consent should be allowed without the matter being first considered by the Local Planning Authority.

- 14 Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority prior to construction of the superstructure (not including demolition, groundworks and formation of the basement). The work shall be carried out in accordance with the approved details and retained as such thereafter.

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

- 15 Details of all fencing, walls, gateways and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority before the development hereby approved is completed and the work shall be carried out prior to occupation, in accordance with the details so approved, and the fencing, walls, gateways and means of enclosure shall thereafter be retained at the height and position as approved.

Reason: in the interests of the visual amenity and character of the locality.

- 16 (1) Prior to commencement of development (including any demolition and/or groundworks) further details of tree protection measures shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include (but not be limited to):

(a) the identification and means of protection (in accordance with BS5837:2012) of existing trees on site or in close proximity to the site boundaries including existing protected trees along Winchelsea Road identified for retention in the ACS Arboricultural Implications Assessment, (dated 5 february 2016), and shrubs not directly affected by the building works and which are to be retained, including detailed proposed protection measures during any demolition or construction works to include locations of all protective fencing, ground protection, site facilities and storage areas. Where, for construction purposes, it is necessary to position tree protection fencing within the RPA of retained trees, suitable ground protection will be installed to prevent undue soil/root compaction from pedestrian and/or vehicular traffic.

The development shall be carried out fully in accordance with these approved details thereafter.

(2) Notwithstanding any details of landscape works referred to on the approved plans, a detailed scheme for the landscape works and treatment of the surroundings of the proposed development (including species, plant sizes, locations and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the superstructure (not including any demolition, groundworks or formation of the basement). Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development, or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include (but not be limited to):-

(a) Details for all new tree planting across the site (which shall include the re-provision of a Norway Maple in a location to be agreed in writing), with all new trees planted at a minimum girth of 12-14cm,

(b) Details of adequate physical separation, such as protective walls and fencing between landscaped and paved areas;

(c) Details of existing contours and any proposed alteration to ground levels such as earth mounding;

(d) Details of any balustrade/balcony treatment

(e) Details of areas of hard landscape works and proposed materials;

(f) Details of the proposed arrangements for the maintenance of the landscape works.

(g) Details for the provision for outside seating / benches and children's play equipment

(h) Details for the provision of on site bird and bat boxes

Furthermore, all trees within the site and adjacent public realm identified for retention on drawing TPP02-SB2930 as part of this development that fall into irreversible decline and/or dies as a result of non-adherence to the approved documents within a period not to exceed five years from completion of works shall be replaced with a tree of size and species to be agreed with the Local Planning Authority.

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area, to protect trees in the immediate environment and to retain a mature tree cover around the site.

- 17 Prior to the commencement of the development hereby approved, including any preparatory works or demolition works a Construction Method Statement 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. The development shall be carried out fully in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority..

Reason: Owing to the fact the site is within an Air Quality Management Area and to safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 18 All residential premises shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal noise levels:

Time	Area	Maximum noise level
Daytime Noise 07:00 – 23:00	Living rooms and bedrooms	35 dB LAeq (16hr)
Night time noise 23:00 – 07:00	Bedrooms	30 dB LAeq (8hr)

No part of any Block shall be occupied unless first the results of sound tests within one room of each built facade type for a living and bedroom area over a four-day period, to show that the required internal noise levels have been met, have been submitted to and approved in writing by the Local Planning Authority

Reason: To obtain required sound insulation and prevent noise nuisance.

- 19 Details of all signage and numbering on the buildings shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the buildings and implemented fully in accordance with the approved details.

Reason: In order to ensure a legible development.

- 20 Details of all external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to construction of the superstructure (not including demolition, groundworks and formation of the basement). The approved details shall be fully implemented prior to first occupation of any of the blocks and retained as such thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

- 21 Prior to first occupation of any of the blocks, the applicant shall submit for the approval in writing by the Local Planning Authority a report which provides evidence that the mitigation measures described in the approved Noise Assessment (RPS Project JAE8727 Rev 2 dated 18/8/16) have been fully implemented.

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2.

- 22 Prior to first occupation of any of the blocks, the applicant shall submit for the approval in writing by the Local Planning Authority a report which provides evidence that the mitigation measures described in the approved Air Quality Impact Assessment (RPS air quality assessment JAP8728 dated 10/2/16) have been implemented.

Reason: To ensure the safe development and secure occupancy of the site for future residential use.

- 23 The soil contamination remediation measures required by the Local Planning Authority and as stated within the Ashdown Site Investigation Limited ground investigation report (LW25159 dated July 2014) shall be carried out in full. Prior to first occupation of any of the blocks a verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out fully in accordance with the approved remediation scheme and the site is suitable for end use.

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

- 24 Prior to construction of the superstructure (not including demolition, groundworks and formation of the basement) a Delivery and Servicing Plan shall be submitted to and agreed by the Local Planning Authority. The Plan shall demonstrate how refuse vehicles and other delivery vehicles are to be accommodated and the development shall be carried out fully in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To comply with London plan policy 6.14 and to ensure safe and well managed arrangements

- 25 Prior to the commencement of development (including demolition and commencement of excavations) full details of a drainage strategy detailing any on and/or off site drainage works, which shall include but is not limited to, a scheme of drainage measures for all areas of hard surface within the site, showing those areas to be treated by means of hard landscape works to utilise a sustainable urban drainage system (SUDS) to reduce run-off rates shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development meets the requirements of London Plan Policy 5.13 Sustainable Drainage.

INFORMATIVES

- 1 Thames Water advises that there are public sewers crossing or close to the development and large water mains adjacent to the proposed development. The applicant is therefore required to enter into a "Building Over sewer" Agreement with Thames Water Utilities Ltd before commencing construction of any part of the building over, or within 3 metres of a public sewer. The applicant is advised to visit thameswater.co.uk/buildover

Furthermore Thames Water will not allow building within 5 metres of large water mains and will require 24 hour access for maintenance purposes. Please contact Thames Water

Developer Services, on 0800 009 3921 for further information.

- 2 (a) Thames Water recommends that petrol/oil interceptors be fitted in all car parking facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

(b) In relation to Condition 25 the applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

(c) A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk.
- 3 The applicant is advised that prior to commencement of any works on site, a condition survey of the existing road network, together with a regime for monitoring the condition of the road network during construction and subsequent repair works, shall be agreed by the Local Highway Authority.
- 4 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

Any person wishing to inspect the above papers should contact Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227