
RECEIVED: 29 October, 2010

WARD: Preston

PLANNING AREA: Wembley Consultative Forum

LOCATION: 29, 30, 31 Brook Avenue, Wembley, HA9

PROPOSAL: Demolition of 29 to 31 Brook Avenue and erection of a part 5-, 6- and 7-storey building, comprising 33 flats (11 one-bedroom, 19 two-bedroom and 3 three-bedroom), with associated landscaping, children's play area and provision of 4 disabled car-parking spaces

APPLICANT: Gateway No. 1 LLP

CONTACT: Dalton Warner Davis LLP

PLAN NO'S:
Please refer to condition 2

RECOMMENDATION

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and conditions and delegate authority to the Head of Area Planning to agree the exact terms thereof on advice from the Borough Solicitor

SECTION 106 DETAILS

Core strategy Policy CP15 requires that before granting planning permission for major proposals, the Council will have to be satisfied that the infrastructure requirements arising from the scheme will be met by the time it is needed. Contributions will be sought from development giving rise to the need for new infrastructure in accordance with the Council's SPD on Planning Obligations.

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

(a) Payment of the Council's legal and other professional costs in

- (i) preparing and completing the agreement and
- (ii) monitoring and enforcing its performance

(b) On Practical Completion submit an affordable housing toolkit with the actual build costs and sales values. Once a 17% profit has been allowed for, up to 50% affordable housing (70%/30%, social rent / intermediate) will be required, as either off site provision or contribution.

(c) A contribution £165,000 (£3,000 per additional private bedroom less the 9 existing bedrooms), due on material start an, index-linked from the date of committee for Education, Sustainable Transportation, Open Space & Sports in the local area.

(d) Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and Code for Sustainable Homes level 3 plus additional measures, with compensation should it not be delivered, in addition to adhering to the Demolition Protocol. (The applicants have indicated that they may be able to provide additional sustainability measures on top of Code for Sustainable Homes 3, which is considered necessary.)

(e) Offset 20% of the site's carbon emissions through onsite renewable generation. If proven to the Council's satisfaction that it's unfeasible, provide it off site through an in-lieu payment to the council who will provide that level of offset renewable generation.

(f) Car-free (residents will not be entitled to permits should a CPZ be introduced in the future)

(g) A £10,000 contribution to a Car Club scheme cost if and when introduced

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

And to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission by the end of the 13-week application process or by another date if agreed in writing with the Local Planning Authority, if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

EXISTING

The application site (0.148 hectare) is situated on the southern side of Brook Avenue approximately 50m from the junction with Bridge Road. The site is within the Wembley Growth Area as defined in Brent's adopted Core Strategy. Ground levels drop within the site towards the rear boundary which abuts Wealdstone Brook. Wealdstone Brook is designated as a Site of Borough (Grade II) Nature Conservation Importance, a Site of Local Nature Conservation Importance and a Wildlife Corridor.

The site currently contains three, two storey residential dwellinghouses. To the north of the site on the opposite side of Brook Avenue is the Wembley Park station and car park. The southern side of Brook Avenue is mainly characterised by two storey residential properties however the eastern end of Brook Avenue has higher buildings including adjoining to the east, a recent approval was granted for a block of flats ranging in height from 5 to 10 storeys and the existing site of the ten-storey Premier Inn hotel. Building works on the adjoining site has commenced.

PROPOSAL

Demolition of 29 to 31 Brook Avenue and erection of a part 5-, 6- and 7-storey building, comprising 33 flats (11 one-bedroom, 19 two-bedroom and 3 three-bedroom), with associated landscaping, children's play area and provision of 4 disabled car-parking spaces

HISTORY

The following planning history is most relevant to the proposal:

No. 29, 30 & 31 Brook Avenue

24/10/1974 Residential development of 80 rooms to the acre – Approved (Ref: E69478556).

19/04/1973 Residential development of 120 rooms to the acre – Refused (Ref: E1790 5119) and an appeal lodged against the refusal was withdrawn on 18/12/1975.

21/06/1974 Residential development of 75-80 rooms to the acre – Approved (Ref: E3481 6173).

19/04/2007 - Demolition of existing 3 x 2-storey houses on the site and erection of part 3-storey and 4-storey building (including lower ground level) with front and rear dormer windows and balconies to provide 13 self-contained flats (comprising ten 2-bedroom flats and three 3-bedroom flats) with formation of new vehicular and pedestrian access, provision of 4 car-parking spaces (including 2 disabled parking bays), refuse-storage and landscaping to the front, cycle store for 13 cycles at lower ground level, rear amenity space and associated works, involving retention of the existing chimney between No. 28 and 29 Brook Avenue, and works undertaken to support it and make good this elevation, the former party wall (as accompanied by Planning Statement CL10836/01, January 2007, produced by Nathaniel Litchfield and Partners, Design and Access Statement F250/DS001, Revision: 0, January 2007, produced by Arc 7 Design, and Sustainable Development Checklist) (as amended by revised plans and information received on 08/03/2007 and 09/03/2007) Granted (Ref: 07/0158)

11/06/2010 – Extension to time limit of planning permission 07/0158, dated 18/04/2007, for demolition of existing 3 x 2-storey houses on the site and erection of part 3-storey and 4-storey building (including lower ground level) with front and rear dormer windows and balconies to provide 13 self-contained flats (comprising ten 2-bedroom flats and three 3-bedroom flats) with formation of new vehicular and pedestrian access, provision of 4 car-parking spaces (including 2 disabled parking bays), refuse-storage and landscaping to the front, cycle store for 13 cycles at lower ground level, rear amenity space and associated works, involving retention of the existing chimney between No. 28 and 29 Brook Avenue, and works undertaken to support it and make good this elevation, the former party wall Planning Act 1990 and subject to a Deed of Agreement dated 11 June 2010 under Section 106 of the Town and Country, as amended. Approved (Ref: 10/0601)

19/08/2010 – 10/1467 - refused

Demolition of 3 existing dwellinghouses and erection of a part 4-, part 6- and part 7-storey building, comprising 35 flats with private balconies (17 one-bedroom, 14 two-bedroom, 4 three-bedroom), erection of a children's play area to rear, 4 off-street disabled parking spaces to front and associated landscaping to site

This was refused for the following reasons:

- 1 The proposed development by reason of its siting, depth of building and height will result in an overbearing relationship to 28 Brook Avenue harmful to the outlook of habitable room windows and external amenities of neighbouring occupiers and contrary to Policy BE9 of Brent's Unitary Development Plan 2004, Brent's Core Strategy and Supplementary Planning Guidance 17 'Design Guide for New Development'.
- 2 The proposal would result in a substandard form of accommodation detrimental to the amenities of future occupiers by reasons of the poor outlook of flat 1 due to its reliance on a lightwell to the front and the restricted outlook to the rear and the poor outlook of flats 7, 12, 18, 24, 28, and 32 all of which have habitable rooms reliant on outlook over an adjoining site less than 1 metre away. As such the application is contrary to Brent's Unitary Development Plan policies BE2, BE9, Brent's Core Strategy and Supplementary Planning Guidance 17 'Design Guide for New Development'.
- 3 The proposed development does not provide or justify its failure to provide sufficient affordable housing on site nor does it provide a mechanism to review the viability of the scheme at the time of completion and in the absence of a legal agreement to control the matter is contrary to Policies 3A.9, 3A.10, 3A.11 of the London Plan 2008 CP2, CP21 of Brent's Core Strategy and Policy STR20 of Brent's Unitary Development Plan 2004.
- 4 In the absence of a legal agreement to control the matter, the proposed development has failed to achieve and employ sustainable design principles and without sufficient

evidence to support the application, the proposed residential development will not contribute towards energy conservation, air quality and sustainable construction, and would significantly impact the natural and social environment, contrary to policies STR3 and BE12 of Brent's Unitary Development Plan 2004, Policy CP19 of Brent's Core Strategy and Supplementary Planning Guidance No. 19: "Sustainable Design, Construction & Pollution Control".

- 5 In the absence of a legal agreement to control the matter, the development would result in additional pressure on transport infrastructure and education, without any contribution towards sustainable transport improvements or school and nursery places, and increased pressure for the use of existing open space, without contributions to enhance open space, sports or make other contributions to improve the environment and air quality. As a result, the proposal is contrary to policies EP3, TRN3, TRN4, TRN10, TRN11, CF6 and BE7 of Brent's adopted Unitary Development Plan 2004, Policies CP5, CP6, CP7, CP14, CP15 and CP18 of Brent's Core Strategy and the adopted S106 Planning Obligations Supplementary Planning Document.
- 6 In the absence of a legal agreement to ensure that future residents are not eligible for on-street parking permits, the development would result in additional pressure on on-street parking that would prejudice the free flow of traffic and conditions of safety along the neighbouring highway. As a result, the proposal is contrary to policies TRN3 and TRN23 of Brent's adopted Unitary Development Plan 2004.

No. 29 Brook Avenue

23/05/2001 Erection of a 2-storey side and part 2-storey, part single-storey rear extension and construction of rear dormer – Approved (Ref: 01/0254).

POLICY CONSIDERATIONS PPG24 – Planning and Noise

Unitary Development Plan 2004

BE1- requires the submission of an Urban Design Statement for all new development proposals on sites likely to have significant impact on the public realm or major new regeneration projects.

BE2 - Proposals should be designed with regard to their local context, making a positive contribution to the character of the area.

BE3 - relates to urban structure, space and movement and indicates that proposals should have regard for the existing urban grain, development patterns and density in the layout of development sites.

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

BE5 - Proposals should, amongst other things, clearly defined public, private and semi-private spaces in terms of their use and control.

BE6 - High standard of landscaping required as an integral element of development, including a design which reflects how the area will be used and the character of the locality and surrounding buildings, boundary treatments to complement the development and enhance the streetscene.

BE7 – A high quality of design and materials will be required.

BE9 - Creative and high-quality design solutions (for extensions) specific to site's shape, size, location and development opportunities Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality materials.

BE12 - states that proposals should embody sustainable design principles commensurate with the scale and type of development.

EP2 - Noise & Vibration -noise generating development will be permitted unless it would create noise above acceptable levels

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

H11 - Housing will be promoted on previously developed urban land which the Plan does not protect for other land uses.

H12 - Layout and urban design of residential development should reinforce/create an attractive/distinctive identity appropriate to the locality, housing facing streets, have access and internal layout where cars are subsidiary to cyclists and pedestrians, appropriate car parking and cycle parking ,where dedicated on-street parking is maximised as opposed to in curtilage parking and avoids excessive tarmac and provides an amount and quality of open landscaped area appropriate to the character of the area, local availability of open space and needs of prospective residents.

H13 - The appropriate density will be determined by achieving an appropriate urban design which makes efficient use of land, particularly on previously used sites and meets the amenity needs of potential residents. The most dense developments will be in areas with good and very good public transport accessibility. Surrounding densities should at least be matched unless it would harm residential amenity. The density should have regard to the context and nature of the proposal, the constraints and opportunities of the site and type of housing proposed.

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

H15 - States that the density and height of any buildings should be subsidiary to the street fronting development.

TRN2 – Development should benefit the Public Transport network

TRN3 - Where a planning application would cause or worsen an unacceptable environmental impact from traffic generated it will be refused, including where:

- (a) The anticipated level of car generation/attraction is greater than the parking to be provided on site in accordance with the Plan's standards and any resulting on-street parking would cause unacceptable traffic management problems; and/or
- (b) The proposal would have unacceptable environmental problems such as noise or air quality (especially affecting air quality management areas); and/or
- (c) The development would not be easily and safely accessible to pedestrians and/or cyclists; and/or

- (d) Additional traffic generated would have unacceptable consequences in terms of access/convenience for pedestrians and/or cyclists; and/or
- (e) The proposals would produce unacceptable road safety problems; and/or
- (f) The capacity of the highway network is unable to cope with additional traffic without producing unacceptable levels of traffic congestion – especially where this would hinder the ability of the Strategic Road Network and/or London Distributor Roads to cope with through trips, or would introduce through traffic onto local roads; and/or
- (g) The proposal would cause a significant increase in the number and/or the length of journeys made by the private car.

TRN11 - Developments shall comply with the Councils minimum cycle parking standard (PS16); with parking situated in a convenient, secure, and where appropriate sheltered location.

TRN10 – Walkable Environments

TRN15- Forming an access onto a road

TRN23 - Parking standards for residential developments require that residential developments should provide no more parking than the levels listed in PS14 for that type of housing.

TRN34 – Servicing in New Development

TRN35 - On transport access for disabled people and people with mobility difficulties states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.

CF6 – School Places

Brent's Core Strategy 2010

CP2 – Population

CP5- Placemaking

CP6- Design and Density in Placemaking.

CP7 – Wembley Growth area

CP15 – Infrastructure to Support Development

CP17 – Protecting and Enhancing the Suburban Character of Brent

CP18 – Protection and Enhancement of open Space, Sports and Biodiversity

CP19 - Brent Strategic Climate Mitigation and Adaptation Measures

CP21 - A Balanced Housing Stock

Mayor of London

The London Plan Consolidated with Alterations since 2004

Mayor of London Supplementary Planning Guidance

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

Supplementary Planning Guidance (SPG) 17 - "Design Guide for New Developments".

Supplementary Planning Guidance (SPG) 19 - "Sustainable Design, Construction & Pollution Control".

Supplementary Planning Document - S106 Planning Obligations

SUSTAINABILITY ASSESSMENT

The site lies within Wembley Growth Area, and as a major development, Core Strategy Policy CP19 requires the development to achieve Code for Sustainable Homes level 4 unless the scheme feasibility shows that this is not possible. The applicants have submitted viability assessments and now seek Code for Sustainable Homes Level 3 plus. This will be achieved through the s106 legal agreement. Your officers are keen to ensure that within a Growth area, sustainability measures are maximised. The applicants have been asked to provide a Code for Sustainable Homes Pre-assessment and to propose additional measures on top of Code for Sustainable Homes 3. The pre-assessment indicates a score midway between code 3 and 4.

The applicants have set out within their Energy Strategy ways that they intend to save energy within the development, in accordance with London Plan requirements. The applicants have considered combined heat and power units, but do not consider this appropriate for the number of units proposed, which is accepted by officers.

In order to achieve CO2 savings on site the applicants propose to use photovoltaic panels, which they identify will lead to CO2 reductions of 20.2% in accordance with London Plan requirements. The report finds that this could be achieved with a PV panel area of at least 75.6sqm.

The applicants confirm that they will sign up to the Demolition Protocol and will achieve a Sustainability Checklist TP6 score of 50.5%, which is above the minimum 50% score. Officers score the proposal at 38%. This is because further information is necessary regarding a considerate contractors certificate, materials to be used, (including FSC accreditation,) manufacturing details and landscaping proposals in order to award more credits.

CONSULTATION

The consultation process included notification letters sent on 16/11/10 174 residents, ward members, Transportation, Landscape Design, Urban Design, Environmental Health, Thames. A press notice has been published on 18/11/10, and site notices erected on 19/. The following comments have been received: 19/11/10.

One letter of objection received from Councillor Harshadbhai Patel on the following grounds:

- The structure will dominate the area and represents gross over-development of the site in question
- There will be insufficient car parking in the area
- It is out of character with the rest of the street
- Extra traffic will be generated in an already busy road
- The application will block natural light received by neighbouring properties

2 letters of objection received raising the following concerns:

- The demolition of 3 house and erection of a 5-7 storey building will completely change the character of the area
- The development will overcrowd the immediate neighbourhood
- There is no parking provision- where will residents park?
- The area is heavily congested and this will only make it worse
- Any proposed building over 3 storeys will harm my privacy and overlook my garden and back of my house

Environmental Health – no objections subject to conditions regarding glazing and ventilation is installed in accordance with the recommendations in the acoustic report and post-completion testing is conducted in 10% of the affected properties prior to occupation, conditions relating to contamination and remediation are required, as is a construction method statement, as the site is within an AQMA

Landscape Designer - The landscape scheme should be of high quality, requiring details to demonstrate the quality of the proposal for amenity, play, planting, and boundary treatments. There is poor disabled access to the rear amenity area. An ecology report should be submitted as the site borders a river and a Japanese Knotweed eradication plan is necessary. The tree survey appears acceptable. The front landscape plan has a predominance of hard landscaping, a minimum of 4 trees (16-18cm girth) should be provided.

Highways Engineer

The proposal could require up to 40 parking spaces. However only 4 disabled parking spaces are proposed. There will be a demand for 30 spaces within the region of the site, which outweighs the parking available to the site. The applicant's car-free approach cannot be currently implemented as there is no CPZ in order to restrict permits for future residents. It is noted that this permit-free approach was used at 32-34 Brook Avenue, however despite this the Council's Highway objects to the proposal because Brook Avenue does not have a CPZ and therefore a car free approach is inappropriate at this time.

If officers are minded to recommend approval despite this objection then money should be sought towards a car club in the area and any cross-overs made redundant as a result of this application should be reinstated at the developer's expense.

Environment Agency

No objections subject to conditions that the development is undertaken strictly in accordance with the submitted FRA and finished floor levels are above a set height

Natural England- recommend an ecological statement be provided, and any new lights' direction within the vicinity of Wealdstone Brook are controlled. Roof gardens and tree protection should be conditioned and natural play opportunities could be enhanced

REMARKS

This application proposes a new residential development on 29-31 Brook Avenue. Permission for a smaller 13 unit residential scheme on the same site was granted planning permission in 2007 which was then renewed in 2010. Last year an application for a larger residential scheme was refused. Officers have been in dialogue with the applicants over a period of time, and consider that this significantly amended scheme now addresses the previous reasons for refusal. The principle issues arising from the proposed development are as follows:

- The demolition of 3 dwellings and replacement by a building up to 7 storeys high within a specific streetscene context in a Growth Area
- The impact of the proposed development upon the amenities of adjoining occupiers
- The quality of accommodation provided and types of units proposed
- The impact of the development on the local highway network
- The impact of the development upon Wealdstone Brook/ Flood Risk/ Ecology

Proposed residential uses/ mix of units

The principle of new residential development in this area is accepted and conforms with planning policy guidelines. This application proposes to demolish the existing houses and erect a 3-7 storey building incorporating a lower-ground floor/basement level. Policy CP21 requires a balanced housing stock. The proposal will result in the loss of 3 family dwellings, but three 3-bedroom flats are proposed. These are considered family sized and therefore meet this policy. The rest of the units are a mixture of 19 one and 3 two bedrooms units.

The applicants have confirmed that 100% of the flats meet Lifetime Homes standard in accordance with London Plan guidelines. Furthermore, they have confirmed that 10% (4) of units will be wheelchair adaptable in line with London Plan requirements.

No affordable units are proposed in the original submission. The applicants propose an entirely private scheme. This is not in accordance with London Plan requirements for a mixed housing tenure. Policy 3A.9 specifically sets out a strategic target of 50% affordable is required. This also fails to comply with Brent's Core Strategy Policies CP2 and CP21 that state that the borough will aim to achieve the London Plan target that 50% of new homes should be affordable.

The applicant submitted a viability assessment based on the GLA Affordable Housing Toolkit. This assesses the proposed scheme development costs (including a reasonable developer's profit margin) and the expected housing sales income (including any available affordable housing grant.) A particular problem in employing the Toolkit methodology arises in the case of a site, such as 29 -31 Brook Ave, where the land owner and the prospective developer are the same. This problem is further exacerbated by the fact that the existing 3 houses were purchased in 2006/07 and appear themselves to offer a viable return without any development. This raises questions as to the justification of the applicant's off-setting the original purchase financing cost against the implementation of their proposed development. The applicant has justified their anticipated housing sales values with reference to a local estate agent's valuations. However, as these are based on past sales, they may not be applicable by the estimated scheme completion time.

In conclusion, officers are not satisfied, on the basis of the available information, that this proposal cannot viably generate any affordable housing contribution. Officers consider that the applicant should at least recognise the possibility that housing values may have risen substantially by the time the scheme is completed, which could be in several years time. The applicant has therefore agreed to a post completion viability assessment. If values have risen sufficiently this could depending on viability provide either a commuted payment or off-site affordable housing provision equivalent of up to 50% of the schemes units. This would be secured through the S106 agreement.

The applicants also seek a 5 year consent within the Planning Statement accompanying the application. Given the viability issues raised by the applicant it is not considered appropriate to issue a longer consent than 3 years, to allow review at that time on the basis of the likely revised circumstances.

Officers and the applicants have agreed on a s106 Head of term that:

On Practical Completion (they) submit an affordable housing toolkit with the actual build costs and sales values. Once a 17% profit has been allowed for, up to 50% affordable housing (70%/30%, social rent / intermediate) will be required, as either off site provision or contribution. It is considered that the use of this head of term will ensure that the scheme complies with affordable housing policies.

Design of Buildings, Impact on the Street scene

The site is within Wembley Growth Area, where large-scale developments are anticipated. The application site has recently renewed approval for a 3-4 storey development containing 13 flats under application 07/0158 and renewed 10/0601. The current proposal has been revised during the course of the application and now proposes 33 units.

Policy CP6 requires that the interface between higher density developments in growth areas and other areas and lower density surroundings be respected and take account of the suburban scale of adjoining development. The current proposal is to demolish numbers 29-31 Brook Avenue. Number 29 Brook Avenue is a semi-detached dwelling at the moment, so that its removal will leave 28 Brook as a detached 2-storey dwelling. There is a change in levels on the site, which slopes down to the rear towards the Wealdstone Brook. Within the sloping area proposed alongside the new development, a 3m wide landscaped buffer is proposed between the new development and the retained 28 Brook Avenue. The standalone dwelling will have a projecting chimney breast into this buffer however.

The proposal incorporates a 4 storey building on this western side of the site, which with a

lower-ground floor plan reaches up to 5 storeys to the rear. It is notable that the fourth floor of the building is set-back from the building's frontage to reduce the scale of the development adjoining number 28 from the streetscene. 10m from the western boundary with number 28, the proposed development steps up to a 6 storey, (7 from the rear) building and 12m from the western boundary the development reaches its maximum height of 7 storeys, (8 with the levels change on the rear elevation.) The development is set 1.2m off its eastern boundary to 32-34 Brook Avenue. The adjoining site is under construction at the moment, and the approved scheme 09/2571 for a 5 to 10 storey residential development is being built. (The adjoining site also has a minded to grant outline application 07/2145 for 3 to 8 storey building.) The planning history demonstrates that both on the site itself and adjoining site 32-34 Brook Avenue, the principle of in-depth development of a higher than 2 storey nature has been accepted. In addition, proposals of large scale massing have previously been found acceptable in this part of the streetscene.

Application 09/2571 on 32-34 Brook Avenue approved a development that ranges from 5 to 10 storeys. The higher development is close to the existing higher rise form of the hotel, to the east which is itself orientated onto Bridge Road and maintains a separation distance of some 30m. The adjacent development was judged to be acceptable to the application site as a 5m wide buffer provided a more spacious setting to the large new-build, particularly when compared with a proposal previously approved on the adjoining site, (as application 07/2145 only separated from the application site by 1.5m.) The larger 5m setting was considered an improvement upon the previous application. Premier Inn to the east provided a rationale for higher development.

Furthermore application 09/2571 was in part justified as the current application site 29-31 Brook Avenue has extant planning permission for a 3-4 storey building, and therefore the adjoining development would probably not be visible alongside a 2-storey development. In this respect, the application site differs from the adjoining site, as number 28 Brook Avenue, (a 2 storey dwelling,) will remain adjoining the site. However, the adjoining site 32-34 Brook Avenue sets the precedent regarding higher developments in this area. The adjoining site steps up to 5 storeys 5.5m from the western boundary. The proposed application on site proposes a 4 storey development 3m from its respective western boundary. It is considered that this approach allows sufficient separation to enable the introduction of soft landscaping between the proposed building and adjoining 2 storey dwelling number 28 Brook Avenue. Furthermore the stepped increases to the development on site will be legible in conjunction with the approved development on the adjoining site 32-34 Brook Avenue which steps up from 5 storeys adjoining the site to 10 storeys adjoining the Premier Inn hotel. The proposed design therefore has a rationale in the streetscene context. This complies with policies BE2, BE3, BE5, BE7 and BE9 of Brent's Unitary Development Plan and CP5 of Brent's Core strategy.

The proposed building also respects the build-line of the adjoining sites. It incorporates a front garden with 4 disabled parking spaces, access footpath and sufficient space to establish a reasonable amount of soft landscaping. The Council's Landscape Designer comments that the space should incorporate at least 4 trees. This will accordingly be conditioned in accordance with policies BE7 and TRN23.

On the street facing elevation there are brick frontages for the bottom 3 storeys of the 4 storey element and 4 storeys of the 7 storey element. The top floors, 4th and 7th respectively are set back and within the brick areas are bands of a different material, which serve to articulate the horizontal and visually break-up the massing. The upper floors are a different treatment on the front. The proposed building's massing is articulated through the use of different materials (brick, render and glazing,) varied projections of the building, (providing shadow lines,) projecting balconies, and windows are provided on all elevations that further help to break-up the massing.

In line with guidelines within SPG17 the main entrance to the residential units is from the front of the development. As revised, the proposal provides access to the rear garden from the eastern side of the building allowing access to the rear garden along the eastern edge of the site. As the building is served by a lift to the basement level, the side access door enables disabled access to

the amenity area, despite the levels change and side staircase.

In this context, on balance officers consider that the proposed building will relate satisfactorily to the local streetscene.

Impact on neighbouring occupiers

The revised scheme provides a separation of 3m between the proposed 4-5 storey building on the western edge of the site and the adjacent retained dwelling, number 28 Brook Avenue. Only a gap of 1m is provided between the site and 32-34 Brook Avenue to the east.

Relationship to 28 Brook Avenue (west)

The current application on site provides a larger gap between the proposed building and the adjoining building number 28 than that previously approved under application 07/2145 increasing the separation from 1.5m to 3m. The applicants seek to demonstrate through revised plans and elevations that this gap and the rear built-form provides a better relationship than that previously approved under 07/0158 and renewed under 10/0601.

The current proposal results in a building that projects 3m away from the western side boundary, 2m to the rear of number 28, with no balconies with a height 11.7m at the front and 14.2m to the rear, (as the ground levels fall away.) The previously approved scheme originally permitted under 07/0158 projects 2.5m incorporating a balcony, to the rear of 28 Brook Avenue, 1.5m away from the boundary at a front height of 8.35m and rear height of 11.1m to the pitch of the roof. The current scheme although higher than the previously approved proposal on site, is set further away and less deep than previously approved. Further away from the boundary, the proposed building on site projects up to 13m to the rear of 28 Brook Avenue and reaches up to 7 storeys high. The proposed development as revised complies with the 1:2 guideline within SPG5, which is a useful tool to assess impact of a development upon habitable room windows within a residential area. Further away from the boundary, the development steps out but does not breach a 45 degree guideline from the mid-point of the nearest neighbouring window, in this case glazed doors serving number 28. It is considered that compliance with these two guidelines indicates that the proposed development has a better relationship to the neighbouring dwelling at 28 Brook Avenue. This was previously a refusal reason for the last application, and the revised scheme is now considered to address this point.

Relationship to 32-34 Brook Avenue (east)

The adjacent site 32-34 Brook Avenue is currently being built-out for a 5-10 storey development approved under application 09/2571. The neighbouring site is separated from the application site's boundary by 5.5m at the front and between 8.8m to 10.8m in-depth reaching up to 10 storeys. The current proposal on site also has a stepped rearward projection. As revised the front part of the development is one metre from the site's eastern boundary to a similar depth (19.7m,) to the approved front block at 32-34 Brook Avenue, (19.58m). At a depth of 13m, the current development block steps 3.054m away from the boundary for 2m, and then steps out to its full depth 5.321m from the eastern boundary at 7 storeys high, (8 to the rear). The adjoining site's in-depth development is 8.8m-10.8m from the side boundary up to 10 storeys. It is considered that the staggered massing and steps within the built-form, with the associated distances involved results in a development massing that relates satisfactorily to the massing of the adjoining site.

There are no primary habitable room windows within the western facing elevation of the approved development at 32-34 Brook Avenue. The windows within this elevation are either secondary or serve non-habitable rooms. There are primary habitable room windows within the rear, (south) facing elevation of the front block at 32-34 Brook Avenue. The massing of the proposed development on site complies with SPG5's 1:2 guidelines in relation to the nearest of these sensitive neighbouring habitable room windows. It is considered that the deeper projecting parts of the proposed development being set up to 5.321m from the side boundary and 10.321m from the closest part of the adjoining development is sufficient to enable adequate separation between the two buildings and maintain appropriate levels of outlook to all occupiers. Moreover, the approved

landscaping scheme for 32-34 Brook Avenue incorporates numerous tree specimens in this space, which is expected to further improve the relationship between the developments and outlook.

Objections have been received from occupants of Elmside Road, (which is to the rear of the site,) on the grounds that the proposed development will impact on the daylight/ sunlight received and harm the privacy of their back gardens. It is true that the proposal will result in an altered outlook to neighbouring dwellings. However the proposed development has a rear garden of 23m, then 10m area adjoining Wealdstone Brook, totalling 32m before the Elmside rear gardens commence, and if their gardens are considered, there is 58m between the developments. In order to safeguard neighbouring amenities SPG17 guides that a distance of 20m be maintained between habitable rooms outlook. The development more than complies with this guideline. The topography slopes up towards Brook Avenue, so the development will be more obvious to adjoining occupiers. However the separation distance is such that neighbouring residential amenities are considered safeguarded. Furthermore, additional soft landscaping proposed along the Wealdstone Brook boundary on site will soften the appearance of the development to the south and provide a natural screen to the private gardens.

Quality of residential accommodation

Internal spaces

The proposed 33 self-contained flats are a mixture of 1, 2 and 3 bedrooms. All of the proposed units exceed the minimum floorspace guidelines within SPG17 "Design Guide for New Development," based on the number of people that each unit is stated to be designed for. All 11 one-bedroom units have the minimum permissible size, 45sqm. Nevertheless all 33 units have access to an outside space, either directly, or a private balcony. There is stacking of habitable and non-habitable rooms within the development, but as the building will be purpose-built, noise insulation to meet building regulations is likely to be sufficient to prevent noise disturbance between floors. The submitted Noise Report sets out that appropriate noise levels are achievable within the building, with adequate glazing and ventilation systems.

Officers have previously raised concerns with the outlook and daylight received by future residents. A reason for refusing the last scheme on site was the substandard accommodation caused by the poor outlook of flat 1 due to its reliance on a lightwell to the front and the restricted outlook to the rear and the poor outlook of flats 7, 12, 18, 24, 28, and 32 all of which have habitable rooms reliant on outlook over an adjoining site less than 1 metre away. The applicants originally submitted a Daylight Report. This assessed the originally submitted proposed basement windows in relation to both the Vertical Sky Component and Average Daylight Factor. The report demonstrates that all of the basement rooms receive a reasonable level of daylight and sunlight.

This Daylight Report has now been superseded as the development has been reconfigured so that it no-longer includes the use of light wells, (to both serve a basement flat and provide oblique outlook onto an open lightwell/ courtyard on the eastern elevation.) The revised layout is considered a significant improvement upon the development previously proposed and addresses a previous reason for refusal. As revised all units are provided with reasonable outlooks, whilst many are sole-aspect none look entirely north. Additional amendments have been agreed that will ensure that all units will meet SPG17 guidelines for outlook.

External amenity space/ playspace/ ecology

All flats have access to external amenity areas, either directly or to private balconies, which range in size, but as a minimum are 3.25sqm. Generally officers seek balconies sized between 6-10sqm. However, these are privately owned units, (and therefore have lesser accommodation requirements as private owners can elect to buy the unit,) and the majority of which are 1 and 2 bedroom, which are not considered family dwellings within Brent's Core Strategy 2010. All three 3 bedroom units, which are considered family accommodation have direct access to private amenity areas adjacent to the unit.

Core Strategy Policy CP5 requires that playspace be provided with all major housing schemes.

Applying the Mayor's SPG on playspace methodology, the scheme could accommodate children requiring 31sqm playspace. The applicants have shown an indicative area on site, but this would need to be fully detailed in order to provide an appropriate play area and this could be achieved by conditions.

There will be an extensive 621sqm landscaped area to the rear of the development including an 8m buffer where no development is to be sited. This will provide at least 18sqm of amenity space per unit. The amenity area is to be planted with species, which is anticipated to enhance nature opportunities on site. The applicants confirm that soft landscaping of this area will include native wildlife shrubs, native hedgerow, native grasslands, amenity grassland and ornamental amenity planting. This will be subject to a condition.

There are exposed roof areas on the third, fourth and sixth floors, which are not designated as amenity areas. According to Environment Agency's and Natural England's guidelines in proximity to the Wealdstone Brook these shall be conditioned to be living roofs.

Parts of the garden area on site are currently overgrown, but this area could be cleared at any time, and does not benefit from any statutory protection. The applicants have compiled an ecology assessment that concludes that the site has low ecology value but an ecologist has identified ways in which the number of species could be enhanced. It is considered that the space is sufficient to provide a quality external amenity area adjoining the Wealdstone Brook if appropriately detailed. The close proximity to the Brook means that the presence of bats may be considered, and therefore the Local Planning Authority will condition that future details of external lights direction be submitted to ensure that the quality of the brook ecosystem is safeguarded.

The Council's Landscape designer has identified the presence of Japanese knotweed. The removal of this is carefully controlled and accordingly this needs to be approved as a condition to ensure that the removal is appropriately undertaken. The front garden provides a mixture of hard and soft landscaping. The Landscape Designer requests that it incorporates at least 4 trees, which will be conditioned.

Noise

The applicants have submitted an Acoustic report. This assesses the site as a category B to C location in accordance with PPG24, with the most significant noise arising from traffic using Brook Avenue, but also from the railway line to the north-east. The assessment concludes that with appropriate acoustic ventilation and glazing on the northern elevations, appropriate internal noise levels can be achieved by the development. This shall form a condition of any approval.

Parking and Servicing

The scheme is proposed to be a car-free development with 4 spaces provided for disabled residents off-street. This is considered appropriate within this context due to the location of the site, less than 100m from Wembley Park Station, which has both Jubilee line and Metropolitan line trains and local buses outside the station. As a result of these transport links, the site has a PTAL rating of 4. In such accessible locations, car usage should be discouraged and a car-free development is therefore in principle supported by officers. The site is also located within the Wembley Growth Area which anticipates significant new development.

The Council's Highway Engineers have objected to the car free approach proposal due to Brook Avenue not being in a controlled parking zones. Whilst the objection is recognised, it should be noted that this approach has been adopted for the adjoining site, 32-34 Brook Avenue under application 09/2571. The objection from Transportation has been partly resolved through the applicant's commitment to enter into an agreement preventing occupants from having parking permits when such parking controls are introduced in the future. This will be made a head of term of an associated legal agreement and all potential residents will be made aware of this prior to occupation.

Should such controls not come into force prior to occupation however, the fall back position of having no parking controls is also considered acceptable by officers despite third party concerns. This is due to current off-street parking arrangements in Brook Avenue being considered adequate to support parking needs for existing residents. Existing properties along Brook Avenue largely benefit from off-street parking through driveways, forecourts and garages and therefore have less requirement for on-street parking spaces. Local residents have raised objections to the scheme as they find that the existing road is already congested without the additional pressure caused by vehicles owned by future occupants of the development. However parking opportunities in Brook Avenue are minimal during the day with a mix of single yellow lines and only a limited amount of on-street parking in marked bays discouraging residents living in the proposed building from high levels of car-ownership. In addition, the nearest parkable roads are considered to be of sufficient distance from the site to prevent their regular use by future car-owning residents. Furthermore the applicant's have agreed to a payment of £10,000 towards the establishment of a car club in the area. This will enable residents to have access to a car without owning such a vehicle.

Cycle parking provision allows space for at least one bicycle per flat, with a secure cycle store in the basement and tyre groove up the steps to allow for easier manoeuvrability between ground level and the basement. This complies with policy TRN11. A residential bin store is provided for waste and recycling at ground-floor and accessed at street-level, it complies with carry-distances for collection by Council operatives in compliance with policy TRN34.

Flood Risk

The site is within Flood Zones 1 2 and 3. The submitted flood risk assessment (FRA) demonstrates that the entire development is achievable in land within flood zone 1. This means that there is no need to consider a sequential or exception test. The finished floor levels will be set 1.5m above the 100-year flood level taking account of climate change. The Environment Agency has assessed the proposal and they confirm that subject to compliance with the FRA which considers drainage and flood risk, the proposal is considered satisfactory. Compliance with the flood risk assessment would be a condition of any approval.

Density

Unitary Development Plan policies relevant to density include BE3, BE11 and H13, these are updated by Policy CP6 of Brent's Core Strategy. These policies are reinforced by Policy 3A.3 of the London Plan as consolidated with alterations since 2004 that sets out an indicative density matrix, taking into account the "setting" and PTAL rating of a site. The proposal is sited within an urban area with PTAL 4. The area traditionally had a suburban context. However this part of Brook Avenue is within Wembley Growth Area. The proposed density of the development equates to 223 units per hectare within the London Plan tolerances (55-225u/ha;) and 615 habitable rooms per hectare, which is also within the tolerances normally permitted within the London Plan (200 – 700 hr/ha.) The site near major transport interchanges and is envisaged to be subject to change in the future. However, the rear parts of the site are within a flood risk zone, adjoining the Wealdstone Brook and this in turn will reduce the appropriate level of new development densities on site.

Other matters

Environmental Health officers have found traces of contamination within the locality including elevated levels of PAHs, which warrant soil remediation. As such, remediation and clean-up should be conditioned prior to occupation. The site is within an Air Quality Management Area and as such, a Construction method statement with regard to dust control is required by Environmental Health. This may also be considered as a condition.

Conclusion

Overall the development is considered acceptable. Revisions received during the course of the application are considered to address all previous reasons for refusal. The revised scheme is anticipated to be assimilated into its context and is not considered to harm the amenities of neighbouring occupiers. Highway safety has been carefully considered and is not considered harmed by the proposal. Overall officers recommend approval subject to s106 and conditions.

RECOMMENDATION: Grant Consent subject to Legal agreement

- (1) The proposed development is in general accordance with policies contained in the:-
Brent's Unitary Development Plan
Brent's Core Strategy 2010
The London Plan 2004 as consolidated with amendments
Supplementary Planning Guidance (SPG) 17 - "Design Guide for New Developments".
Supplementary Planning Guidance (SPG) 19 - "Sustainable Design, Construction & Pollution Control".
Supplementary Planning Document - S106 Planning Obligations

CONDITIONS/REASONS:

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

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

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

31BRO/Ex/001

31BRO/Ex/002

PA002A	PA003A
PA109A	PA100A
PA110A	PA101A
PA102A	PA103A
PA104A	PA105A
PA106A	PA108A
PA300B	PA301A
PA302A	
PA902A	PA904A
PA905A	PA906A
PA907A	PA005

Arboricultural Report
Design & Access Statement
Ecological Assessment and Report
Energy Strategy
Flood Risk Assessment
NVP Noise & Vibration Partnership
Planning Statement
Preliminary Code for Sustainable Homes
Sustainability Statement

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

- (3) No additional windows, glazed doors or other openings (other than any shown in the

approved drawings) shall be constructed above ground-level in the building, without the prior written consent of the Local Planning Authority and all windows within the side (east/west) facing windows shall be obscure glazed and thereafter retained as such unless the Local Planning Authority gives prior written approval to vary this.

Reason: To minimise interference with the privacy of the adjoining occupiers and in the interests of good neighbourliness and safeguarding the character of the area

- (4) All existing vehicular crossovers rendered redundant by the development hereby approved, shall be made good, and the kerb reinstated, at the expense of the applicants, prior to the first occupation of the development.

Reason: In the interests of highway and pedestrian safety.

- (5) No development shall commence unless the tree protection measures within the approved Arboricultural Report (in accordance with BS 5837:2005 – Trees in relation to Construction;) are undertaken/ installed and implemented in accordance with the approved details for the duration of construction on site.

Reason: To ensure that existing landscaping features are retained and protected from damage during the course of construction works.

- (6) No development shall commence unless the development complies with the details and mitigation measures set out within the approved Flood Risk Assessment dated 08/06/10 reference 10026. The approved details shall be undertaken and implemented in accordance with the approved details. This includes finished floor levels shall be set no lower than 300mm above the 1 in 100 year flood level

Reason: To ensure that the development does not enhance the risk of flooding in the area

- (7) No development shall take place until a remediation strategy has been submitted to and approved by the Local Planning Authority. The strategy must include all works to be undertaken to remove, treat or contain any contamination found on site; proposed remediation objectives and remediation criteria; and an appraisal of remedial options.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004

- (8) No development shall commence unless details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. This shall include, but not be limited to: roof materials, brick/ render treatments, horizontal band materials, porch canopy and columns, balconies, windows and doors. The work shall be carried out in accordance with the approved details.

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

- (9) Notwithstanding details annotated on the submitted drawings, no development shall commence unless details of materials for all external work (including walls, doors, windows, balcony details), with samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development carried out in accordance with the approved details.

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

- (10) No development shall commence unless all areas indicated for ground-floor level hard and soft landscape works on the approved plan including the communal amenity area shall be suitably landscaped with trees/shrubs/plants and hard surfacing in accordance with a detailed scheme, which shall to be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any construction work on the site, and such landscaping work shall be completed prior to occupation of the buildings and thereafter maintained in accordance with the approved scheme. The scheme shall also detail but not be limited to:-
- a) other appropriate matters within the context of a landscaping scheme, such as details of seating,
 - b) planting plan and schedule
 - c) a future maintenance schedule (min 5 years)
 - d) hard surfacing of footpaths including how the site is to be delineated from the public highway and consideration of permeable materials
 - e) indication of proposed native wildlife shrubs, native hedgerow, and native grassland within 8m of Wealdstone Brook, and elsewhere, ornamental amenity planting and amenity grassland areas in accordance with the Ecology Report
 - f) a landscape buffer on the western boundary to 28 Brook Avenue, incorporating trees
 - g) the front garden shall incorporate a minimum of 4 trees (girth 16-18cm)
 - h) a bike ramp on the eastern staircase
 - i) Existing contours and levels and any alteration of the ground levels, such as earth mounding.

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

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the area.

- (11) Details of all (appropriately aged) play spaces shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such playspace works shall be completed prior to occupation of the building(s). Such scheme shall indicate but not be limited to:
- (a) Any proposed boundary treatments including walls and fencing, indicating materials and heights.
 - (b) Details of types of equipment to be installed.
 - (c) Surfaces including details of materials and finishes.
 - (d) Existing contours and levels and any alteration of the ground levels, such as earth mounding.
 - (e) All planting including location, species, size, number and density.
 - (f) The location of any proposed signage linked to the play areas

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

Planning Authority.

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

- (12) No development shall take place unless there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected or retained. The boundary treatment shall be completed before occupation of the buildings, or commencement of the use, or in accordance with a programme agreed in writing with the Local Planning Authority. Any existing boundary treatment shall not be uprooted or removed except where in accordance with the approved plan and shall be protected from building operations during the course of development. Boundary details shall include but not be limited to:
- a) All external boundaries of the site
 - b) treatment of the balconies/ terraces, including methods of screening the areas to limit overlooking and safeguard future occupiers' privacy
 - c) a method of separating the front and rear garden areas and securing the rear garden area
 - d) a method of screening the basement units at the rear between the general amenity area and habitable windows
 - f) a method of screening the ground floor units at the front between the parking area/ paths and habitable windows

Reason: To safeguard the character of the area and the reasonable residential amenities of local residents.

- (13) Prior to development commencing, further details of
- a) the proposed refuse and recycling facilities for the residential units
 - b) the proposed private secure bicycle storage facilities at a scale of at least 1:100 shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development shall be carried out and completed in all respects in accordance with the details so approved before the buildings are occupied.

Reason: These details are required to ensure that a satisfactory development is achieved to prevent the accumulation of waste and in the interests of sustainable development.

- (14) a) No development shall commence unless the acoustic measures set out within the approved Noise Report are fully implemented. This shall include the specified glazing and ventilation measures, or other similar treatments for all units that have windows within the northern (front) elevation. Confirmation of the proposed glazing and ventilation measures proposed shall be submitted to and approved in writing by the Local Planning Authority prior to development commencing and thereafter the works shall only be undertaken in accordance with the approved details.
- b) Following completion of the building works a post-completion report demonstrating that "the approved" internal noise levels (in accordance with BS8233:1999 Sound insulation and noise reduction for buildings) have been achieved in 10% habitable rooms including units on the first floor, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the units
- c) Should the predicted noise levels exceed those required by this condition, a scheme of insulation works to mitigate the noise shall be submitted to and approved

in writing by the Local Planning Authority and shall then be fully implemented.

Reason: The site is subject to high noise levels, where planning permission may only be granted with appropriate conditions that provide commensurate protection against noise according to PPG24

- (15) The residential units hereby approved shall not be occupied unless details are submitted to the Local Planning Authority which confirms that all units have been constructed to lifetime homes standards and a minimum of 10% wheelchair residential accessible units have been provided within the development.

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

- (16) In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, details of communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority before commencement of the development. The approved details shall be fully implemented.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- (17) No development shall commence unless the applicants submit a method statement for the lawful elimination of Japanese Knotweed on site, which shall be submitted to and approved in writing by the Local Planning Authority and thereafter the works shall be undertaken in accordance with these approved details prior to the commencement of development

Reason: Japanese Knotweed is an invasive non-native plant, which is restricted under s14 of the Wildlife and Countryside Act 1981. It is regarded as controlled waste

- (18) No development shall commence unless the applicant submits details of proposed living roofs on the exposed areas of flat roof shown in plan on the third, fourth and sixth floors. Such living roof details shall be submitted to and approved in writing by the Local Planning Authority prior to development commencing and thereafter shall be installed prior to occupation and maintained as brown roofs. The details shall include:

(i) General arrangement of hard and soft landscape; construction details of roof; drainage; waterproofing; proposals; indicative sections across roof.

(ii) Substrate depth to soft landscape – to be a minimum of 100mm for sedum/wildflower; 150mm for turf; 300-450mm for shrubs. Areas of soft landscape/planting should cover at least 70% of total roof space.

(iii) All hard surfacing including locations, materials and finishes.

(iii) Proposed boundary treatments including railings, balustrades, parapets, screens etc. indicating materials and dimensions.

(iv) All planting including location, species, size, density and number. Native, suitable plants should be specified as much as possible, where appropriate.

(v) A detailed (min 5 year) landscape management plan showing requirements for the ongoing maintenance of hard and soft landscape. Water points should be provided as necessary

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

Reason: To ensure a satisfactory standard of appearance and setting for the development and the interests of both local biodiversity and amenity are maximised. Also to promote sustainable design, sustainable drainage, and urban cooling.

- (19) The site shall be remediated in accordance with the approved remediation strategy. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation strategy and the site is permitted for end use. The soil on site is not suitable for reuse in areas of sensitive end-use, such as soft landscaped areas. The quality of any soil imported to the site for the purposes of landscaping and the creation of the amphitheatre, must be tested for contamination and the results included in the Verification Report.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004

- (20) No development shall commence unless details of a Construction Method Statement incorporating:
- a) details of the proposed site compound
 - b) methodologies that ensure air quality on site is safeguarded during construction
 - c) a Site Waste Management Plan
- This shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of works and thereafter the details and methodologies approved shall be complied with

Reason: In order to safeguard local residential amenities, sustainability measures and air quality

- (21) No external lighting shall be installed on site without the prior written approval of the Local Planning Authority. Details to be submitted shall include: a lighting contour plan, lux levels, light angles and baffles which shall be submitted prior to installation, approved and thereafter installed and maintained in accordance with the approved details

Reason: To safeguard local residential amenities, the Wealdstone Brook ecosystem, and highway safety

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

Brent's Unitary Development Plan

Brent's Core Strategy 2010

The London Plan 2004 as consolidated with amendments

Supplementary Planning Guidance (SPG) 17 - "Design Guide for New Developments".

Supplementary Planning Guidance (SPG) 19 - "Sustainable Design, Construction & Pollution Control".

Supplementary Planning Document - S106 Planning Obligations

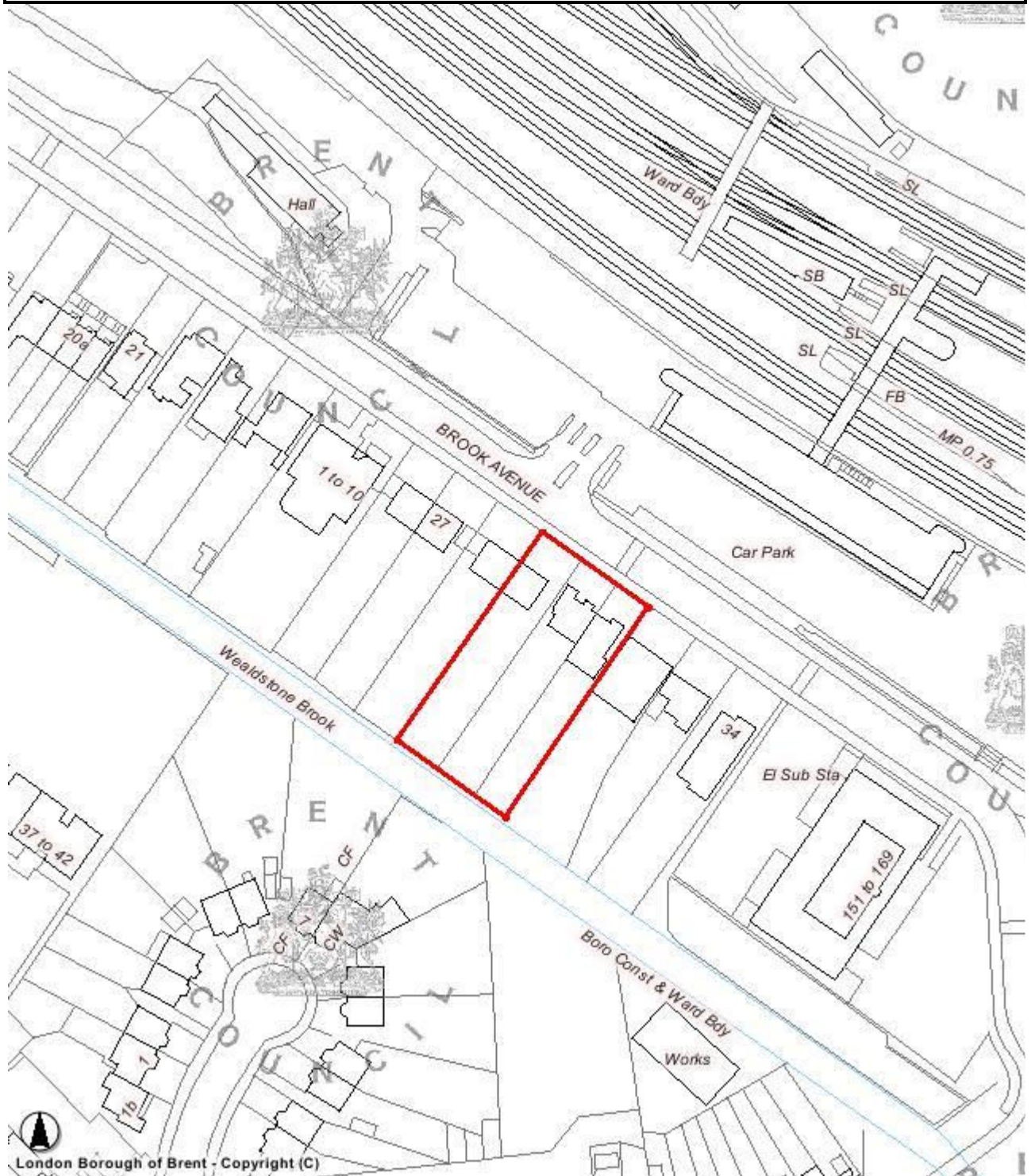
Any person wishing to inspect the above papers should contact Amy Wright, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5222



Planning Committee Map

Site address: 29, 30, 31 Brook Avenue, Wembley, HA9

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