

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

3 June, 2015
04
15/1337

SITE INFORMATION

RECEIVED: 7 April, 2015

WARD: Queensbury

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Former Oriental City, 399 Edgware Road, Kingsbury, London, NW9

PROPOSAL: Reserved matters application for construction of a part 2-, part 9-storey buildings comprising 183 residential units (52 x 1 beds, 67 x 2 beds, 51 x 3 beds and 13 x 4 beds) with associated landscaping, parking and servicing (Phase 2).

This application has been submitted pursuant to conditions 4 (the Reserved Matters), 37 (car parking), 38 (servicing details), 39 (cycle parking), 41 (residential unit mix) and 42 (details of housing quality) of Outline planning permission reference 12/2166 (subsequently varied by application ref: 14/4965 dated 18 March 2015 and non material amendment ref: 14/3849 dated 5 January 2015).

Outline planning permission 12/2166 was for a hybrid planning application, as amended by plans received 1 November 2012, for the demolition of all existing buildings and structures and:

- full planning permission (Phase 1) for comprehensive mixed-use development comprising full planning permission the erection of a 7,817sqm gross external area (GEA) Class A1 retail foodstore with associated service and delivery yard; 5,207sqm GEA of new Oriental and Far Eastern Floorspace to include shops, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways and non-residential institutions (Class A1, A2, A3, A4, A5, B1 and D1); podium slab along Airco Close; a site-wide energy centre; associated car parking spaces, motorcycle parking spaces and cycle parking spaces; associated landscaping and public realm works; new vehicular access from Grove Park and vehicular access from Plaza Walk and associated highway works; and
- outline planning permission (Phases 2 and 3) comprising residential floorspace (Class C3, accompanied by illustrative residential accommodation schedule indicating 183 residential units), associated car parking spaces and cycle parking spaces, associated landscaping and new vehicular access from Airco Close (Phase 2, all matters reserved) and two form of entry primary school and nursery (Class D1, Phase 3, all matters reserved).

The application is accompanied by an Environmental Statement (revised October 2012) and subject to a Deed of Agreement dated 26 June 2013 under Section 106 of the Town and Country Planning Act 1990, as amended.

APPLICANT: Development Securities PLC

CONTACT: QUOD

PLAN NO'S: See Condition 1

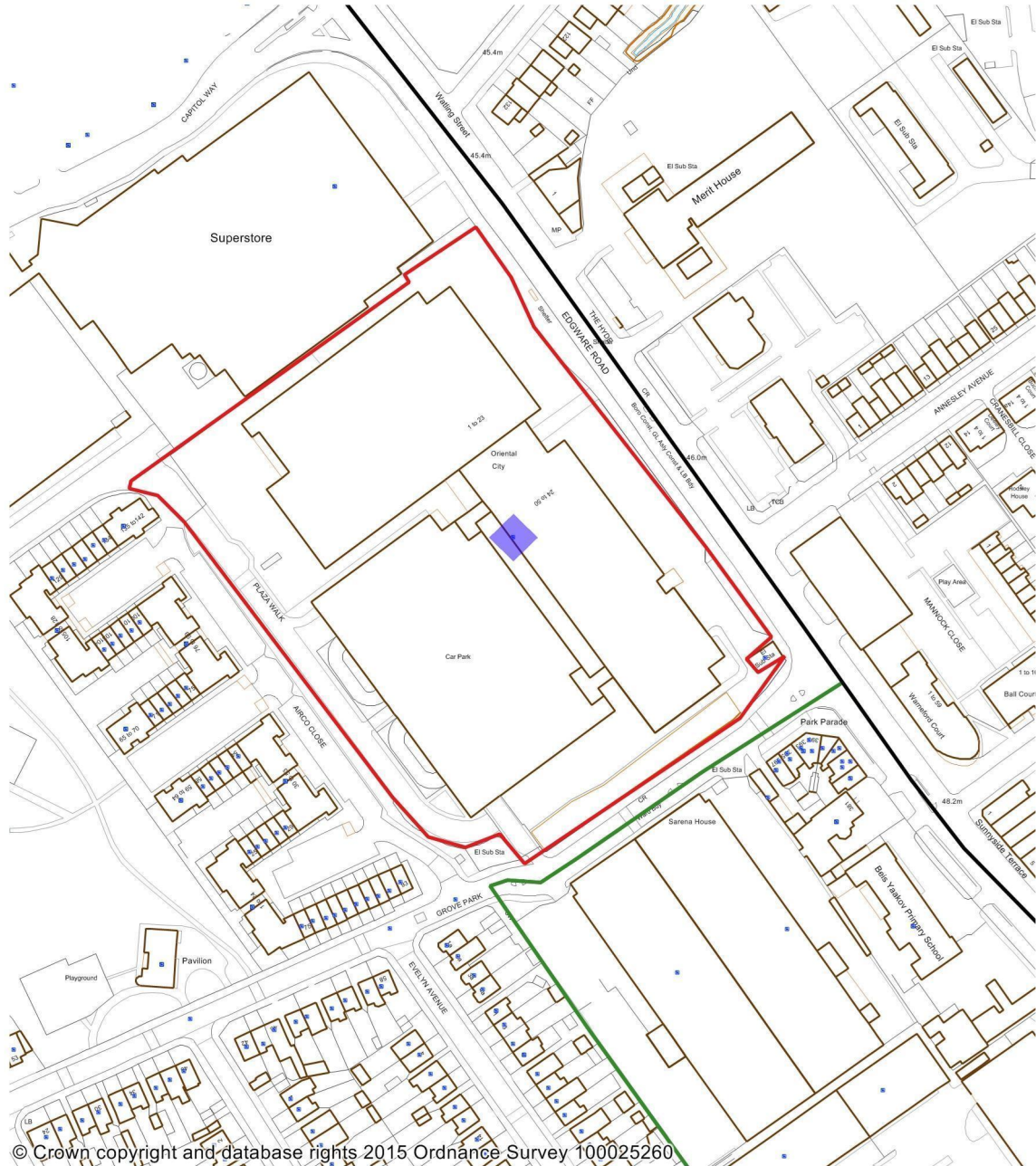
SITE MAP



Planning Committee Map

Site address: Former Oriental City, 399 Edgware Road, Kingsbury, London, NW9

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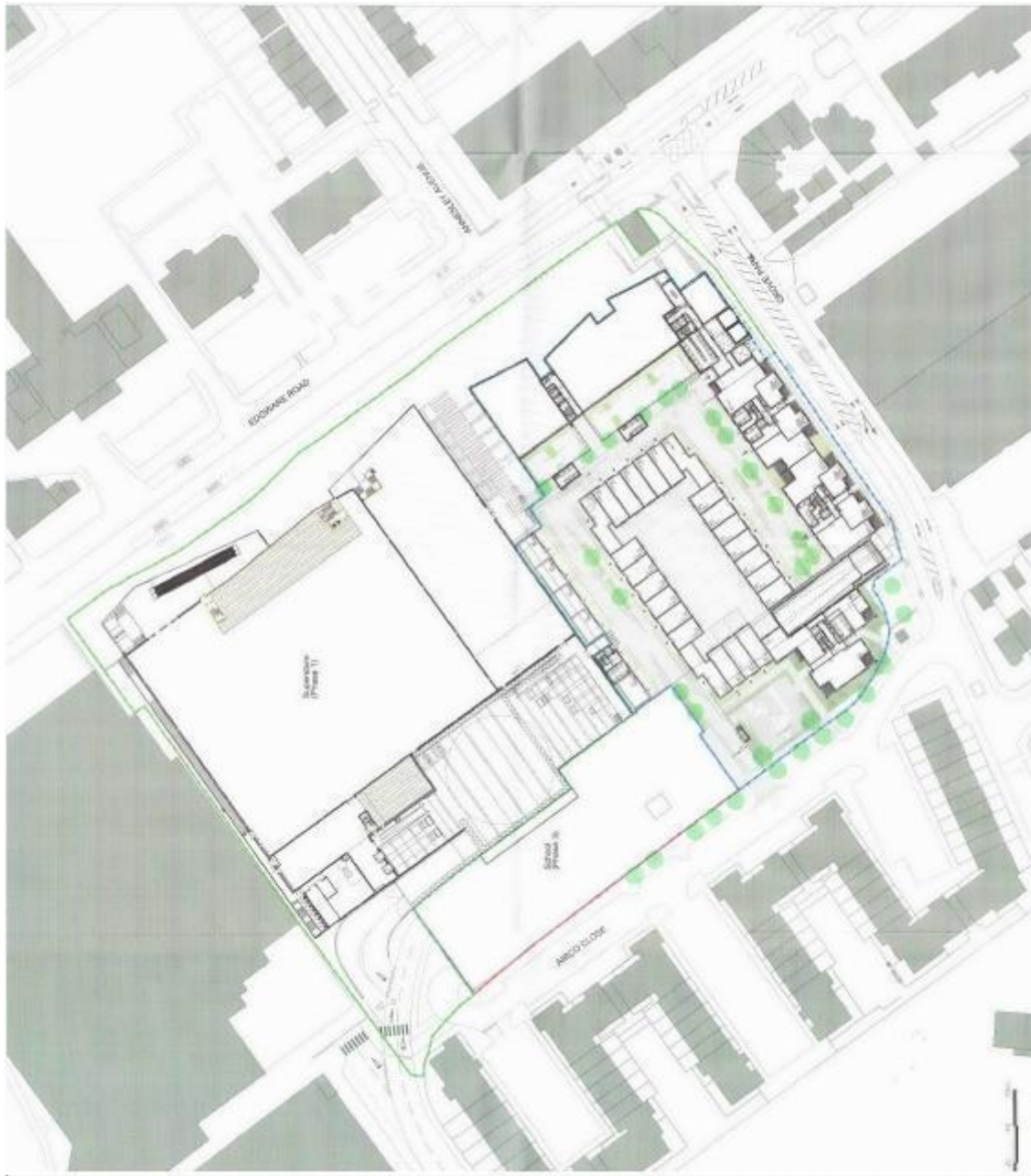


This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

Site Layout Plan

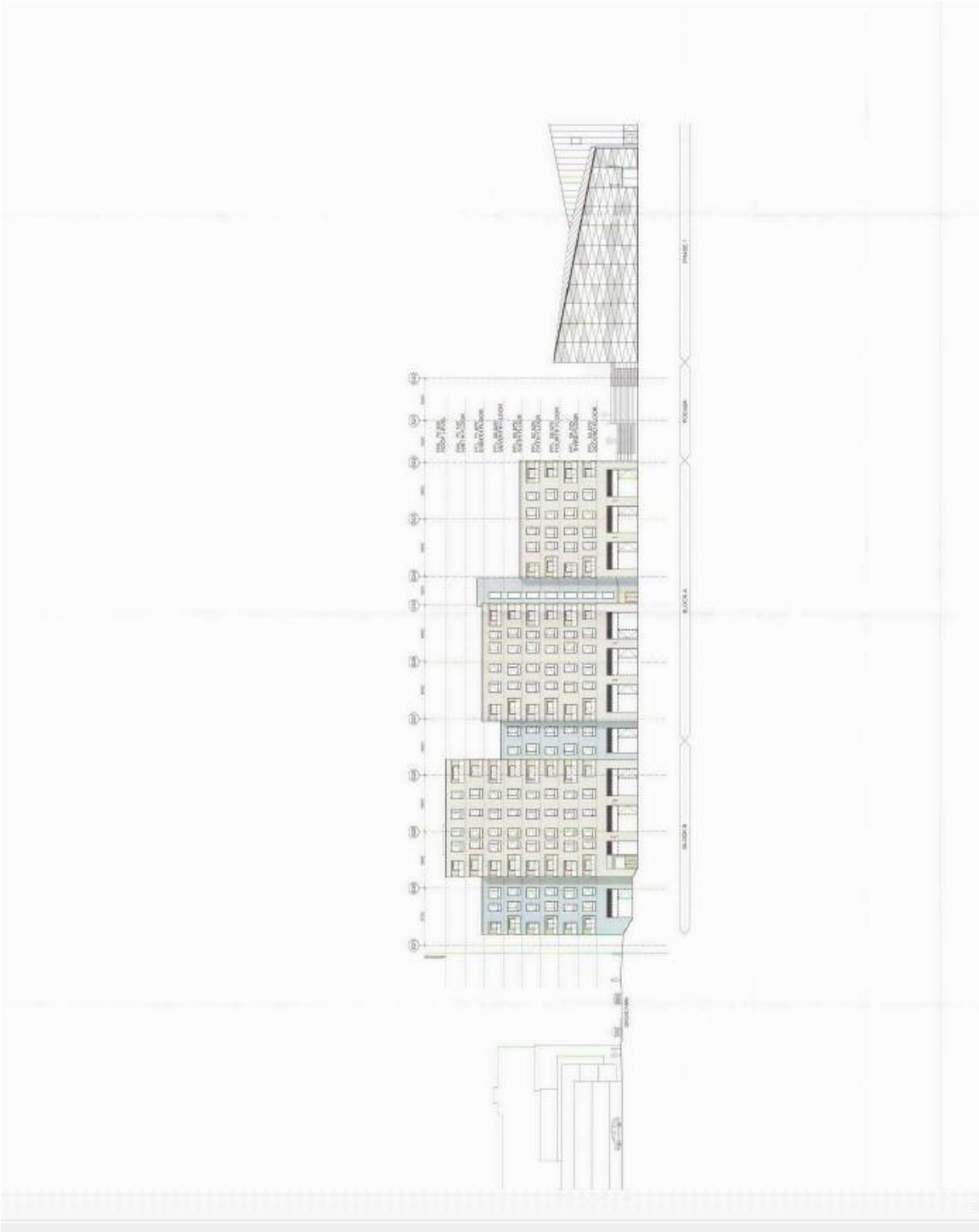


Landscape Plan

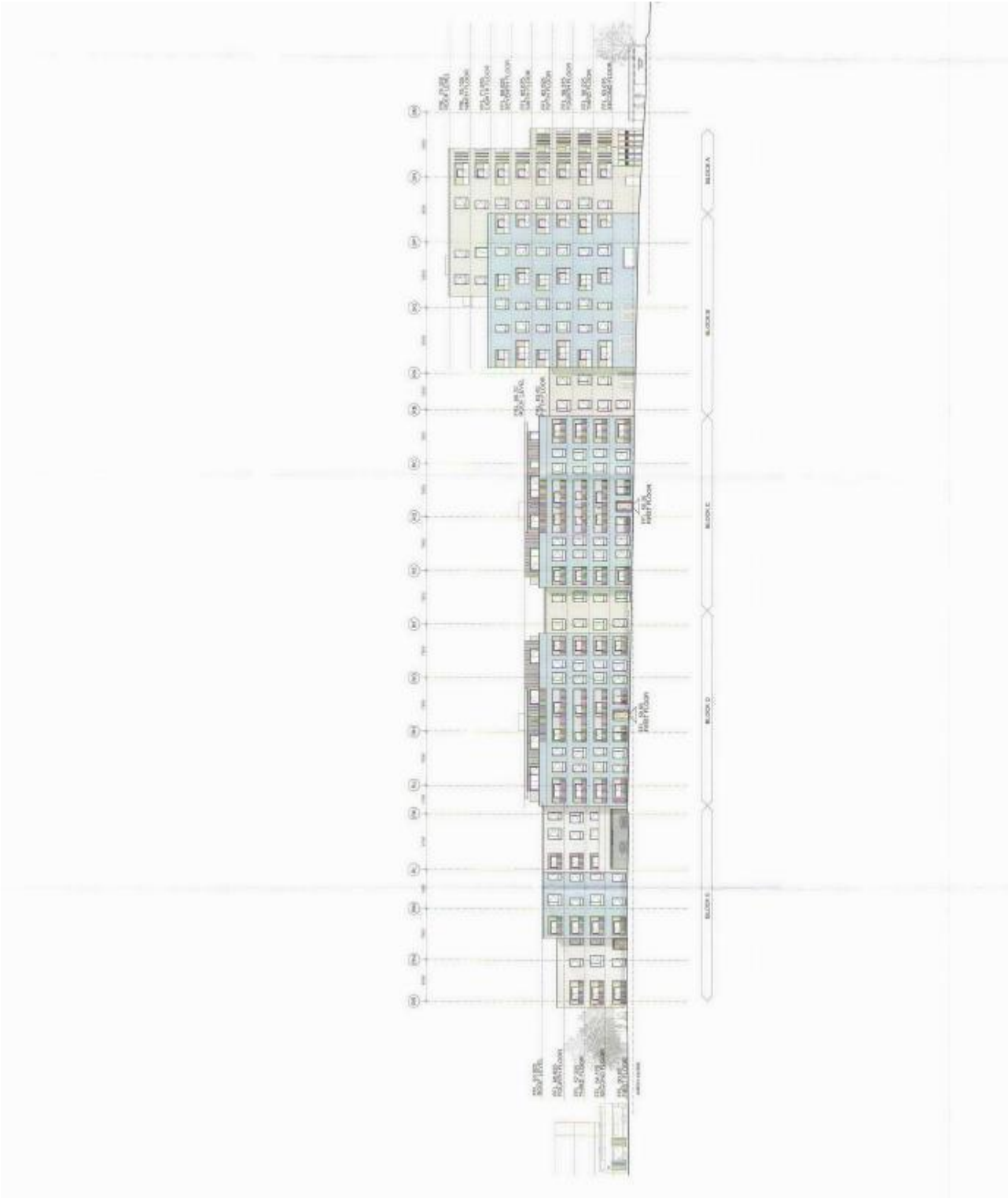


89 EDGWARE ROAD - PHASE II
PAGE 7
ENTERO ARCH

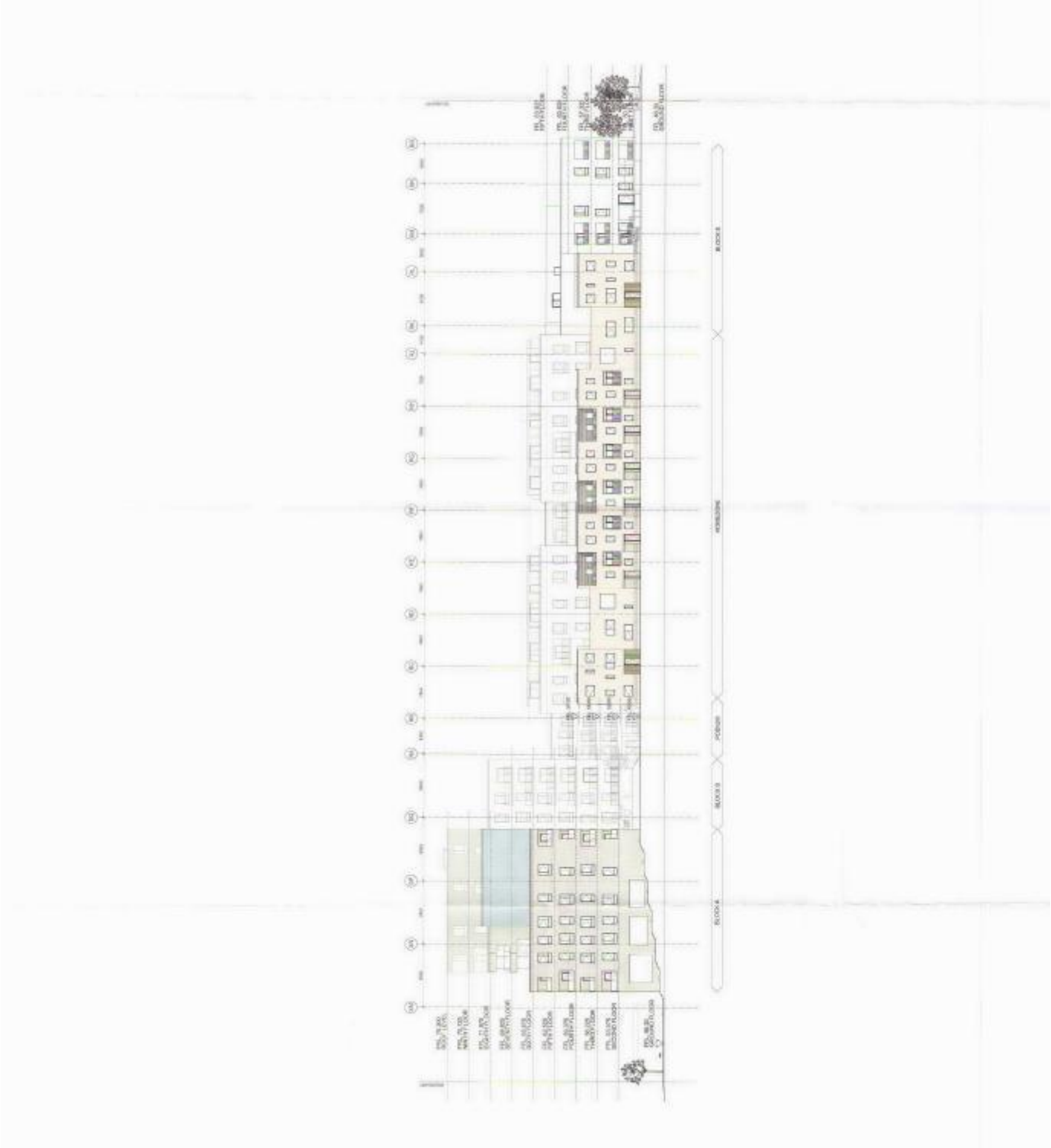
Edgware Road Elevation



Grove Park Elevation



Block A&B/ Town House A&B - North Elevation



Edgware Road Frontage



Scheme Overview

4 SCHEME OVERVIEW

Image for illustration purposes

Homeowners to provide permeability through site

Housing with gardens in centre of site in increase environment

Public link to Airoo Close park via a public leisure

Second access point to park via a public leisure

Homes built to code for Sustainable Homes level four and to meet London Housing Design Guide



Wide public roads of more to give possible markets or community impact

Formalised houses to create rhythm along street

Align walls of ground floor facing Edgegate Road

Apartment blocks to address street with windows facing the street

NCSPF DIAGRAM FROM HYBRID APPLICATION DESIGN GUIDE

RECOMMENDATIONS

Grant planning permission, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Reserved matters application for construction of a part 2-, part 9-storey buildings comprising 183 residential units (52 x 1 beds, 67 x 2 beds, 51 x 3 beds and 13 x 4 beds) with associated landscaping, parking and servicing (Phase 2).

This application has been submitted pursuant to conditions 4 (the Reserved Matters), 37 (car parking), 38 (servicing details), 39 (cycle parking), 41 (residential unit mix) and 42 (details of housing quality) of Outline planning permission reference 12/2166 (subsequently varied by application ref: 14/4965 dated 18 March 2015 and non material amendment ref: 14/3849 dated 5 January 2015).

B) EXISTING

The application site comprises the former Oriental City at 399 Edgware Road. It is located on the junction of Edgware Road and Grove Park. The site is surrounded by a mix of uses including a large Asda superstore to the north, residential development of Airco Close to the west and residential properties on Grove Park to the south. A recent planning consent was granted opposite the site at Sarena House (LPA Ref; 14/2930) for a mixed use residential led scheme comprising 227 residential units in buildings of 2 to 6 storeys high.

The site is located within the Burnt Oak/Colindale Growth Area as identified in policy CP11 of the adopted Core Strategy. It is included in the adopted Site Specific Allocations 2011, combined with the Asda site, as allocation B/C1. .

Planning permission was granted on 27 June 2013 (LPA Ref: 12/2166) for the following hybrid planning application:

- "full planning permission (Phase 1) for comprehensive mixed-use development comprising full planning permission the erection of a 7,817sqm gross external area (GEA) Class A1 retail foodstore with associated service and delivery yard; 5,207sqm GEA of new Oriental and Far Eastern Floorspace to include shops, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways and non-residential institutions (Class A1, A2, A3, A4, A5, B1 and D1); podium slab along Airco Close; a site-wide energy centre; associated car parking spaces, motorcycle parking spaces and cycle parking spaces; associated landscaping and public realm works; new vehicular access from Grove Park and vehicular access from Plaza Walk and associated highway works; and
- outline planning permission (Phases 2 and 3) comprising residential floorspace (Class C3, accompanied by illustrative residential accommodation schedule indicating 183 residential units), associated car parking spaces and cycle parking spaces, associated landscaping and new vehicular access from Airco Close (Phase 2, all matters reserved) and two form of entry primary school and nursery (Class D1, Phase 3, all matters reserved).

The application is accompanied by an Environmental Statement (revised October 2012) and subject to a Deed of Agreement dated 26 June 2013 under Section 106 of the Town and Country Planning Act 1990, as amended.

The previous buildings on the site have been demolished and works have commenced on phase 1 of the hybrid planning application.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application, the following amendments have been made to the proposal:

- Revised tracking plan to demonstrate that the larger refuse collection vehicles can access and turn on the podium.
- Minor alteration to the landscape scheme requiring the replacement of the glass raised planters with brick ones.

- Further details on how water will drain from the hardstanding on top of the basement car park.

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks approval of the Reserved Matters (detailed design) together with details of car parking and cycle parking, servicing, residential unit mix and details of housing quality pursuant to the existing Outline Planning Consent. The proposed uses, floorspace and building envelope accord with the Outline Consent.

Housing: 183 new homes are proposed (52 x 1 beds, 67 x 2 beds, 51 x 3 beds and 13 x 4 beds), all of which accord with the Mayor's standards and housing design guide. The scheme does not propose any affordable housing. This was agreed as part of the Outline Planning Consent. The Section 106 Agreement did however include a mechanism for providing an offsite contribution towards affordable housing provision following completion of the development should market conditions improve.

Urban Design: The design to be based on robust principles and in accordance with the Design Code secured as part of the Outline Planning Consent.

Highways / Transportation / Parking: The parking and cycle parking standards together with service requirement accords with the Outline Planning Consent.

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)
Dwelling houses	0			26250	26250

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Houses)										
PROPOSED (Flats û Market)	52	66	33	2						153
PROPOSED (Houses)	0	1	18	11						30

RELEVANT SITE HISTORY

Relevant recent planning history:

14/4965: Variation of condition 3 (approved parameter plans) to include the following changes:

- Alteration to "Outline Detail Parameter Plan Residential & School Building Line & Block Arrangement Option 1" to include changes to the footprint of Building E (on the corner of Grove Park and Airco Close), additional floorspace to Building B at 7th floor level, alteration to building line of terrace houses and building set backs between Buildings B, C and D
- Alteration to "Outline Detail Parameter Plan Residential & School Building Heights Option 1" to include increased height to Buildings B, C, D and E and the terrace houses

of application ref: 12/2166 dated 27/06/2013 (and subsequent non material amendment application ref: 13/3849) - Granted, 18/03/2015.

12/2166: A hybrid planning application, as amended by plans received 1 November 2012, for the demolition of all existing buildings and structures and:

full planning permission (Phase 1) for comprehensive mixed-use development comprising full planning permission the erection of a 7,817sqm gross external area (GEA) Class A1 retail foodstore with associated service and delivery yard; 5,207sqm GEA of new Oriental and Far Eastern Floorspace to include shops,

financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways and non-residential institutions (Class A1, A2, A3, A4, A5, B1 and D1); podium slab along Airco Close; a site-wide energy centre; associated car parking spaces, motorcycle parking spaces and cycle parking spaces; associated landscaping and public realm works; new vehicular access from Grove Park and vehicular access from Plaza Walk and associated highway works; and

outline planning permission (Phases 2 and 3) comprising residential floorspace (Class C3, accompanied by illustrative residential accommodation schedule indicating 183 residential units), associated car parking spaces and cycle parking spaces, associated landscaping and new vehicular access from Airco Close (Phase 2, all matters reserved) and two form of entry primary school and nursery (Class D1, Phase 3, all matters reserved).

The application is accompanied by an Environmental Statement (revised October 2012) and subject to a Deed of Agreement dated 26 June 2013 under Section 106 of the Town and Country Planning Act 1990, as amended.

Granted, 27/06/2013

Planning history relating to phase one only

14/3849: Non material amendment in relation to phase 1 only comprising:

- Entire development being shifted 1.2m in a southerly direction but within the site boundary
- Open fence to the north boundary wall to be replaced with fair face block wall
- Opening/louvers in the energy centre to be revised
- UKPN substations to be relocated to enable ease of access for maintenance
- Roof to the superstore warehouse to be revised with a handrail introduced in the perimeter to provide safe [plant access without affecting the parapet levels
- Height of the OFER/superstore to be adjusted
- Parapet level to be adjusted to suit brick/block modulation
- Part of the brick walls enclosing the rear of phase 1 to be amended
- Roof light layout to be amended
- Highways layout to be updated
- ATM door to be relocated and staff entrance door added to Edgware Road facade
- General amendments and re-adjustments to the footprint of the building and extend of podium slab delivered as part of phase 1
- Amendments to service yard

of full planning permission 12/2166 dated 27/06/2013 - Granted, 05/01/2015.

14/4692: Details pursuant to condition 20 (i - vehicle charging points), (ii - disabled blue badge holder), (iii - taxi and public set down / pick up area) and (v - road lining and markings) of full planning permission reference 12/2166 dated 27/06/2013 - Granted, 02/01/2015.

14/1573: Details pursuant to conditions 9 (b - Phase One Construction Environmental Management Plan) and 10 (b- Phase One Construction Logistics Plan) of full planning application reference 12/2166 dated 27th June 2013 for A hybrid planning application - Granted, 19/06/2014.

13/3750: Details pursuant to conditions 17 (surface water drainage scheme), of full planning application reference 12/2166 dated 27th June 2013 for A hybrid planning application - Granted, 17/06/2014.

13/3586: Details pursuant to conditions 23 (exterior materials) 30 (Commercial Frontages) and 31 (Offer signage strategy), of full planning application reference 12/2166 dated 27th June 2013 for A hybrid planning application - Granted, 13/06/2014.

13/3494:Details pursuant to condition 20v (relating to CCTV and lighting within the car park) 24 (landscape work and treatment), 25 (landscape management plan) and 27 (lighting scheme) for phase 1 only of full planning permission reference 12/2166 dated 27/06/2013 for A hybrid planning application - Granted, 01/05/2014.

13/3361: Details pursuant to condition 20 (i), (ii), (iii), (iv), (v - relating to lining and signage only) and (vi), 22 and 26a (refuse and recycling for phase one) of full planning permission reference 12/2166 dated 27/06/2013, for A hybrid planning application - Granted, 30/12/2013.

13/2963: Details pursuant to condition 15 (contamination and remediation) of Full Planning Permission reference 12/2166 dated 27 June, 2013, for A hybrid planning application - Granted, 28/11/2013.

13/2244: Details pursuant to part discharge of conditions 9 (a) ('Preparatory works' - Construction Environmental Management Plan) and 10 (a) ('Preparatory works' Construction Logistics Plan) of full planning application reference 12/2166 dated 27/06/2013 for A hybrid planning application - Granted, 02/10/2013.

CONSULTATIONS

Consultation Period: 09/04/2014 - 30/04/2015

Site Notice Displayed on 10/04/2015 - 01/05/2015

Press Notice: 16/04/2014 - 07/05/2015

254 neighbours consulted - no comments received

Fryent Ward Councillors - no comments received.

Queensbury Ward Councillors - no comments received.

London Borough of Barnet - Confirmed that they wish to raise no objections to the proposal.

Network Housing Group - no comments received.

Internal Consultation

Transportation - No objections raised to the discharge of the reserved matters or conditions 37, 39, 41 or 42. However, they have requested a revised tracking for larger refuse collection vehicles to ensure they can still access and turn on the podium, to enable condition 38 to be discharged. This is to take into account larger refuse vehicles now used by the Council or recycling waste.

Waste officer - Same requirement relating to condition 38 as set out above.

Environmental Health - confirmed that they wish to make no comments on the reserved matters application or conditions 37, 38, 39, 41 or 42.

Landscape - Overall, no concerns raised regarding the overall layout and design intention for landscaping for phase 2. A few points raised regarding paving and drainage over the car park, materials for the raised planters and details of landscaping species and play equipment.

POLICY CONSIDERATIONS

National policy guidance

National Planning Policy Framework 2012

This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for

- their contribution to the quality of life for this and future generations;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Regional policy guidance

The Further Alterations to the London Plan 2015

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications.

Chapter 3 - London's People

- Policy 3.3: Increasing Housing Supply
- Policy 3.4: Optimising Housing Potential
- Policy 3.5: Quality and Design of Housing Development
- Policy 3.6: Children and Young People's Play and Informal Recreation Facilities
- Policy 3.8: Housing Choice
- Policy 3.9: Mixed and Balanced Communities
- Policy 3.10: Definition of Affordable Housing
- Policy 3.11: Affordable Housing Targets
- Policy 3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

Chapter 4 - London's Economy

- Policy 4.4: Managing Industrial Land and Premises

Chapter 5 - London's Response to Climate Change

- Policy 5.2: Minimising Carbon Dioxide Emissions
- Policy 5.3: Sustainable Design and Construction
- Policy 5.6: Decentralised Energy in Development Proposals
- Policy 5.7: Renewable Energy
- Policy 5.9: Overheating and Cooling
- Policy 5.13: Sustainable Drainage

Chapter 6 - London's Transport

- Policy 6.3: Assessing Effects of Development on Transport Capacity
- Policy 6.5: Funding Crossrail and other strategically important transport infrastructure
- Policy 6.7: Better streets and surface transport
- Policy 6.9: Cycling
- Policy 6.11: Smoothing Traffic Flow and Tackling Congestion
- Policy 6.13: Parking

Chapter 7 - London's Living Places and Spaces

- Policy 7.2: An Inclusive Environment
- Policy 7.3: Designing Out Crime
- Policy 7.4: Local Character
- Policy 7.5: Public Realm
- Policy 7.6: Architecture
- Policy 7.14: Improving Air Quality
- Policy 7.15: Reducing Noise and Enhancing Soundscapes
- Policy 7.19: Biodiversity and Access to Nature

Chapter 8 - Implementation, Monitoring and Review

Policy 8.3: Community Infrastructure Levy

Local policy guidance

Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP1: Spatial Development Strategy
CP2: Population and Housing Growth
CP11: Burnt Oak/Colindale Growth Area
CP19: Brent Strategic Climate Change Mitigation and Adaption Measures
CP21: A Balanced Housing Stock

Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

Built Environment

BE2: Townscape - Local Context & Character
BE3: Urban Structure - Space & Movement
BE4: Access for Disabled People
BE5: Urban Clarity & Safety
BE6: Public Realm - Landscape Design
BE7: Public Realm - Streetscape
BE8: Lighting & Light Pollution
BE9: Architectural Quality
BE10: High Buildings
BE11: Intensive and Mixed Use Developments
BE12: Sustainable Design Principles
BE17: Building Services Equipment

Environmental Protection

EP2: Noise & Vibration
EP3: Local Air Quality Management
EP4: Potentially Polluting Development
EP6: Contaminated Land
EP14: New Energy, Renewable Energy and Fuel Storage Development
EP15: Infrastructure

Housing

H12: Residential Quality - Layout Considerations
H13: Residential Density

Employment

EMP9: Development of Local Employment Sites

Transport

TRN3: Environmental Impact of Traffic
TRN4: Measures to make Transport Impact Acceptable
TRN10: Walkable Environments

TRN11: The London Cycle Network
TRN22: Parking Standards - Non Residential Developments
TRN23: Parking Standards - Residential Developments
TRN34: Servicing in New Developments
TRN35: Transport Access for Disabled People and Others with Mobility Difficulties

Brent's Site Specific Allocations DPD adopted July 2011

The above document forms part of Brent's Local Plan and sets out the planning policies and guidance for the future development of over 70 key opportunity sites around the borough. One of these site is known as B/C.1.

Supplementary Planning Guidance and Design Guides

Mayor's Housing SPG, November 2012
S106 Planning Obligations SPD, July 2013
Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001
The Burnt Oak, Colindale and the Hyde Placemaking Plan (2014)

DETAILED CONSIDERATIONS

Land Use and Nature of Application

1. This application has been submitted pursuant to conditions 4 (the Reserved matters, comprising details of layout, scale, appearance, access and landscaping), 37 (car parking), 38 (servicing details), 39 (cycle parking), 41 (residential unit mix) and 42 (details of housing quality) in relation to phase 2 of the outline planning consent.
2. Phase 2 relates to residential floorspace (Class C3). The outline planning consent was accompanied by illustrative residential accommodation schedule indicating 183 residential units, with associated car parking spaces and cycle parking spaces, associated landscaping and new vehicular access from Airco Close (Phase 2, all matters reserved)
3. The proposed use in the building within phase 2 accords with the Outline planning consent with the scheme being residential accommodating 183 units. The applicant has confirmed that access for service vehicles is via option 1 shown within the Outline Planning Consent. Option 1 is access for service vehicles to the podium via Airco Close. Access to the basement car park for the residential units is via Airco Close which accords with the Outline Planning Consent.

Urban Design

4. The residential elements comprise blocks along the Edgware Road and Grove Park frontages together with townhouses within the centre of the site and town houses along the boundary with Asda Superstore. The footprint of the blocks are in accordance with the approved building line for the residential element of the scheme approved as part of the Outline Planning Consent. The details of each block has been designed in accordance with the Building Design Code approved as part of the Outline Planning Consent. This is discussed in further detail below.
5. The residential element is to be built on a podium slab that ties in with Phase 1 structural slab above the retail space on the eastern side and with the existing ground levels of the surrounding streets on the south and west sides creating a new 'ground level'. At the centre of the podium area is the Home Zone which is defined by the terraces of town houses.
6. The Home Zone is a shared surface design and is publicly accessible. A single point of access to the Home Zone area for refuse collection, delivery and emergency vehicles, is provided from Airco Close. This access will be controlled - details of which are discussed within the highways section below. The Home Zone is also linked to Edgware Road via a stepped and ramped landscape area located between the Phase 1 OFER food court and the end of Block A.

Urban Context - Blocks A, B, C and D

7. These blocks front Edgware Road and Grove Park and range from four to eight storeys high. The height

of the blocks accord with the building heights approved as part of the parameter plans. The main entrances to Blocks A, B, C and D are from the street with secondary entrance from the Home Zone at podium level. Buildings A and B front Edgware Road. They have staggered front building line that follows the retail frontage below. They have been designed in accordance with the Building Design Code with the exception of 1.1m high parapets to the main volumes as they have been reduced in height on some of the blocks. The external materials are in conformity with the Building Design Code that includes the use of a light brick for the main blocks and a darker brick to the recessed areas. The massing and composition of Blocks A and B are in accordance with the objectives of the Building Design Code.

8. Blocks C and D front Grove Park. The buildings are four storeys high with a recessed fifth floor. They have been designed in accordance with the Building Design Code with the exception of 1.1m high parapets being provided to the main volumes as they have been reduced in height on some of the blocks and brick columns have been introduced on corner balconies. The facing bricks for Blocks C and D are in accordance with the Design Code. The proposal now introduces the use of panel cladding for the recessed top floor and the use of metal balconies rather than glass. The corner balconies are to be finished in timber cladding as per the Design Code but the centrally located balconies are to be finished in panel cladding to reflect the recessed top floor. Overall, the massing and composition of Blocks C and D are in accordance with the objectives of the Building Design Code.

Suburban Context - Block E

9. This block is located on Grove Park next to the junction with Airco Close. The height of the block varies from three to four storeys high to reflect the scale of the residential development on Airco Close. The height of the block accord with the building heights approved as part of the parameter plans. Access to Block E faces the children's play area accessed from the podium with secondary access set back from the corner of Grove Park and Airco Close. The block has been designed to meet the requirements of the Design Code. The facing bricks for Block E are in conformity with the Design Code but metal balconies are proposed instead of glass one. Overall, the massing and composition of Blocks C and D are in accordance with the objectives of the Building Design Code.

Home Zone - Town houses

10. The Home Zone within the site is lined with town houses that vary from 2 to 3 storeys high. The height of the town houses accord with the building heights approved as part of the parameter plans. The townhouses have been designed to meet the requirements of the Design Code with the exception of the terraces. Access to each of the townhouses is from the Home Zone at podium level. The Design Code proposed them along a single set back but they now alternate in alternative orientation. The external materials are in accordance with the Design Code comprising facing bricks for the townhouses and timber cladding for the recessed terraces.

Housing

11. A total of 183 residential units are proposed. As advised in the key issues set out above, no affordable housing is proposed on site. This was agreed as part of the Section 106 Agreement for the Outline Planning Consent. The mix of units is as follows:

Building Name	1 bed (2 person)	2 bed (3 person)	2 bed (4 person)	3 bed (5 person)	3 bed (6 person)	4 bed (6 person)	4 bed (7 person)	Total
A	10	0	26	4	0	0	0	40
B	24	3	18	10	0	0	1	56
C	5	0	5	6	1	0	0	17
D	6	0	6	7	0	0	0	19
E	7	0	8	5	0	1	0	21
Townhouses	0	1	0	18	0	0	11	30
Total	52	4	63	50	1	1	12	183

12. In accordance with condition 41 of the Outline Planning Consent there are no more than 183 dwellings, with the mix of units including of 28% one bedroom units, 35% three and four bedroom units, and 16% the units as self contained dwellinghouses.
13. The residential units have been designed to meet the London Housing Design Code. This includes all units meeting or exceeding the minimum internal space standards as set out in the Mayor's Housing SPG

together with all units having private external amenity space that meets the requirements of the Mayor's Housing SPG. With the exception of Block B there are a maximum of 8 units per core. Block B has nine dwellings per core. However the total number of persons within the block is less than the maximum recommended within the Housing SPG. Lifts are provided in all blocks and in the case of Blocks A and B which are over 5 storeys high, two lifts are proposed. 10% of units are to be wheelchair accessible. These are located in Block B. All residential units are to be designed to lifetime homes standards.

14. The flats are either dual aspect or have a sole aspect that does not face to the north. They are considered likely to receive good levels of daylight and sunlight.
15. With regard to external amenity space, the application document sets out that the scheme would achieve an average of 17.63 sqm of external amenity space per unit. This calculation includes the specified balcony/terrace spaces, and dedicated rear gardens for each of the townhouses within the central areas of the site. In addition to the above, the podium is designed as a Home Zone with adds to the overall amount of external amenity space that residents have access to. This includes a dedicated play area at 342sqm (this accords with the anticipated child yield calculations for the mix of units as proposed above), informal seating at 20sqm, a residents terrace at 363sqm and the areas within the Home Zone that could be used for informal play at 655sqm. Full details of the play area and landscape design are conditioned have already been conditioned as part of the Outline Consent.

Highways / Transportation / Parking

16. Access is again proposed from the end of Airco Close via an 180 degree bend to access the car park, with remote key fob-controlled roller shutter doors proposed at the car park entrance for security. This is in accordance with the parameter plans for the Outline Planning Consent. The basement car park will accommodate car parking for 183 cars (incl. 15 disabled & 37 Electric Vehicle Charging Points), twelve motorcycles and 340 bicycles. The number of car parking spaces complies with the requirements of condition 37 of the Outline Planning Consent, with the ratio of one space per flat negating any potential concerns regarding overspill parking from the site. No visitor parking is proposed as per the Outline Planning Consent.
17. The number and location of the proposed disabled spaces satisfies requirements and allows easy access to each lift core. The proposed basement headroom of 2.6m for circulation areas and disabled parking spaces will allow high-top conversion vehicles to be accommodated.
18. Similarly, the number of electric vehicle charging bays shown, directly corresponds with the requirements of condition 37. Usage of spaces will be surveyed three and five years after completion of the block and increased if necessary by bringing passive spaces into use.
19. Two parking spaces may also be set aside for a Car Club operator, should a club be set up on the site.
20. The proposed parking spaces are provided to standard dimensions, with adequate aisle widths for access and suitable road markings for circulation.
21. A car park management plan has been submitted, stating that access to the car park will be granted on a 'right-to-park' basis only with no bays allocated to specific units, thus allowing maximum flexibility of use.
22. Flourescent lighting is proposed within the car park for safety and security, mounted at ceiling level to provide average illuminance of 300 lux at the entrance, 150 lux at bends and intersections and 75 lux for parking bays. These levels correspond directly to advice on lighting for underground car parks provided by the Institute of Structural Engineers and are therefore fine.
23. A total of 27 CCTV cameras are proposed within the car park for security, which will provide ample coverage.
24. With 340 bicycle parking spaces proposed within the basement and a further 20 visitor spaces at podium level, bicycle parking requirements for this phase of the development are more than met.
25. As per the recent application to vary the parameter plans, access for service vehicles to the residential units shared surface courtyard area is confirmed as being via Airco Close (Option 1 of the outline permission). The access is proposed to be controlled using hydraulic retractable bollards set 11m from the highway boundary and operated from the site management office via an intercom system. About six service/delivery vehicles are estimated to require access per day. The construction of the access

bellmouth and a footway along Airco Close will form part of the S38/S278 works for the site, along with further highway works in Grove Park to form a central median strip (as per the S106 Agreement).

26. Refuse storage is proposed at the podium level for each block, allowing easy collection of refuse from within the shared surface courtyard. Storage of general waste and recycling will take place in 1,100 litre Eurobins, with a minimum of 37 required for the development. Food waste will be stored in wheeled bins. A number of bin stores are provided throughout the podium level that have sufficient capacity to meet the storage requirements for this scheme. Tracking has been provided to show that 8.3m long refuse vehicles can access and negotiate their way through the landscaping features within the courtyard, before turning around and leaving in a forward gear. Manoeuvring space is tightly constrained though, with the final turn being a 5-point turn.
27. A Delivery & Servicing Plan has also been submitted to try to minimise commercial vehicle movements to and from the site, which is welcomed.
28. Pedestrian access to the podium and residential units will be provided directly from all surrounding highways (Edgware Road, Grove Park and The Hyde) as well as the courtyard, which is welcomed. The podium courtyard itself will be surfaced in concrete block paving, which provides a suitable surface for the shared surface area.
29. The proposal is considered acceptable on highway grounds. The submitted details meets the requirements of the reserved matters application (condition 4) and conditions 37 (car parking), 38 (servicing details) and 39 (cycle parking) of the Outline Planning Consent.

Sustainability

30. The sustainability targets were set out within the Section 106 agreement for the Outline planning consent relating to phase 2. The targets were as follows:
 - Code for Sustainable Homes Level 4;
 - Measures to achieve compliance with section 4.8 of the TP6 form (Brent Sustainability Checklist) including BRE Mat05 credits where relevant;
 - A minimum score of 50 % on the Brent Sustainability Checklist;
 - A minimum CO2 reduction of 25 % from 2010 TER (regulated)
31. The target levels and timescales for the final approval of the energy and sustainability strategies have already been secured through the Section 106 agreement. As such, these matters can be dealt with prior to the commencement of works on-site.
32. Following the technical housing standards review, the government has issued a written ministerial statement withdrawing the code for sustainable homes, aside from the management of legacy cases. As the outline consent secured a Section 106 Agreement that included a requirement to comply with Code for Sustainable Homes Level 4, it is defined as a legacy case. It is therefore possible to continue to register code cases and conduct code assessments.

Timescales for implementing the residential development and Phase 3 (School)

33. The Section 106 Agreement for the Outline Planning Consent requires the developer to make a material start on the residential development within 12 months of obtaining planning consent for the reserved matters. If a material start is not carried out in accordance with these timescales, the developer is required to pay a sum of £40,000 per month Index Linked from the date of the reserved matters approval until material start has either taken place or 24 months from the first payment (whichever is earliest) to be utilised by the Council towards the provision of Affordable Housing on other sites within the Borough
34. The Section 106 Agreement also requires 33% of the dwellings to be completed within 24 months of material start of the residential development, 66% of the dwellings to be completed within 42 months of material start of the residential development and 100% of the dwellings to be completed within 60 months of the material start of the residential development.
35. With regards to the school that forms part of Phase 3 of the Outline Planning Consent, there was a requirement within the Section 106 Agreement for the developer to not make a material start on the development until the School Podium Specification and School Podium Operational Plan has been submitted to and approved by the Council. The Section 106 Agreement also restricted the occupation of the Superstore until the completion of the School Podium in accordance with the School Podium

Technical Specifications and until the grant of the School Land Lease to the Council at nil cost on the School Lease terms.

Summary

36. The submitted reserved matters application represents the evolution of the design of the building that was shown in the original outline planning application, with changes to the internal layout, a rationalisation of the floor plan, associated changes to the façade and a number of other amendments to the layout, design and landscaping. The proposal complies with the parameters set out within the Outline Consent.
37. The design to be based on robust principles and that the development will add visual interest to Edgware Road and Grove Park. The application delivers 183 homes that meet or exceed London Plan unit size standards and all units benefit from good sized balconies. The incorporation of dual entrances to the residential units helps to demonstrate an inclusive approach to all residents.
38. The proposal is considered to be acceptable on highways grounds, being in accordance with the Outline Planning Consent.
39. It is recommended that conditions 4 (the Reserved matters, comprising details of layout, scale, appearance, access and landscaping), 37 (car parking), 38 (servicing details), 39 (cycle parking), 41 (residential unit mix) and 42 (details of housing quality) in relation to phase 2 of the outline planning consent, are approved.

S106 DETAILS

The Section 106 legal agreement for this development was secured through the hybrid planning consent (reference 12/2166). It included provisions relating to:

- Transfer of Land to Council for Nursery (60 places) and two form of entry primary school (420 places), with appropriate fallback provisions
- A mechanism for providing an offsite contribution towards affordable housing provision following completion of the development should market conditions improve
- A contribution of £303,000 due on material start and index-linked from the date of committee for Transportation (including TfL)
- A contribution of £150,000 due on material start and index-linked from the date of committee for Open Space and Sport, Local Health Care, Air Quality, Bio-diversity in the local area
- Highway Works – enter into a s278/s38 agreement for highway works
- Community Access Plan to include 28sqm of community space for local residents and groups supporting Oriental culture, for not less than 45hrs p/w and use of other parts of the development for cultural purposes
- Provision of an Oriental Cultural Centre (the OFEF) which shall include A1, A2, A3, A4, A5, B1 and D1 with limitations on the sale of goods within retail areas and a strategy to ensure other commercial uses are compatible with an Oriental Cultural Centre
- Sustainability Strategy to include Sustainability Checklist score of at least 50%, BREEAM Excellent and Code for Sustainable Homes Level 4 with compensation if not met, 25% improvement on Part L Building Regs 2010 TERs, sign up to ICE Demolition Protocol
- Sign up and adhere to the Considerate Contractors Scheme
- Energy Strategy to include 20% on site renewable energy provision with compensation if not met
- Travel Plans for the Commercial, Residential and School phases
- Car-free development in the event that a CPZ is imposed at a later date
- Measures to establish and promote a Car Club on the site, including the setting aside of two parking spaces for Car Club vehicles and the funding of two years' free membership for all new residents
- Employment and Training – to employ and/or train Brent residents as a proportion of the construction workforce
- Right of the public to use parts of the development

CIL DETAILS

This application is liable to pay **£7,109,613.28*** 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): 0 sq. m.

Total amount of floorspace on completion (G): 26250 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	26250	0	26250	£200.00	£35.15	£6,046,875.00	£1,062,738.28

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)	258	
Total chargeable amount	£6,046,875.00	£1,062,738.28

*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.



DECISION NOTICE – APPROVAL

Application No: 15/1337

To: Mr Ben Ford
QUOD
Ingeni Building
17 Broadwick Street
London
W1F 0AX

I refer to your application dated 31/03/2015 proposing the following:

Reserved matters application for construction of a part 2-, part 9-storey buildings comprising 183 residential units (52 x 1 beds, 67 x 2 beds, 51 x 3 beds and 13 x 4 beds) with associated landscaping, parking and servicing (Phase 2).

This application has been submitted pursuant to conditions 4 (the Reserved Matters), 37 (car parking), 38 (servicing details), 39 (cycle parking), 41 (residential unit mix) and 42 (details of housing quality) of Outline planning permission reference 12/2166 (subsequently varied by application ref: 14/4965 dated 18 March 2015 and non material amendment ref: 14/3849 dated 5 January 2015).

Outline planning permission 12/2166 was for a hybrid planning application, as amended by plans received 1 November 2012, for the demolition of all existing buildings and structures and:

- full planning permission (Phase 1) for comprehensive mixed-use development comprising full planning permission the erection of a 7,817sqm gross external area (GEA) Class A1 retail foodstore with associated service and delivery yard; 5,207sqm GEA of new Oriental and Far Eastern Floorspace to include shops, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways and non-residential institutions (Class A1, A2, A3, A4, A5, B1 and D1); podium slab along Airco Close; a site-wide energy centre; associated car parking spaces, motorcycle parking spaces and cycle parking spaces; associated landscaping and public realm works; new vehicular access from Grove Park and vehicular access from Plaza Walk and associated highway works; and
- outline planning permission (Phases 2 and 3) comprising residential floorspace (Class C3, accompanied by illustrative residential accommodation schedule indicating 183 residential units), associated car parking spaces and cycle parking spaces, associated landscaping and new vehicular access from Airco Close (Phase 2, all matters reserved) and two form of entry primary school and nursery (Class D1, Phase 3, all matters reserved).

The application is accompanied by an Environmental Statement (revised October 2012) and subject to a Deed of Agreement dated 26 June 2013 under Section 106 of the Town and Country Planning Act 1990, as amended.

and accompanied by plans or documents listed here:

See Condition 1
at Former Oriental City, 399 Edgware Road, Kingsbury, London, NW9

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:

Head of Planning, Planning and Regeneration

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:-

Central Government Guidance
London Plan (2015)

Brent's Core Strategy (2010)
Brent's Unitary Development Plan (2004)
Council's Supplementary Planning Guidance

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

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Employment: in terms of maintaining and sustaining a range of employment opportunities
Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services
Design and Regeneration: in terms of guiding new development and Extensions
Site-Specific Policies

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

5293-00-001 Rev B - Site Location Plan
5293-00-002 - Site Layout Plan
5293-00-007 - Block Plan

5293-02-200 Rev C - Phase 2 Ground Floor Car Park Plan
5293-02-201 Rev C - Phase 2 First Floor Plan
5293-02-202 Rev C - Phase 2 Second Floor Plan
5293-02-203 Rev C - Phase 2 Third Floor Plan
5293-02-204 Rev C - Phase 2 Fourth Floor Plan
5293-02-205 Rev C - Phase 2 Fifth Floor Plan
5293-02-206 Rev C - Phase 2 Sixth Floor Plan
5293-02-207 Rev C - Phase 2 Seventh Floor Plan
5293-02-208 Rev C - Phase 2 Eighth Floor Plan
5293-02-209 Rev C - Phase 2 Ninth Floor Plan
5293-02-210 Rev C - Phase 2 Roof Plan

5293-02-300 Rev C - Phase 2 Section A-A
5293-02-301 Rev C - Phase 2 Section B-B
5293-02-302 Rev C - Phase 2 Section C-C
5293-02-303 Rev C - Phase 2 Section D-D
5293-02-304 Rev C - Phase 2 Section E-E
5293-02-305 Rev C - Phase 2 Section F-F
5293-02-306 Rev C - Phase 2 Section G-G
5293-02-307 Rev C - Phase 2 Section H-H
5293-02-308 Rev C - Phase 2 Section J-J
5293-02-309 Rev C - Phase 2 Section K-K

5293-02-320 Rev C - Phase 2 Edgware Road East Elevation
5293-02-321 Rev C - Phase 2 Grove Park South Elevation
5293-02-322 Rev C - Phase 2 Airco Close West Elevation
5293-02-323 Rev C - Phase 2 Block A & B West Elevation/Section
5293-02-324 Rev C - Phase 2 Block C & D North Elevation/Section
5293-02-325 Rev C - Phase 2 Town House A & B South Elevation/Section
5293-02-326 Rev C - Phase 2 Town House A & B East Elevation/Section
5293-02-327 Rev C - Phase 2 Block A & B/Town House A & B North Elevation
5293-02-328 Rev C - Phase 2 Town House C South Elevation

Supporting Statements

Reserved Matters Application prepared by Sheppard Robson dated March 2015
Conformity Statement prepared by QUOD dated 31 March 2015

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

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337