

Supplementary Information

Planning Committee on 10 February 2016

Agenda Item 07

Case No. 15/4226

Location	Moberly Sports Centre, Kilburn Lane, North Kensington, London, W10 4AH
Description	Details pursuant to condition 17 (Construction Logistics Plan) relating to planning application reference 13/3682 dated 04/02/2015 for full planning permission sought for demolition of all existing buildings and erection of a part 7/part 6/part 5/part 4-storey building with 9293sqm of Sports and Leisure Centre (Use Class D2), 56 flats (22 x 1-bed, 34 x 2-bed) and 240sqm of retail floor space (Use Class A1/A2/A3) and erection of 15 terraced townhouses (15 x 4-bed) with associated car and cycle parking and landscaping and subject to a Deed of Agreement dated 02 February 2015 under Section 106 of the Town and Country Planning Act 1990, as amended

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Members visited the site on Saturday 6 February.

During the Committee the following concerns and questions were raised:

1. Query whether two-way traffic will be maintained along Chamberlayne Road
2. Could the carriageway be widened at this point?
3. Volume of buses along this part of Chamberlayne Road between 09.30 and 3.30?
4. Risk of increased pollution
5. Have alternatives been fully investigated?
6. Query existing parking suspension on Brent side of Kilburn Lane

1. Two way traffic

Chamberlayne Road has a carriageway width of 8m. A lorry using the loading bay would take out 2.5m of that width, leaving 5.5m. Two buses would therefore struggle to pass one another when passing the lorry, so would in practice have to wait for one another to pass before moving forward. However, the suspension of the parking bays opposite the loading bay will otherwise maintain two-way traffic flow along Chamberlayne Road and is an improvement on the current situation, where the bays and bus stop do restrict traffic to one lane when a bus is stopped. London Buses were involved in all the discussions and have approved the arrangements.

The applicant has stipulated that is difficult to put an exact time on how long unloading will take as each delivery may vary due to the material being delivered, however it will done as quickly as possible.

2. Widening of the carriageway

With regard to reducing footway widths, there is no legal minimum width, but for safe access for wheelchairs and pushchairs it should not be reduced to any less than the 1.5m, which is the width the applicant is proposing. The widening of the carriageway or strengthening the footway to accommodate loading on the footway would be likely to be very costly, as any services within the footway would need to be lowered to provide adequate cover. . .

3. Volume of buses

There are approximately 30 buses per hour each way along this part of Chamberlayne Road. For comparison, there are about 20 buses per hour along Banister Road.

4. Pollution

The implications of the impact of development on air quality in the local area have been considered as part of the original planning permission and it is not within the scope of this condition to address pollution in general. The effect of idling vehicles in congestion on air quality is not fully understood however there is evidence to suggest that idling vehicles result in increased air pollution. Your officers accept this is a likely impact of this development however it is not your officers' opinion that this proposal would result in considerably worse congestion than that which currently exists in this location.

The application site falls within an Air Quality Management Area which means air quality is monitored daily by Brent.

5. Alternatives locations

As outlined in the main report other alternatives have been considered and discounted.

The use of Bannister Road or Kilburn Lane as potential off-site loading areas is considered impractical and to carry greater challenges than that of Chamberlayne Road.

Banister Road is a shorter road that contains bus stops on both sides and is considered to have far greater challenges in providing an off-site loading bay that will not cause congestion, particularly as it would reduce the length of the approach lane to the traffic signals.

With regards Kilburn Lane, it is a residential road with parking bays along its length. The loss of parking bays and disturbance to local residents would be considered far greater if an off-site loading bay were placed along that street.

6. Parking suspension on Kilburn Lane

The parking bays have been temporarily suspended in conjunction with Thames Water sewer works in Chamberlayne Road and should be reinstated by the end of the month.(February 2016)

Recommendation: Remains Approval

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