

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 March, 2016
04
15/4226

SITE INFORMATION

RECEIVED: 30 September, 2015

WARD: Queens Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: Moberly Sports Centre, Kilburn Lane, North Kensington, London, W10 4AH

PROPOSAL: 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

APPLICANT: City of Westminster Sports, Leisure and Wellbeing and Willmott Dixon Regen Ltd

CONTACT: Daniel Watney

PLAN NO'S: Construction Management Plan
Appendix A: Logistics Drawings SL1-5 rev 07
Appendix B: Traffic and Pedestrian Management drawings G577 TMP1-6 rev 02
Appendix C: Willmott Dixon Fleet Operators Recognition Scheme statement
Appendix D: Willmott Dixon Occupational Health and Safety Management System register of forms
Appendix E: Robert West Drawing 3141 001 C 100 P3: Proposed off-site delivery system
Appendix F: Robert West drawing: Construction vehicle routing
Appendix G: Robert West drawing: Construction vehicle routing - local road network
Appendix H: Delivery schedule

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

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

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124302

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1. Please go to pa.brent.gov.uk
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3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

Site address: Moberly Sports Centre, Kilburn Lane, North Kensington, London, W10 4AH

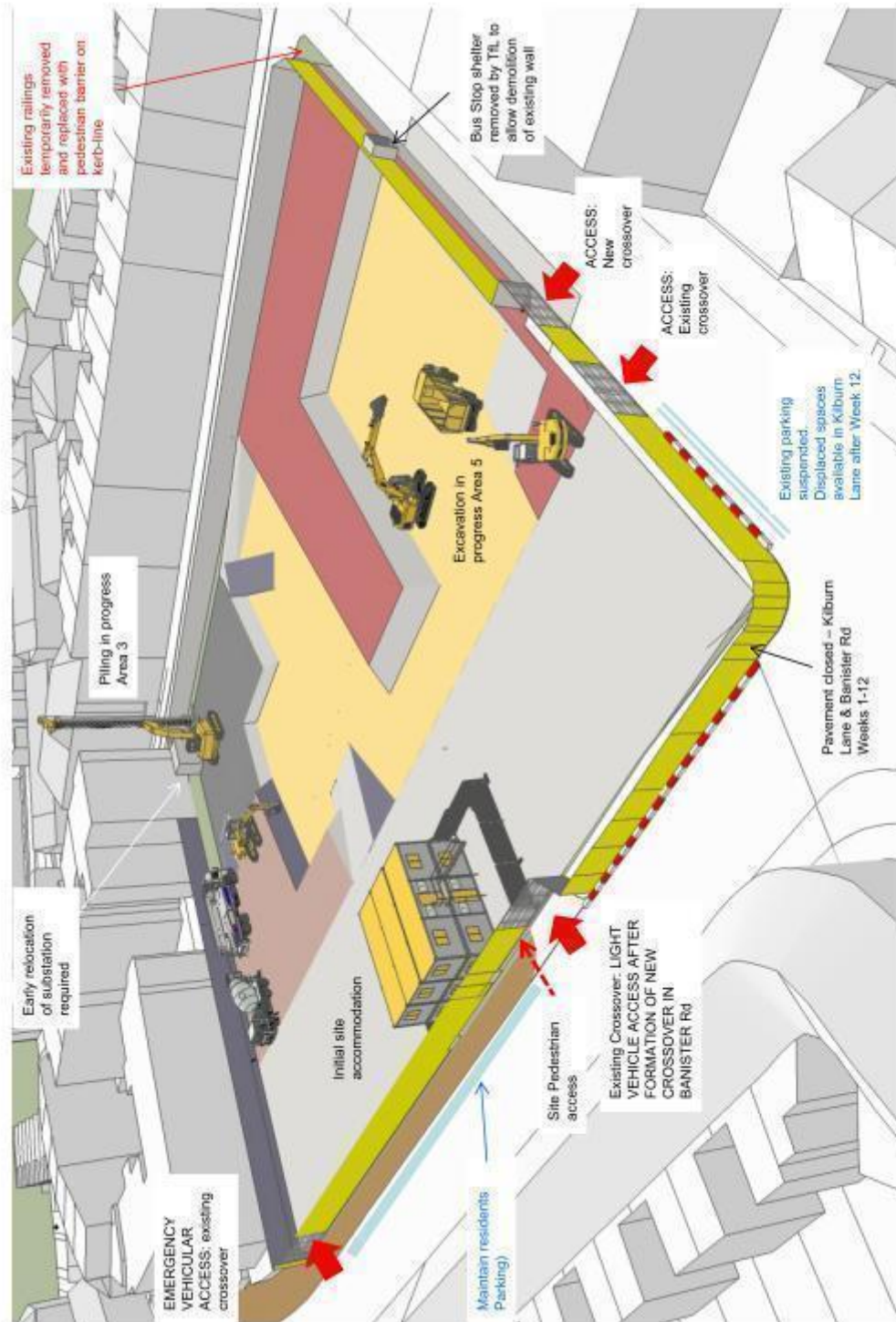
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This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

Appendix A: Logistics Drawings G577 SL1-5 rev 07

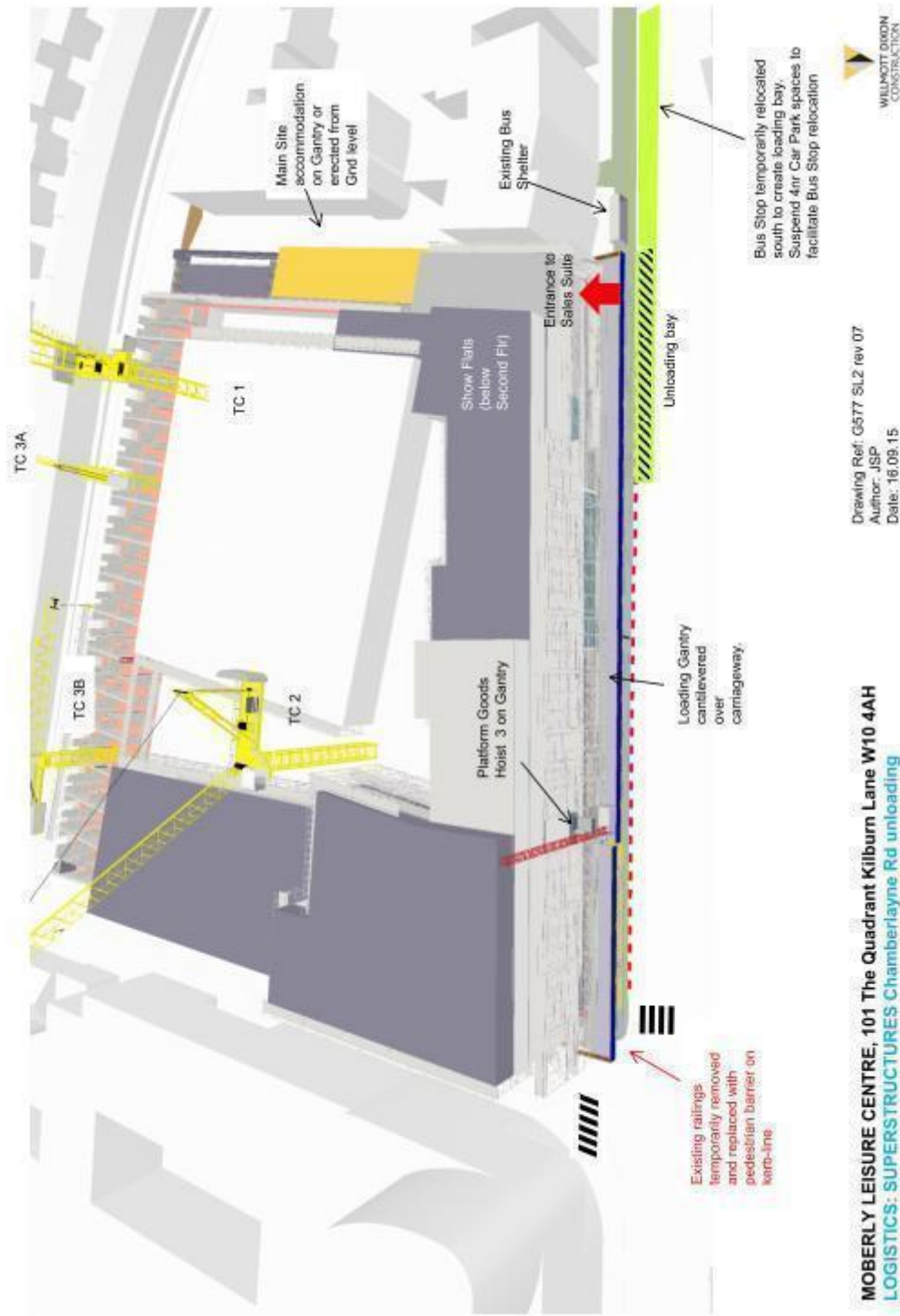


MOBERLY LEISURE CENTRE, 101 The Quadrant Kilburn Lane W10 4AH
LOGISTICS: DEMOLITIONS / SUBSTRUCTURES
 Substructures Weeks 12-30

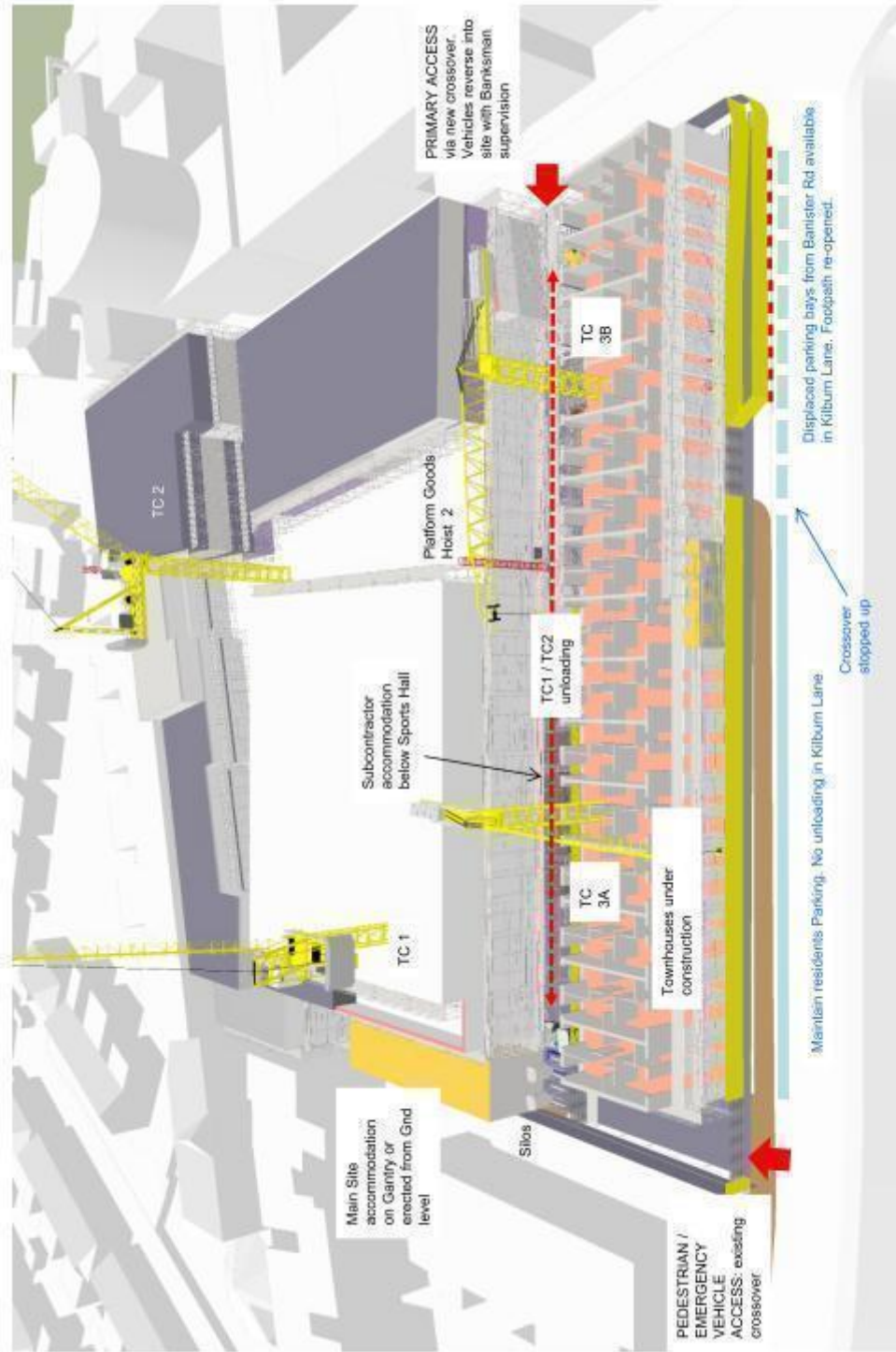
Drawing Ref: G577 SL1 rev 07
 Author: JSP
 Date: 16.09.15



Appendix A: Logistics Drawings G577 SL1-5 rev 07....cont'd



Appendix A: Logistics Drawings G577 SL1-5 rev 07....cont'd



MOBERLY LEISURE CENTRE, 101 The Quadrant Kilburn Lane W10 4AH

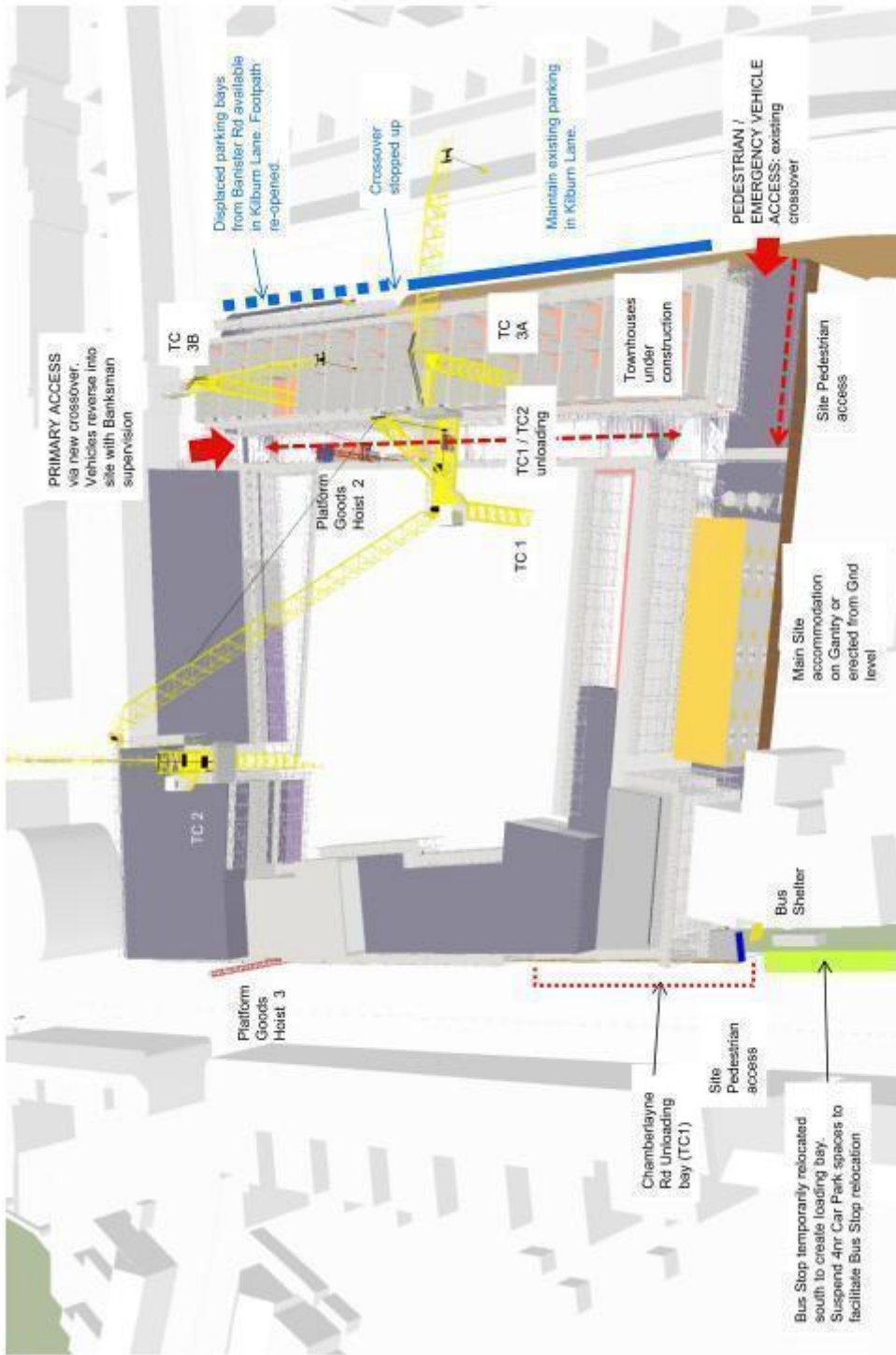
LOGISTICS: SUPERSTRUCTURES

View from Kilburn Lane

Drawing Ref: G577 SL3 rev.07
 Author: JSP
 Date: 16.09.15



Appendix A: Logistics Drawings G577 SL1-5 rev 07....cont'd

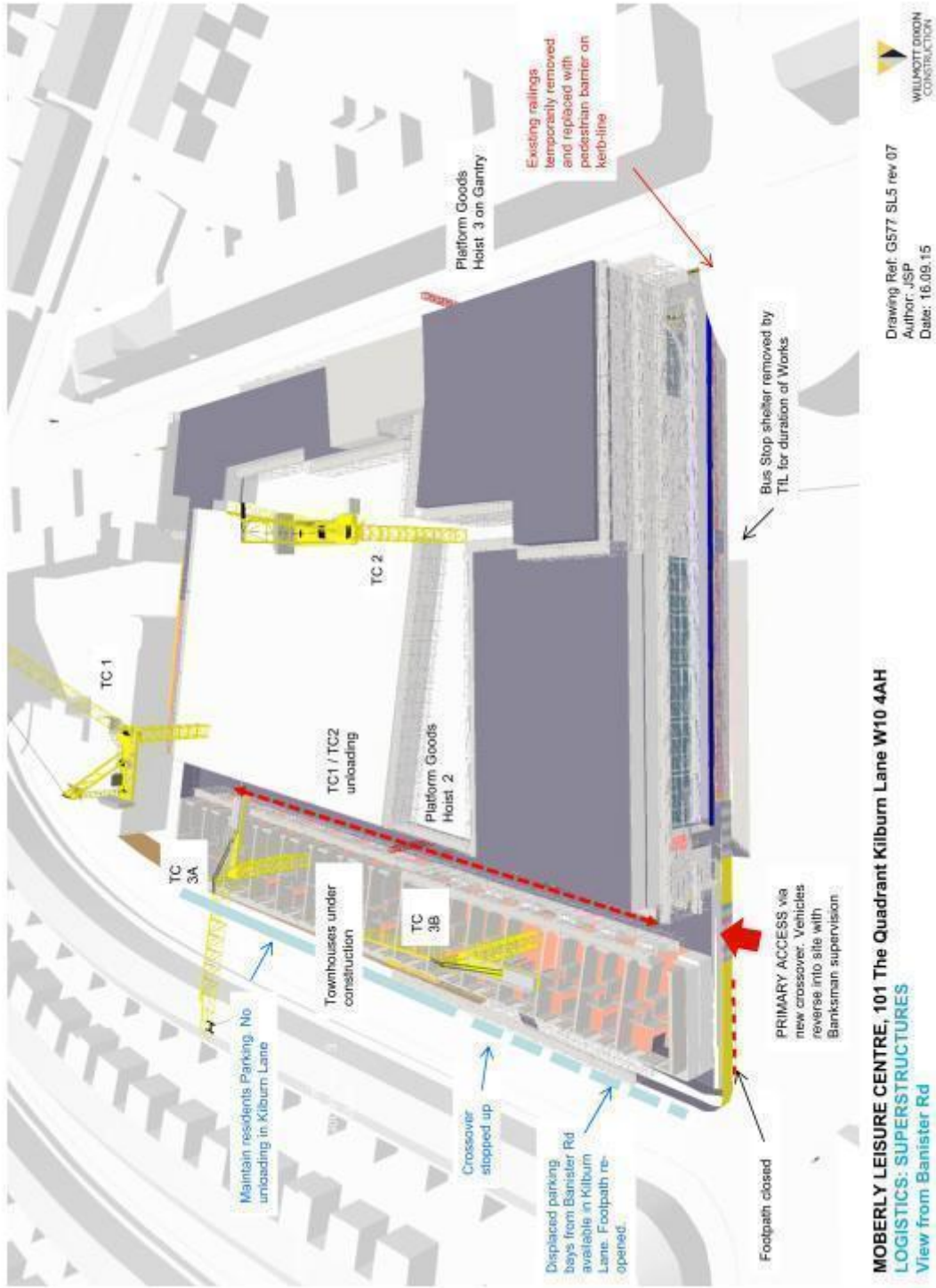


MOBERLY LEISURE CENTRE, 101 The Quadrant Kilburn Lane W10 4AH
LOGISTICS: SUPERSTRUCTURES
 View from South boundary

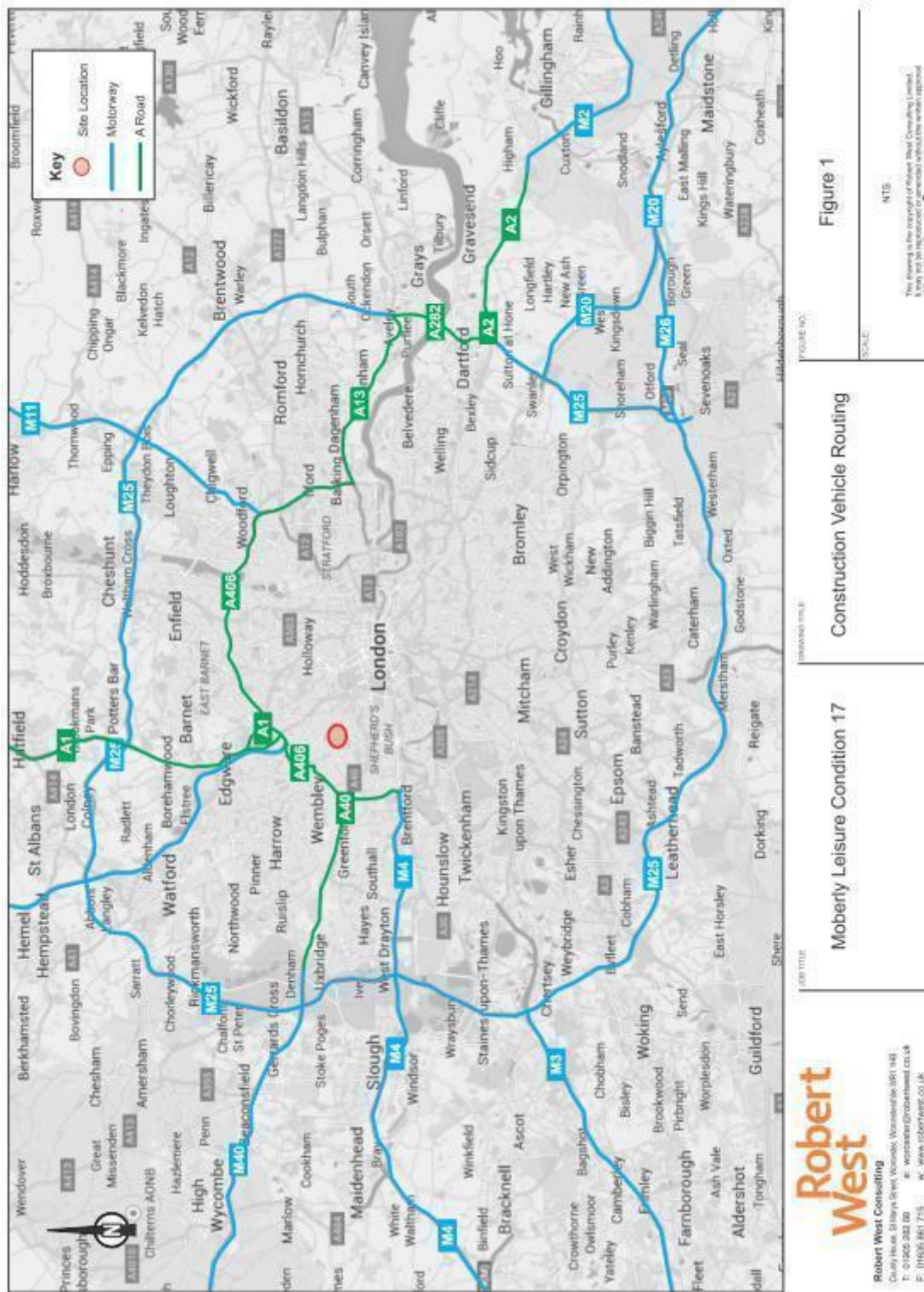
Drawing Ref: G577 SL4 rev 07
 Author: JSP
 Date: 16.09.15



Appendix A: Logistics Drawings G577 SL1-5 rev 07....cont'd



Appendix F: Robert West drawing: Construction Vehicle Routing



Appendix G: Robert West drawing: Construction Vehicle Routing – local road network

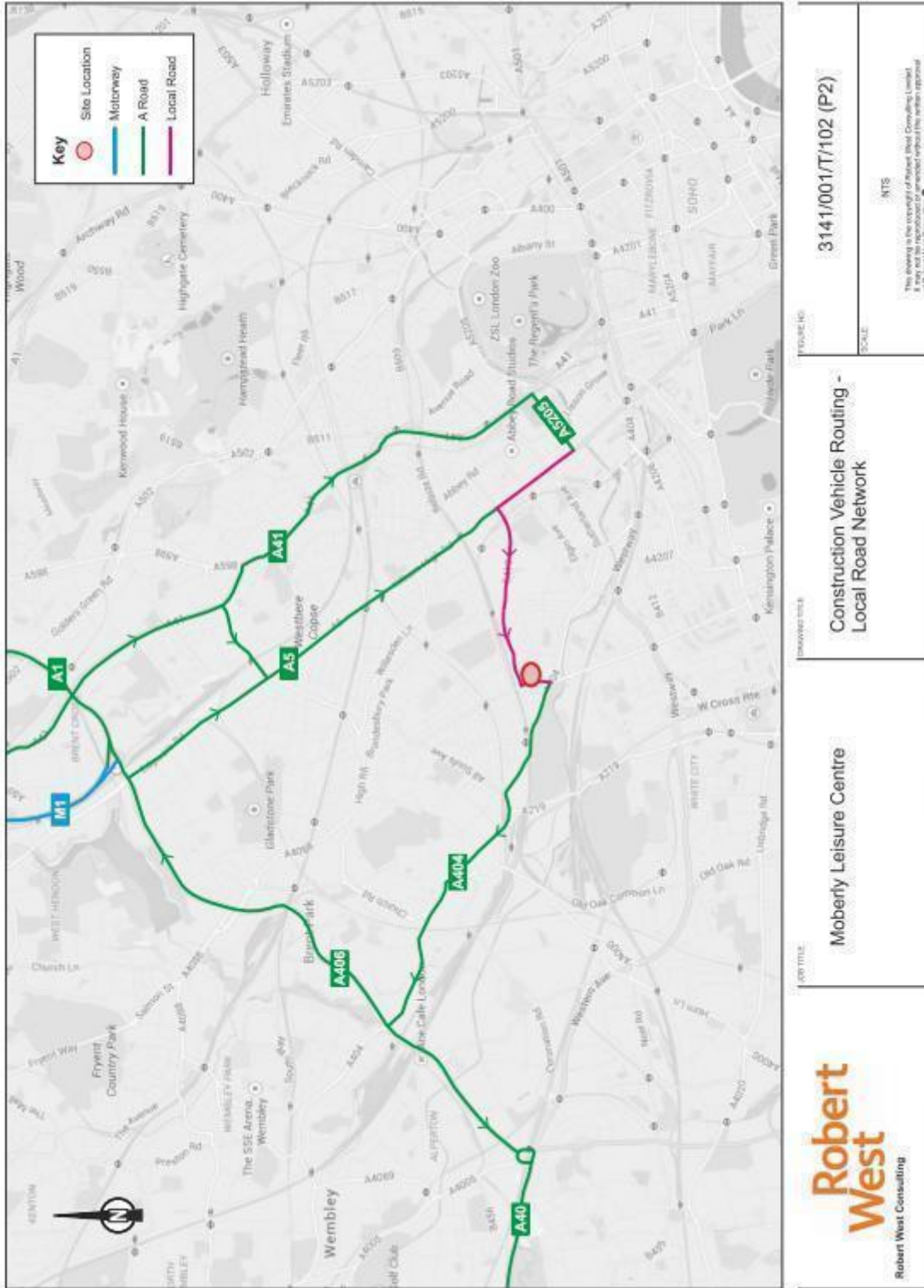


Fig 4 G577 TMP1 rec 02 Chamberlayne Road scaffold - revised drawing which shows the gantry is now 5.4m above the road

MOBERLY LEISURE CENTRE, 101 The Quadrant Kilburn Lane W10 4AH
TRAFFIC & PEDESTRIAN MANAGEMENT
Chamberlayne Road Section during Frame and Cladding

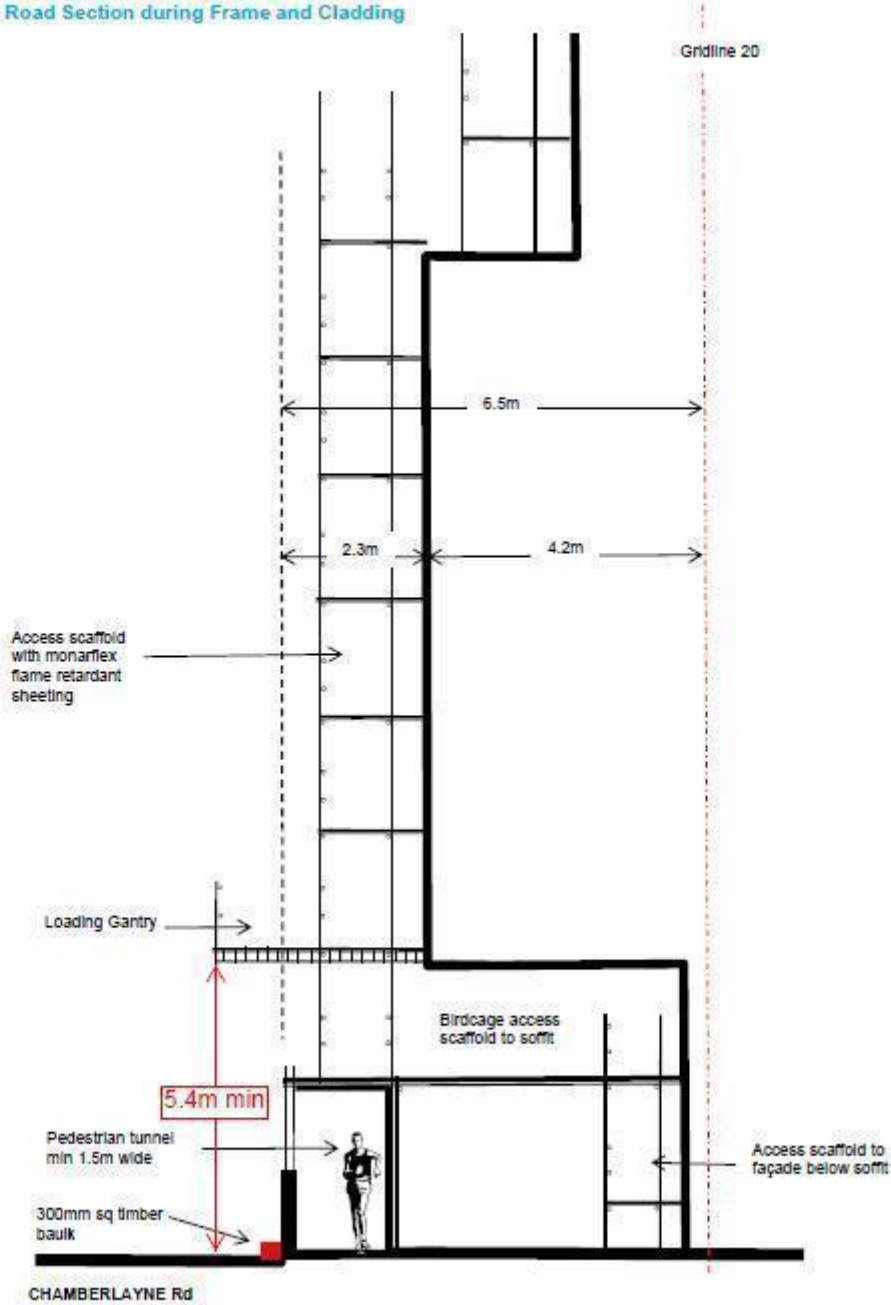


FIG 4 G577 TMP1 rev 02 Chamberlayne Rd scaffold

INTRODUCTION

Referred Application after consideration by the Planning Committee on 10th February

The Planning Committee resolved at the above meeting to refuse this application, contrary to the Officer's recommendation, on the following grounds which have been publicised in the summary of the Committee's decisions;

'traffic impact resulting from disruption to traffic on Chamberlayne Road, impact on local shops in Chamberlayne Road and traffic pollution arising from unloading'

The report considered by the Planning Committee is attached to this covering report.

Status of the Planning Committee's resolution:

The Planning Committee choose not to take the option of deferring the application for a further report as provided by the Planning Code of Conduct and voted to make the resolution supported by the above statement. While the Committee's resolution is clear, the actual decision is not legally made until the actual decision notice is despatched.

In this case, the need to translate the Committee's resolution into wording appropriate for a decision notice meant that a decision notice was not issued in the normal 1 - 2 period. Following an approach by the applicants, a presentation to the Planning Committee was arranged for 23 February. After this presentation, the Planning Committee agreed that the application, with any amendments and further supporting information, could be reported back to the meeting on 9 March. For clarity, the Planning Committee's resolution still stands as recorded and it will be for the Committee to weigh and consider the proposed changes to the proposal.

Proposed Amendments:

The applicants have been requested to explore the concerns and issues raised by the Planning Committee. In particular, the presentation on 23 February indicated that further vehicle tracking and modelling had been undertaken and versions of this and additional representations can be available for the Committee. The presentation also rehearsed and expanded on the implications of seeking to service large heavy goods vehicles (HGV's) from either Banister Road or Kilburn Lane. This expanded information is in addition to that available at the previous Committee meeting.

In terms of the three issues recorded as the reason for the Planning Committee's resolution;

i) Traffic Impact

The applicant's are now proposing to further reduce the hours that the service bay would be in operation from 9.30am to 3.30pm to;

9.30am to 2.30pm for the first 30 weeks
9.30am to 3.00pm for the next 35 weeks
9.30am to 2.30pm for the last 10 weeks

The Head of Transportation, while not objecting to the original proposal, has confirmed that the above change could significantly reduce the potential for congestion by avoiding school traffic.

ii) Impact on local shops

While highlighting that the existing parking bays are not designated for servicing, the applicants have offered access to the proposed servicing bay when not in use for HGV deliveries. This would be on an organised basis and would involve marshalled access controlled by contractor's staff. While it is acknowledged that this is on the other side of the road to the commercial frontage it would appear to offer a facility that would not be available for larger vehicles or when all the bays were occupied.

The Head of Transportation does not objection to this managed arrangement.

iii) Pollution

The applicant's maintain the position that the proposed HGV loading bay should not add significantly to local congestion due to the constraint that the parking bays on the west side already present when buses are using the existing stop on the east side. However, the reduction in hours proposed in i) above should further limit

potential congestion and pollution caused by standing traffic by avoiding school peak hours.

The Head of Transportation has agreed with the applicant's assessment of potential congestion and the advantage of reducing the HGV servicing hours.

Recommendation:

Officers maintain the previous recommendation to approve but support the proposed changes. If the Planning Committee is minded to approve the application then the proposed conditions should be amended to reflect these changes.

Previous committee report

The original report is as follows:

RECOMMENDATIONS

Approval

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

A) PROPOSAL

The proposal is to discharge Condition 17 of planning permission 13/3682 which requires further details on the Construction Logistics Plan (CLP). The condition is as follows:

No works shall commence, including any works of demolition or site clearance, until a Construction Logistics Plan (CLP) has been submitted to, and approved in writing by, the local planning authority. The approved CLP shall be adhered to throughout the construction period. The CLP, which shall be accompanied by a site layout plan showing the following elements, shall include details of:

- (i) the construction vehicle access;
- (ii) timing of deliveries (to avoid peak hours and to comply with local road restrictions)
- (iii) and the control of traffic entering the site;
- (iv) the parking of vehicles of site operatives and visitors;
- (v) loading and unloading of plant and materials;
- (vi) storage of plant and materials used in constructing the development, to avoid the root protection zones of retained trees either on or off the site;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities to be installed prior to commencement of any works;
- (ix) measures to control the emission and mitigate the against the impacts of dust and fine particles during construction; and
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works

The demolition/site clearance/building works hereby approved shall not commence until the vehicle wheel washing facilities have been provided on site in accordance with the approved details and such facilities shall be installed prior to the commencement of the development and used by all vehicles leaving the site and shall be maintained in working order until completion of the appropriate stages of development or such other time as may be agreed in writing with the Local Planning Authority.

Reason: In the interests of the amenity of adjoining occupants and the interests of the free flow of traffic and highway and pedestrian safety, to ensure the footway and carriageway is not blocked during the works and in the interests of local Air Quality Management Area objectives.

B) EXISTING

The existing site has an area of approximately 6600sqm. There are no listed buildings on the site nor is it within a Conservation Area. It is however adjacent to the Queens Park Conservation Area, which is within the Westminster City Council Area. The site has a ptal rating of 6a.

The existing sports facilities include:

- an existing sports hall on the west boundary of the site with Chamberlayne Road;
- a two-storey former Victorian School Building fronting onto Kilburn Lane;
- a single storey infill building linking the sports hall with the nursery/former Victorian School Building
- 2-storey Victorian former school-masters lodge currently occupied as temporary accommodation and fronting onto Bannister Road.
- MUGA to the north edge of the site next to Bannister Road.
- The frontage of the existing site on Chamberlayne Road and Banister Road is formed by a 2m high brick wall which restricts views of the site and limits informal surveillance of the surrounding streets.

These facilities are located within Brent but owned and run by Westminster City Council. The Borough boundary runs along the south east edge of the site along the centre of Kilburn Lane. The site also forms the western edge of the South Kilburn Growth Area and is within the HS2 safeguarding zone.

Planning permission was granted in 2014 (13/3682) 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.

C) AMENDMENTS SINCE SUBMISSION

- The CLP has been revised to include a spreadsheet which outlines the proposed daily level of the on-street servicing bay on Chamberlayne Road over the 111 weeks of construction works.
- 'Fig 4 G577 TMP1 rev 01 Chamberlayne Rd scaffold' has been amended to provide a clear headroom of at least 5.4m beneath the proposed loading gantry.

D) SUMMARY OF KEY ISSUES

The key consideration is the provision of a temporary off-site loading bay on Chamberlayne Road and the potential impact on traffic and public transport as a result.

RELEVANT SITE HISTORY

This condition is pursuant to the recent planning permission to redevelop the site for mixed uses:

13/3682 - Granted 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.

CONSULTATIONS

Four representations have been received objecting to the CLP including objections from Ward Councillor Southwood, Kensal Rise Residents Association, Kensal Triangle Residents Association and Aylestone Residents and Tenants Association.

The representations raised the following concerns.

Objection raised	Response
Revised CLP does not justify the use of Chamberlayne Road for deliveries and loading and unloading should take place within the curtilage of the site	See section 2 & 3
Inclusion of a delivery schedule does not address the chaos and congestion likely to be caused	See section 2 & 3
Even if only 3 or 4 deliveries a day, disruption will be caused for the whole time	See section 2 & 3

take to unload and time taken for tailbacks to clear	
There is nothing to show what time of day the deliveries will take place; in any case vehicles will be reaching the site from the A406 North Circular, the A404 Harrow Rd and A5 Edgware Road all of which are heavily congested so it would be impossible to come up with a meaningful timetable.	See section 2 & 3
Drawings provided show that a tower crane can access vehicles and other part of the site, therefore the need for a loading bay on Chamberlayne Rd is superfluous.	See section 2 & 3
Drawings show an unloading gantry at an unspecified height, which may not clear a double decker bus	See paragraph 2.8
Chamberlayne Road is an arterial route with heavy bus use as such the use of Chamberlayne Road would cause massive disruption to the buses	See paragraph 3.4
Site located with a 7.5T lorry ban zone. HGV will be required to deliver to site but the Council should enforce that they do not travel north from the site	See paragraph 4.9
Care and consideration of local residents should be made a priority. Local residents should be informed of noise, dirty phases of work, road closures, parking bay suspensions and must be given a clear point of contact.	See section 4

POLICY CONSIDERATIONS

National Planning Policy Framework 2012 (NPPF)

London Plan 2011

- 2.14 - Area for Regeneration
- 3.2 - Improving Health and Addressing Health Inequalities
- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Developments
- 3.6 Children and Young Persons Play Space
- 3.8 Housing Choice
- 3.12 Affordable Housing Provision
- 3.16 Protection and Enhancement of Social Infrastructure
- 3.19 Sports Facilities
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 8.2 Planning Obligations

Mayor's Housing SPG 2012

Brent's Local Development Framework

Site Specific Allocations 2011

Core Strategy 2010

- CP1 Spatial Development Strategy
- CP2 Housing Growth
- CP5 Placemaking
- CP6 Design and Density in Place Shaping
- CP9 South Kilburn Growth Area
- CP14 Public Transport Improvements
- CP15 Infrastructure to Support Development
- CP17 Protecting and Enhancing the Suburban Character of Brent
- CP18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP21 A Balanced Housing Stock
- CP23 Protection of existing and provision of new Community and Cultural Facilities

UDP 2004

- BE2 Townscape: Local Context and Character

BE3 Urban Structure: Space & Movement
BE4 Access for Disabled People
BE5 Urban Clarity& Safety
BE6 Public Realm: Landscape Design
BE7 Public Realm: Streetscape
BE9 Architectural Quality
BE25 Development in Conservation Areas.
H11 Housing on Brownfield Sites
H12 Residential Quality – Layout Considerations
H13 Residential Density
TRN3 Environmental Impact of Traffic
TRN10 Walkable Environments
TRN11 The London Cycle Network
TRN22 Parking Standards – Non-residential Developments
TRN23 Parking Standards – Residential Developments
TRN34 Servicing in New Development

SPG17: 'Design Guide for New Development'

DETAILED CONSIDERATIONS

1. Background and context

1.1 Planning consent was granted in 2014 for a Sport and Leisure Centre, 56 flats including 22 one bedroom flats and 34 two bedroom flats, 240sqm of retail floor space and 15 terrace townhouses.

1.2 The permission attaches several prior to construction/demolition conditions that require the applicant to submit further details to be approved by the Local Planning Authority. So far, 11 of 12 pre-construction/demolition conditions have been discharged, with condition 17 (Construction Logistics Plan) remaining, before the applicant can start construction.

1.3 An earlier Construction Logistics Plan (CLP) was submitted in early 2015 and was subsequently withdrawn as the applicant was unable to revise it within the specified time frame to provide further details and justification for the use of an off-site unloading area on Chamberlayne Road.

1.4 A revised CLP has been submitted to the Council following discussions between the applicant and Brent's Transport Officers. Further revisions to the CLP include a delivery schedule to illustrate how often the off-site loading bay on Chamberlayne Road would be utilised. Your Transport Officers have reviewed the revisions and now consider the CLP acceptable and suitable to discharge.

1.5 Ward Councillor Southwood and local residents groups have raised concerns regarding the CLP and remain unconvinced by the revised version. The primary concern relates to the provision of an off-site loading bay on Chamberlayne Road and the impact this could have on traffic flow in this area. The report will therefore begin by first reviewing why an off-site loading bay is required and to what extent it would be utilised.

2 Off-site loading bay on Chamberlayne Road discussion

2.1 A temporary on-street loading bay operating only between 9.30am-3.30pm would be provided on Chamberlayne Road alongside the frontage of the site in the position of the existing bus stop, which would be re-provided to the south. This arrangement has been agreed in principle following a meeting with Brent Council's Network Management Team and London Buses. This would be achieved through a temporary Traffic Management Order (TMO), which would be at the expense of the developer.

2.2 The loading bay would require the removal of six on-street parking bays from the eastern side of Chamberlayne Road to allow the southbound bus stop on Chamberlayne Road to be moved southwards, in order to free up kerbside space for the loading bay in the position of the existing bus stop. Three parking bays opposite the loading area on the western side of Chamberlayne Road are also to be temporarily removed, with parking suspended between 9.30am and 3.30pm, to maintain two-way traffic flow along the road whilst the loading bay is in operation.

2.3 The operational hours of the off-site loading bay will be restricted to 9.30am-3.30pm to avoid interference

with peak hours on the highway network, with deliveries pre-booked 24-hours in advance to ensure they are scheduled so that there is space available for unloading. The applicant has stated within the CLP that vehicles that arrive without booking in advance will be turned away from the site.

2.4 Predicted daily and weekly delivery vehicle volumes have now been provided throughout the period of the construction works. This predicts up to 206 vehicles a week (41 per day), but with the vast majority of these deliveries being unloaded within the site. Over the course of the contract, 95.5% of deliveries are proposed to be unloaded within the site, leaving 4.5% or 882 of deliveries making use of the proposed loading bay on Chamberlayne Road.

2.5 Primarily, the loading bay will be used by heavy goods vehicles (HGV) that cannot be accommodated on site; delivering items such formwork, scaffold, steel and roofing material. These deliveries cannot be accommodated on site, as the proposed development would involve building close to the boundary with Chamberlayne Road, Banister Road and Kilburn Lane with a small access road between the proposed leisure centre and townhouses. This access road is too small to practically and safely accommodate large vehicles and as such an off-site loading bay is essential to provide deliveries that cannot be accommodated on site.

2.6 The profile over the course of the contract shows that no vehicles will use the loading bay until the 20th week of the works. Estimated daily use of the bay will then remain at one vehicle per day for 16 weeks, before rising steadily to a peak of 4-5 vehicles a day. Overall peak usage of the bay will occur over 19 weeks from weeks 54-72, when more than three deliveries per day are anticipated per day.

2.7 As the loading bay on Chamberlayne Road is not required until the 20th week of the contract, the introduction of the temporary bay will be postponed until a suitable agreed date four months into the contract (it was originally proposed to come into operation in October 2015, but delays to the start of the project meant this did not proceed). At least eight weeks notice will be required to bring the bay into operation.

2.8 One further matter that has come to light is the introduction of a loading gantry over the carriageway of Chamberlayne Road at a height of 4.5m, which was not proposed on the original plans. This has now been revised to a height of 5.4m above carriageway level to mitigate against issues of potential strikes by high sided vehicles. This will in any case need to be agreed through the scaffolding licence for the site, which is issued by Brent Environment & Protection Team.

3 Possible alternatives

3.1 Objections to the use of Chamberlayne Road suggest that other less heavily trafficked streets could be used instead for off-site loading, but your Officers do not consider this to be practical. The site also has frontages along Kilburn Lane and Banister Road. Kilburn Lane is a relatively narrow road with on-street parking opposite the site and curved alignment to the south. To provide an on-street loading bay in this area would require suspension of a large number of residents' parking bays. With regards using Banister Road, this too is considered impractical as the site has relatively short frontage to Banister Road coupled with the fact there are bus stops on both sides with traffic signals to the north west corner of the site. On balance, while Officers appreciate some disruption will be caused at times to traffic along Chamberlayne Road, it is considered the most appropriate location for an off-site loading bay.

3.2 As stated above, the provision of an off-site loading bay has therefore been accepted in principle by Brent's Network Management team, as long as it is used sparingly. A limitation on the operating hours of the bay to 9.30am-3.30pm to avoid morning and evening peak hours was also agreed to minimise impact.

3.3 It has also been suggested by local residents that any deliveries taking place to shops on the western side of Chamberlayne Road from the area of the suspended parking bays could adversely affect traffic flow along the street if the loading bay is in use at the same time. Your Officers have noted this point and an amendment to the temporary Traffic Regulation Order to prohibit loading in that area is to be progressed. This will also need to be at the developer's expense.

4 CLP summary

General operation hours

4.1 The CLP provides details on working hours which will be limited to

Monday to Friday: 08:00 to 18:00

Saturdays: 08:00 to 13:00

Sundays and Public Holidays: No work

4.2 However certain operations will require deliveries outside of the hours above such as heavy lifting for the extraction of tower cranes not possible within the site which are likely to take place at the weekend or at night. This may require road closures. A licence to do so will be secured in advance with Brent Council, the Police and TFL buses.

Neighbourliness

4.3 The site will be registered with a Considerate Contractors Scheme. Signage will be erected at key points around the site with information on site activities and contact details for the site management team to deal with concerns and complaints. Regular meetings between Willmott Dixon, Brent and Westminster Council will discuss concerns and complaints regarding construction activities and actions to mitigate impact on local residents.

Public safety

4.4 The CLP also outlines appropriate measures to ensure the safety of the public during construction. This will be in the form of solid hoarding around the site. Where possible the hoarding would be positioned to maintain a 1.5m pavement width, at times the hoarding will be adjusted in width to accommodate operations within the site which would take place close to the pavement. The exiting railing on the corner of Chamberlayne Road and Banister Road will be increased in width.

Temporary Highway works

4.5 Construction will also involve alterations to existing bus stops. The bus stop on Banister Road will be kept in its current position but the applicant intends to make a request to TFL Buses to temporarily remove the shelter. An application will also be made to TFL Buses in respect of a bus stop at Chamberlayne Road. It is proposed that this would be temporarily moved to create an unloading bay. The issues surrounding the unloading bay will be discussed further in section 3.

4.6 Construction access will initially be via existing crossovers from Banister Road and Kilburn Lane. The southern crossover to Kilburn Lane is to be reserved for emergency use only. A permanent crossover from Banister Road will be constructed with the first 3 months of the project and will become the primary access in and out of the site. Full time staff will supervise construction access with traffic marshals overseeing vehicles entering and emerging from the site.

Deliveries

4.7 Unloading within the site area will take place during normal working hours. Unloading from the vacated bus stop on Chamberlayne Road will take place between 9:30 and 15:30 to avoid peak traffic hours.

4.8 The CLP states delivery vehicles will not be allowed to queue in surrounding streets and all subcontractors will be made aware of the delivery arrangements. Delivery vehicles which arrive on site without booking 24 hours in advance will be turned away.

4.9 Appendix F and G illustrates the Construction Vehicle Routing. Figure no. 3141/001/T/102 shows the construction vehicles will only drive along Chamberlayne Road as far as Banister Road, they will not continue north but will either take the A5205 or A404.

Contractor parking

4.10 The site is well served by public transport as such a strict 'No parking on site' will be enforced. With regards public parking the existing 4 bays on Banister Road will be relocated permanently to the north end of Kilburn Lane. The existing permit parking on Kilburn Lane will be preserved. Four parking bays at the south end of Chamberlayne Road will be suspended for around 10 months in order to relocate the adjacent bus stop.

Dust, waste

4.11 Dust and dirt will be managed through measures such as damping down techniques and wheel washing. Noise will be regularly monitored by Willmott Dixon and will not exceed limits agreed with Environmental Officers at Brent and Westminster Council.

4.12 A Site Waste Management Plan (SWMP) will be utilised on site. All waste will be removed appropriately with the intention 90% of waste will be recycled.

5 Conclusion

5.1 Considering the points discussed above, the Construction Logistic Plan is considered to satisfy the requirements of Condition 17 and is accordingly recommended for approval.

Document Imaged

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/4226

To: Mr Holloway
Daniel Watney
165 Fleet Street
London
London
EC4A 2DW

I refer to your application dated 30/09/2015 proposing the following:
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

and accompanied by plans or documents listed here:

Construction Management Plan

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Appendix B: Traffic and Pedestrian Management drawings G577 TMP1-6 rev 02

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Appendix H: Delivery schedule

at Moberly Sports Centre, Kilburn Lane, North Kensington, London, W10 4AH

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission.

Date:

Signature:

Head of Planning, Planning and Regeneration

Note

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

Any person wishing to inspect the above papers should contact Katrina Lamont, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1905