

Agenda Item 07

Supplementary Information Planning Committee on 9 May, 2016

Case No. 16/0073

Location	Stonebridge Primary School Annexe, Twybridge Way, London, NW10 0ST
Description	Outline planning permission for the demolition of the Former Day Centre and erection of up to 55 units comprising of 15 x houses up to 3-storeys in height (use class C3), one apartment block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height (use class C3) and one apartment block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays with all matters reserved (as amended).

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Planning Committee members visited the site on 7 May 2016 and sought further clarification on some matters had a number of questions about the proposal which are addressed below.

Ownership of the retained house-

This property is privately owned. No objection has been received.

Distance between retained house and the proposed dwellinghouses-

Proposed houses to the northern end of the site will be separated by between 12.5m and 14.6m from the flank elevation of the retained house. Proposed houses to the east will be between 20m and 24m from the rear elevation of the retained property. This demonstrates a level of compliance with SPG17, and where the separation is less than 20m this is across the width of the access road, and the relationship to the retained house is onto a flank elevation. On balance this is considered acceptable.

Why the Leylandii aren't being retained?

These are along the northern edge of the site and are all either assessed as being category B (moderate quality and value) or category C (of low quality and value) in the Middlemarch Arboricultural Survey. The Council's Principal Tree Officer is broadly in agreement with the Survey and does not deem this group of Leylandii to be of particular merit. These could be easily replaced as part of the tree replacement strategy, which is to be secured through condition and this will provide the opportunity for suitable native species in proximity to the canal feeder.

What does the green on the plan represent?

The application is submitted in outline with all matters reserved, including detailed landscaping. This represents indicative landscaping for the purposes of this application demonstrating both private amenity space and public realm landscaping.

Clarificaton on where parking will be?

As shown on the proposed site plan parking is to be provided in the form of parallel bays around the new loop road and echelon parking bays. Some further bays will be provided along the Twybridge Way frontage. This is supported by Transportation.

Does the line of the loop road follow the existing road?

No it does not, this is reconfigured differently as shown on the proposed site plan (Drg 003 revB).

What is NAIL accommodation?

This stands for New Accommodation for Independant Living. This provides self-contained supported accommodation for adults with physical and learning impairments. This type of accommodation is in demand within Brent's Adult Social Care department.

Why can't the affordable housing offered be to the London Plan requirement rather than 80% market rent?

The 80% of market rent approach that is proposed is in conformity with London Plan policy 3.10 and the definitions for what constitutes affordable housing. The applicants, in this case the Council's Property department has advised that the setting of lower rents would affect the viability of the scheme. Members should note that the overall affordable housing offer will be tested by the Local Planning Authority at reserved

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matters stage when the applicant is required to submit a detailed financial viability assessment.

Confirmation that the affordable housing and parking provision would be secured if the site was sold on.

The delivery of affordable housing is to be secured through condition. The condition states the applicant's are required to provide not less than 35% across the linked sites. The submission of a detailed financial viability assessment at the reserved matters stage which shall be tested by the Local Planning Authority to ensure that 35% does in fact represent the maximum reasonable amount of affordable housing that can be delivered across these sites.

The indicative layout plans show that an acceptable level of parking can be achieved within the site. This level of parking is supported by Transportation officers. At reserved matters stage detailed approval will be sought for layout, and this will include parking layout and numbers.

Both of the above will be secured by condition, and compliance with this will apply in the event of the site being sold on.

Other matters discussed below have also been raised by the Committee.

Parking provision -

The proposed development attracts a maximum parking standard of 41 spaces across the site. The proposed provision of 28 parking bays within the site therefore accords with standards. However, where the full residential parking standard is not met within any site, Policy TRN23 requires the impact on on-street parking to be assessed, with on-street parking able to be counted towards standards along the site frontage only, as long as the site is located on a local access road that is not heavily parked and has sufficient width to accommodate parking on both sides.

Twybridge Way is a local access road that is not noted as being heavily parked at night. This application includes the re-provision of the parking bays along the Twybridge Way site frontage within a lay-by, in order to provide additional on-street parking along the site frontage. This would take total parking provision within and adjoining the development to 33 spaces, which is considered to be close enough to the maximum allowance to satisfy likely future parking demand.

On balance the level of parking is considered to be appropriate to the scale of development and is supported by Transportation officers.

To confirm the new loop road will be one-way access only.

Affordable Housing -

For clarification please refer to paragraph's 51 - 56 within the main report.

Why is the school development being cross-subsidised?

Further update on this is to be provided at the meeting.

Tree replacement strategy - A comprehensive replacement tree planting strategy is proposed as mitigation for the trees that will need to be removed, and this replacement planting is to be secured through Condition 16. This approach is supported by the Council's Principal Tree Officer.

Additional neighbour representations received -

Objection has been received from a property on First Drive. This objects to the revised application on the following grounds:-

- This will increase existing congestion and parking problems locally.
- 5-storey buildings will have a negative impact on light for surrounding residences.
- More private housing will have no benefit for existing residents, and will result in the loss of more social infrastructure locally.
- Increased population will lead to increased congestion for the No 18 bus route.

Representation has been received from a resident of Twybridge Way. They have not confirmed their address but their comments are critical of the level of consultation undertaken by the Council. To confirm, a total of 336 addresses were consulted, that included all properties within 100m of the site, and this included a large number of properties on Twybridge Way. The level of consultation meets the Council's statutory requirement, and accords with SPG2, which is used to determine the appropriate level of consultation depending on the nature of a particular application.

Additional conditions and amendments to existing conditions -

Notwithstanding that all matters are reserved in the outline parts of the application it is considered necessary to add a condition that will control the scale of development at reserved matters stage. The following condition is recommended:

The details of the Reserved Matters submitted in relation to Condition 1 shall be in accordance with the limitations set by the approved parameter plans specified in Condition 2, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure development proceeds on the basis of the scale of development shown on the submitted parameter plans.

Recommendation: Remains approval subject to additional condition

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