

**Committee Report**  
**Planning Committee on 2 February, 2011**

**Item No. 10**  
**Case No. 10/2898**

---

**RECEIVED:** 12 November, 2010

**WARD:** Sudbury

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Barham Park Estate, Roundtree Road/Saunderton Road, Wembley, HA0

**PROPOSAL:** Approval of reserved matters relating to layout, scale, appearance and landscaping, pursuant to Condition 2 of outline planning permission 09/2350 dated 17/03/10 for erection of 216 residential units (related to phases 2 & 3).

**APPLICANT:** Notting Hill Housing Trust

**CONTACT:** PRP Planning

**PLAN NO'S:**  
(See Condition 1 for the approved plans and/or documents)

---

**EXISTING**

Barham Park Estate is located in Sudbury, and was constructed in the 1970's. The site is 2.82 hectares and is bound to the east by Harrow Road, to the north by the railway line, and to the east by Maybank open space. Immediately south of the site are the backs of rear gardens to terraced housing along Central Road.

The Council embarked on an options appraisal exercise in 2003 and concluded, with residents, that estate redevelopment was the best option. The Council undertook a selection process for an RSL partner. This resulted in the Council selecting Notting Hill Housing Trust and Countryside Properties as its preferred partners who will bring forward the estate's redevelopment.

A 'hybrid' planning application was subsequently submitted in November 2009 for the demolition of the existing buildings and redevelopment of the entire Barham Park Estate, comprising the construction of 335 residential units (including 56% as affordable), this was approved in March 2010, under planning permission 09/2350. With this being a 'hybrid' application it was part approved in full and part in outline, as set out below;

- i. Full planning permission granted for Phase 1A, a part four-/part five-storey block and Phase 1B, a part six-/eight storey block, comprising in total 119 residential units, 422 sq m retail floor space (Use Class A1 and A2) and 121 sq m community facility (Use Class B1 and D1), with associated parking, landscaping and amenity space, and including the diversion of the public footpath connecting Central road and the railway footbridge; and
- ii. Outline planning permission granted for the erection of a further 216 residential units (known as Phases 2 & 3 of the development) with matters of land use, quantum of development and means of access approved, **with layout, scale, appearance and landscaping reserved (otherwise known as 'the Reserved Matters')**

*Key elements of the estate regeneration include;*

- 335 new homes (187 affordable and 148 private sale)
- A total of 56% of the residential units will be affordable comprising a mix of 1-bed, 2-bed and 3-bed flats, 3-bed maisonettes, 3-bed houses, 4-bed houses and 4-bed maisonettes.
- Of the 187 affordable units, 122 units will be for social rent and 65 for intermediate housing.
- 27% of all new dwellings (91 in total) shall be provided as family accommodation (i.e. having 3 bedrooms or more).
- A minimum 10% of units designed to be wheelchair accessible.
- A total of 162 car parking spaces for the residential development, with a further 2 spaces and 1 loading/serving bay for the proposed retail/community uses. A total of 19 disabled parking bays will be provided as part of the overall provision.
- A new community facility.
- A new retail/commercial space.
- Better quality and enhanced open space and amenity space.

Demolition of some existing blocks has already taken place, in preparation for the construction of Phases 1A and 1B which benefit from full permission. Prior to this the site comprised residential buildings, 214 dwellings in total which included one and two bedroom flats and 3-bedroom maisonettes. These were arranged in 19 separate 3-storey blocks, these pre-fabricated blocks are in a poor state of repair and in much need of regeneration. Along the eastern side of the site, and fronting Harrow Road stood a car show room and MoT garage. These uses and associated structures have recently been removed from the site, to make way for the redevelopment of the estate.

Vehicular access to the site is limited to a single access point on Harrow Road, and the two roads within the site, Roundtree Road adjacent to the northern boundary and Saunderton Road adjacent to the southern boundary, end in cul-de-sacs. The estate roads are to be re-aligned and linked to form a single loop road, under the terms of planning permission 09/2350.

A public footpath (Public Right of Way) also runs north-south across the site linking the public footbridge crossing over the railway tracks to the north with the footpath access towards Maybank Open Space and Central Road. Approval for this to be diverted around 'Block AB' has been granted, this also formed part of planning permission 09/2350.

## **PROPOSAL**

The application seeks the approval of all matters that were reserved within the Outline Planning Application reference 09/2350 (related to Phases 2 & 3), namely **Layout, Scale, Appearance and Landscaping**.

Approval of these Reserved Matters is pursuant to Condition 2 of planning consent 09/2350.

## **HISTORY**

**09/2350** (received on 16/11/09) - Hybrid planning application for the demolition and redevelopment of the entire Barham Park Estate, comprising: Full planning permission for the erection of 1 part four-/part five-storey block and 2 part six-/part eight-storey blocks, comprising in total 119 residential units, 422m<sup>2</sup> of (Use Class A1/A2) floorspace and a 121m<sup>2</sup> community facility (Use D1), with associated parking, landscaping, amenity space and including the diversion of the public footpath connecting Central Road and railway footbridge; and Outline planning permission for the erection of a further 216 residential units (matters to be approved: land use, quantum of development and means of access, with layout, scale, appearance and landscaping reserved) and subject to a Deed of Agreement dated 17th March 2010 under Section 106 of the Town and Country Planning Act 1990, as amended. **Granted on 23/03/10**

## **POLICY CONSIDERATIONS**

### **Brent UDP 2004**

**BE1** Urban Design Statements

- BE2** Local Context
- BE3** Urban Structure: Space & Movement
- BE4** Access for disabled people
- BE5** Urban clarity and safety
- BE6** Landscape design
- BE7** Streetscene
- BE8** Lighting and light pollution
- BE9** Architectural Quality
- BE10** High Buildings
- BE12** Sustainable Design Principles
- BE17** Building Services Equipment
  
- EP2** Noise and Vibration
- EP3** Local air quality management
- EP4** Potentially polluting development
- EP6** Contaminated land
- EP12** Flood protection
  
- H6** Protection of Existing Affordable Housing (including HMO's)
- H7** Major Estate Regeneration Areas
- H8** Resisting Loss of Housing
- H9** Dwelling mix
- H11** Housing on Brownfield Sites
- H12** Residential Quality – Layout Considerations
- H13** Residential Density
- H14** Minimum Residential Density
  
- TRN1** Transport assessment
- TRN2** Public transport integration
- TRN3** Environmental Impact of Traffic
- TRN4** Measures to make transport impact acceptable
- TRN10** Walkable environments
- TRN11** The London Cycle Network
- TRN12** Road safety and traffic management
- TRN13** Traffic calming
- TRN14** Highway design
- TRN15** Forming an access to a road
- TRN16** The London Road Network
- TRN20** London Distributor Roads
- TRN22** Parking Standards – non-residential developments
- TRN23** Parking Standards – Residential Developments
- TRN24** On-street parking
- TRN34** Servicing in new developments
- TRN35** Transport access for disabled people & others with mobility difficulties
- PS1** Parking standards – Operation of these parking Standards
- PS3** Regeneration Exception
- PS7** Shops (Use Class A1) less than 200m<sup>2</sup>
- PS12** Parking standards – Non-residential institutions (Use Class D1) and Hospitals (Use Class C2)
- PS14** Parking Standards – Residential Developments
- PS15** Parking for disabled people
- PS16** Cycle parking standards
- PS17** Servicing for shop units less than 2000m<sup>2</sup>
  
- OS18** Children's play areas

- CF5 Community Facilities in Large Scale Developments
- CF6 School Places

### **Brent Council Supplementary Planning Guidance and Documents**

- SPG12 Access for disabled people
- SPG13 Layout standards for access roads
- SPG17 Design Guide for New Development
- SPG19 Sustainable design, construction and pollution control
- SPD Section 106 Planning Obligations

### **Brent Core Strategy - July 2010**

- CP2 Population and Housing Growth
- CP5 Placemaking
- CP6 Design & Density in Place Shaping
- CP15 Infrastructure to Support Development
- CP19 Brent Strategic Climate Mitigation and Adaptation Measures
- CP21 A Balanced Housing Stock

### **Mayor of London**

#### **The London Plan Consolidated with Alterations since 2004**

##### Mayor of London Supplementary Planning Guidance

- Providing for Children and Young People's Play and Informal Recreation (March 2008)
- Sustainable Design and Construction (May 2006)
- Housing (November 2005)
- Accessible London; Achieving an Inclusive Environment
- The Mayor's Energy Strategy; Green Light to Clean Power (2004)
- Draft Mayor of London Housing Design Guide (2009)

### **Planning Policy Guidance and Statements**

- PPS1 Delivering Sustainable Development
- PPS3 Housing
- PPS9 Biodiversity and Conservation
- PPG13 Transport
- PPS23 Planning and Pollution Control
- PPG24 Planning and Noise
- PPS25 Development and Flood Risk

### **SUSTAINABILITY ASSESSMENT**

The sustainability measures that will be incorporated into the development and the strategy for achieving these were approved within the 'Hybrid' Planning Application (09/2350). Sustainability measures are set out in the Section 106 agreement attached to this permission.

The key measures secured include;

*(a) Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and Code for Sustainable Homes Level Sustainability 3 for phases 1a and 1b and Level 4 for phases 2 and 3, with compensation should it not be delivered. In addition to adhering to the Demolition Protocol.*

*(b) Offset 20% of the site's carbon emissions through on site site wide energy network and high performance building fabric as approved in the Energy Statement, with compensation should it not be delivered.*

The submission of a Sustainability Implementation Strategy at least 1 month prior to the commencement of works (i.e. a material start) on any development phase was required through the Section 106 agreement, and the strategy must be approved prior to commencement. This strategy will accordingly be submitted and approved outside of this application.

## **CONSULTATION**

A total of 473 consultation letters were sent to adjoining and nearby owners/occupiers and those who have expressed an interest in the 'Hybrid' application.

Site Notices were erected on 9 December 2010.

The application was advertised in the local press on 16 December 2010.

### **Statutory Consulters:**

#### ***Transportation:-***

The details relating to matters concerning Layout, Scale, Appearance and Landscaping do not present any Transportation issues. The road layout and servicing arrangements generally remain as per the 'hybrid' approval which is acceptable. The only minor difference being the relocation of two disabled parking spaces to achieve a better distribution site wide.

The only concern is that the "car free" agreement applies only to Block GH in Phase 1, and none of the units in Phase 2. It is now too late to add further units into any "car free" agreement and as before the applicant (i.e Notating Hill Housing & Countrywide) will have to carefully consider how parking will be managed across the estate.

#### ***Landscape:-***

Concerns were raised in relation to the design of the designated play spaces, namely their layout and whether they would meet the target age range. Having considered the applicants justification for the design of the play spaces your Landscape officer's feel the reasons for the design represent a reasonable and practical solution to the may occur of equipment was included to encourage older age groups.

The mixture of tarmac and block paving for the parking bays is considered to represent an acceptable solution in the opinion of your Landscape officer.

Revised drawing AA1896/2.1/016 is submitted to show a re-positioned boundary fence.

#### ***Environmental Health:-***

No comments made. However no objection was raised to the original 'hybrid' consent, but conditions were requested and subsequently attached to this consent relating to contaminated land, air quality assessment undertaken (namely that this be amended using up-to-date emissions data), further details of a Construction Management Strategy, post completion testing for noise and details of a site waste management plan.

#### ***Urban Design:-***

In the main the architectural approach and design of individual block is supported. Some minor revisions have been suggested, as follows;

*Blocks J, M, Q & R* - Re-design terraced housing to have a full height front projecting bay feature.

*Block K* - Introduce greater variation to the balconies on the main elevation as you enter the estate. Also introduce a parapet feature.

*Blocks N, P, U & W* - Introduce terracotta rainscreen cladding to parts of the ground floor (rather than brick finish).

*Blocks S & T* - Introduce greater variation to the balconies so that there is a variety of glazed and obscure panels.

#### ***Environment Agency:-***

Original comments on the outline application were addressed, and drainage details for the site have recently been assessed and considered to be acceptable, pursuant to Condition 15 of planning consent 09/2350.

No additional comments are made.

**Thames Water;-**

Had no comments to make.

**Ramblers Association;-**

No objection provided a safe public footpath remains.

**Ward Councillor's;-**

Councillor Lorber asked for further clarification of what was agreed in the Outline consent in terms of parking numbers, and whether or not a Controlled Parking Zone (CPZ) would be introduced.

Your Officers have advised Councillor Lorber that this application relates to Reserved Matters for Phases 2 and 3 of the development, relating to details of layout, scale, appearance and landscaping. And that parking numbers and the strategy for the management of these was already considered, and approved as part of the original 'hybrid' application (09/2350).

To re-cap there will be 164 spaces overall. Block uGH which is Phase gB of the development is "car free", and the rights of residents to apply for residents parking permits has been removed through the s106 agreement, which forms part of the original consent. Confirmation of the allocation of parking spaces has been secured through the s106 agreement as one of the clauses requires the submission and approval of a Parking Management Plan. Your Transportation Officer's were supportive of this approach, on the condition that a CPZ is introduced. In the event of the CPZ not coming forward it is not the intention of the Council's Highway Authority to adopt the roads, and a measure which that has been secured through the s106 agreement is to require the submission and approval of a parking management plan. The approved management plan will need to show a strategy for space allocation and will need to include a clause which restricts the units within Blocks G, H from being eligible for an allocated parking space on the estate. Priority will also be given to existing residents in terms of future space allocation, and this is secured within the s106 through an agreed parking management plan. This will be managed by Notating Hill Housing.

Councillor Lorber did respond to this raising an additional point that residents may oppose the introduction of a CPZ, if permit charges are likely to rise, and that for this reason the issue of parking should be looked at again.

As this is a Reserved Matters submission relating to scale, layout, appearance and landscaping the car parking strategy has already been agreed and approved (09/2350). The s106 agreement provides the mechanism for securing the development in part as "car free" and the parking management strategy, and cannot be amended through this Outline application. The agreed parking strategy is consistent with Council, GLA and Government policy and represents a suitable solution given the site constraints and the need to achieve the regeneration of Barham Park Estate.

**Neighbour Responses;-**

One objection has been received. This is from a resident of Perkin Close which is north of the site, separated by the railway line. The residents' concerns are that the height of blocks will result in overshadowing and loss of afternoon sunlight, and why has this not been considered in the overshadowing report?

**Response to objection;-**

Members should note this subject was considered in the original 'hybrid' application (09/2350), since the approval of this application the siting of blocks has not changed. Properties to the north on Perkin Close, namely the objectors property is separated from the development by the width of a railway line, and consequently the rear of this property is approximately 49m away from the closest block AB, and 55m away from the next closest block CD, the back edge of the rear garden is measured to be approximately 36m away from the closest block (AB).

The Overshadowing Report submitted in support of the scheme concentrates on assessing the overshadowing impact on properties to the south of the site which are a lot closer at approximately 35m away. The overshadowing assessment is favourable in terms of the impact on these properties on Central Road. It was considered that properties north, including those on Perkin Close are too far away for the proposed buildings to have an unduly detrimental impact on their daylight or sunlight, and for this reason they do not appear in the overshadowing report. Furthermore given that the assessment finds an acceptable impact on properties on Central Road, which are closer than properties on Perkin Close it is not considered necessary for these to have been tested for overshadowing impacts.

## **REMARKS**

### **Summary of current planning position**

The 'hybrid' application approved in March 2010 gives full planning permission for Phases 1A and 1B, comprising some 119 residential units.

The remaining 216 units are to come forward as part of Phases 2 and 3 of the estates redevelopment and will provide a variety of dwelling typologies including family housing. The Masterplan approach to the entire development (including these phases) has been agreed in principle, this considered the indicative the layout of blocks, their relationships and the height principles for individual blocks to be acceptable. Accordingly outline planning consent was granted for Phases 2 and 3 as part of the 'hybrid' application with layout, scale, appearance and landscaping reserved.

### **Schedule of Accommodation in Phases 2 & 3**

<b>Unit Type</b>	<b>Rented</b>	<b>S/O</b>	<b>Private Sale</b>	
1 bed 2 person	29	10	26	65
2 bed 3 person	3	14	42	59
2 bed 4 person	0	10	12	22
3 bed 5 person	14	0	30	44
4 bed 6 person	25	0	1	26
<b>Total</b>	<b>71</b>	<b>34</b>	<b>111</b>	<b>216</b>

The matters that were reserved are specified in Condition 2 of planning consent 09/2350.

This application now seeks the approval of these Reserved Matters, which relate to Layout, Scale, Appearance and Landscaping.

### **Reserved Matters**

These matters are set out within Government Circular 01/2006 as:

- **Layout** - the way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development
- **Scale** – the height, width and length of each building proposed in relation to its surroundings.
- **Appearance** – the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.
- **Landscaping** – this is the treatment of private and public space to enhance or protect the site's amenity through hard and soft measures,

The quantum of development and means of access were approved within the Outline Consent and accordingly will not be discussed within this application, other than to confirm that the submission is in accordance within the Outline consent.

The quantum of development does not differ from what was specified within the Outline consent. The total number of residential units remains the same and the extent of commercial floor space and D1 floor space remains as detailed in the 'hybrid' consent. Access to the estate, and access in

and around the estate is to be undertaken in accordance with details set out within the 'hybrid' consent.

### **Layout**

The submitted layout is consistent with the approved Masterplan in terms of the layout of individual blocks, their relationship to each other, relationships to open spaces, the routes through the estate (both pedestrian and vehicle) and the open spaces that are to be provided around the buildings.

The Masterplan approves an urban block structure with perimeter blocks forming edges to the streets. A series of four, taller blocks are located along the northern edge with blocks C and E standing taller at 6-storeys high. Due to the proximity of these blocks to the railway line a condition was attached to the original consent to achieve a certain level of sound insulation, and prior to first occupation of blocks C, D and E the applicant is required to submit the results of post-completion testing, to safeguard the amenities of future residents.

The new road layout has already been approved, this will deliver a new 'loop road' which will improve vehicle movement around the estate and this has been designed to include traffic calming features. This new road layout dictates the siting and arrangement of residential blocks.

The spacing between individual blocks ensures that acceptable separation distances are observed throughout the estate. Facing blocks are at least 20m apart, in some places the distances even exceed the SPG17 standard, being as much as 33m apart thus ensuring adequate separation between directly facing windows. Much of the spacing is dictated by the new road layout. The only pinch point of note is the separation of 18m between part of block C and the corner of block T, but this is not a significant shortfall. The layout should ensure an acceptable residential environment that does not give rise to unacceptable overlooking or loss of privacy.

The layout allows for open spaces to be provided for the benefit of residents, some in the form of communal amenity areas. A key principle behind the Masterplan layout is to provide a 'green heart' through the provision of both the central open space and the podium level open space. In addition to these spaces there will be private communal courtyards for the residents of Blocks KL and ST. This layout allows for the blocks to overlook communal landscaped gardens.

This layout, and the observation of SPG17 separation distances also ensures units receive adequate levels of daylight, sunlight and outlook. An addendum report has been submitted with the Overshadowing Report to compare the current scheme to the previous building massing. The previous report concluded that the proposed development had a negligible overshadowing impact on residential gardens. It also concluded that the open spaces meet the BRE guidelines for solar access. The purpose of the addendum is to clarify the impact of the minor changes to the massing model and whether these have a significant impact. The majority of changes to the massing are very minor, in most cases the original massing model was higher and wider than the current proposal, and from this it is concluded that such changes will only improve solar gain. Where there are minor increases to the massing of blocks the report finds that these changes would not have a significant impact on overshadowing. In the majority of situations where the massing increases this is down to increased parapet heights.

Revised plans received propose the relocation of all cycle storage connected with blocks N, P, U and W to the undercroft parking area. This allows for an enlargement of one unit. As the number of parking spaces is not affected this change is acceptable.

### **Layout Summary;**

Your Officers consider the layout of Phases 2 and 3 comply with the principles of SPG17 ensuring adequate separation distances are observed, in the interests of neighbouring amenity. It is considered that the built form, layouts and relationships of buildings to one another within the site will result in a high quality development which will be broken down through a hierarchy of buildings, the use of open and private outside spaces.



## **Scale**

The indicative plans that were submitted with the Outline planning application demonstrated indicative heights, widths and lengths of each individual building. However, Scale in itself was Reserved within that application and approval of this matter is now sought.

The detailed drawings submitted in respect of scale of Phases 2 and 3 are largely in accordance with the Masterplan, approved at outline stage. This contains a hierarchy of buildings ranging in height from 3 to 8 storeys. Perimeter blocks K, L, M, W, N, J and P, Q, S, T, R, and U range between 3 and 5 storeys, with taller elements sited at corner junctions to pronounce these elements. These taller elements are intended to create a strong frontage. Block K is one of the taller elements, and this is sited in a prominent position that announces the 'gateway' to the development. It is therefore appropriate to announce the entrance point with a taller building. Minor revisions have been made to this, block which are discussed further in the 'design' section of this report.

Blocks C, D, E and F will act as perimeter blocks along the northern boundary, and the scale of these blocks at part 4 and part 6 storeys high is commensurate to the building hierarchy that is created by siting the tallest, most prominent block, G and H along the Harrow Road frontage (this block was granted full permission under the 'hybrid' planning consent). There is an opportunity for a taller series of buildings along this edge as properties to the north are separated by the railway and consequently are 45m away, or more in certain places. This is a significant separation which should ensure the increased heights do not result in increased overshadowing to residents north of the railway line.

Scale in terms of building heights, lengths and widths are generally in accordance with the approved Masterplan, and the indicative drawings submitted in support of the outline consent. The heights diagram remains consistent with the original 'hybrid' so there is no increase to the earlier storey heights of each block. Where the buildings will extend beyond the massing of the indicative drawings these increases are considered to be relatively minor in nature. Marginal height increases have been proposed due to architectural devices that are proposed, these correspond to parapet increases, whilst other increases relate to balcony projections, wall thickness and marginal increases and in places reductions to the horizontal massing of individual buildings.

### **Scale Summary:**

Your officers consider that the proposed scale helps to set a clear hierarchy of buildings, and will assist in providing a landmark development. The variations in scale provide a transition to the scale of the surrounding buildings, and the siting of taller landmark buildings are considered to be appropriate for their location.

## **Landscaping**

This submission details the landscaping proposals for the Barham Park Estate redevelopment.

The landscape framework aims to improve Barham Park through a network of open spaces (both public and private), legible and pedestrian friendly streetscape and ecological enhancements. This will be addressed through a combination of hard and soft landscaping, tree, shrub, planting areas and play spaces.

The landscape strategy is based on the following objectives;

- The creation of a green link that unifies the site
- Provide pedestrian friendly streetscene that will include incidental play space and links pedestrian movement.
- Maximise visual and recreational amenity
- Use street trees and shrub planting to reduce urban scale, filter views and provide an instant impact to the streetscene
- Traffic calming of all streets
- Provide consistent streetscape planting
- Maximise biodiversity value of planting proposals

- Preserve the most valuable tree stock and integrate the retained trees with the new development
- Create green edges for biodiversity, amenity and visual screening
- Create a landscape language that links the overall site

*Ground level landscaping:*

It is proposed to create a high quality streetscene environment, with clearly defined pedestrian routes along tree lined roads. This meets one of the key landscaping objectives which is to retain existing trees and supplement this with appropriate new and replacement planting across the site.

It is intended to maintain an open feel to the site, and this is intended to be carried through by forming shared pedestrian and vehicle surface throughout the estate, with low level boundary treatments.

Each house will have a private front garden providing defensible space. The boundary treatment to these spaces is consistent with the objective to keep an open feel and will consist of a low walls and railings. Planting areas behind will consist of low maintenance shrub planting to soften the streetscape. This boundary treatment along with trees planted along the road edges are intended to provide a green link throughout the site.

*Hard landscaping materials;*

A shared surface will be utilised for both pedestrian and vehicle movement. Paving slabs and brick setts are to be used on pathways and front and back patio areas. Further details of hard materials are found on the landscaping drawings accompanying this application.

*Play spaces;*

Currently there is no play provision on site but the site is bounded by Maybank Open Space and Barham Park. The Maybank open space consists of a LEAP, with provision for activities such as netball, football and cricket. Barham Park also has a LEAP with seven items of play as well as seating.

The play strategy for the overall Masterplan is to cater for all ages with the creation of dedicated play areas. These spaces will consist of a mixture of adventurous and natural play, and designed and equipped for children of early school age.

The play spaces will be located in the podium garden and central open space in front of Block E. These spaces will be finished with a mix of grass and hardsurfacing, and furnished with appropriate shock absorbing surfaces around the play features. The spaces have been designed with features to stimulate activity play such as balancing, climbing, sliding, jumping and crawling with grass mounds, stepping logs and sculptures.

More adventurous equipment for older children in the 5-11 age range and 12+ has not been included, this is intentional. The applicant's reason for not including such equipment is that they are seeking to avoid these spaces being attractive to older youths, because of the proximity of these spaces to residential units and a concern that anti social behaviour may ensue. The play strategy put forward is based on the fact that the site is adjacent to Maybank Open Space and Barham Park which both have facilities to cater for older range groups of children.

The communal podium space is designed with a 'play trail' that will stimulate balancing, climbing, jumping and crawling for younger age groups.

Landscape Officer's support the approach, it is felt the design represents a reasonable and practical solution given the problems that could occur if these spaces had play equipment for older age range groups.

Members should note that the hybrid application (ref; 09/2350) was granted with an s106 agreement, one of the Heads of Terms secures a financial contribution toward improvements to

play provision on Maybank Open Space of £60, 000 (due within 1 year of material start on Phase 3).

*Private and communal amenity spaces;*

All units are to benefit from either their own private outdoor space in the form of a ground floor patio or garden, or a balcony/roof terrace for units on the upper floors. In addition to this communal areas will provide further, useable outdoor amenity space.

Units within Block K and L will have access to a communal courtyard, solely for residents of these two blocks. Ground floor units that back onto the courtyard will also have small private patio areas overlooking the space.

Block F along the northern boundary has private gardens to the rear for all ground floor units, whilst all upper floor units each have a south facing balcony (approximately 6m<sup>2</sup>).

Block E overlooks the Central Open Space, which has a visual connection with the central podium garden. This open space will be used for play space, and detailed designs submitted propose a space that will have earth mounds, with natural stone boulders, zig-zag balancing beams as well as play logs. Within this there will be a tree planting zone. The design and layout of this space respects the distances to the ground floor dwellings.

Blocks NPUW within the centre of the estate frame the Central Podium Garden, this space is to form the 'green heart' with its visual link to the Central Open Space directly in front of Block E. The podium garden is solely for the residents of blocks NPUW. Ground floor flats facing into the podium will have private patio areas, with defensible planting around the edges.

The play strategy for the podium is to create a mixture of adventurous and natural play that will cater for the 5-11 age range. The design and equipment will stimulate active play such as balancing, climbing, jumping and crawling. This play trail is surrounded by a series of earth mounds. Some of the ground floor units will have direct access to private gardens to the rear of the blocks, approximately 50m<sup>2</sup> in area.

Block CD has private gardens to serve the family size maisonettes on ground and first floors. On the upper floors all units will have private, south facing balconies with some of the larger corner units benefiting from more generous "wrap around" balconies.

Block ST adopts a mixture of private, balcony and communal outdoor space. To the rear two private courtyards are to be provided solely for the residents of block ST, and private patio areas to the ground floor units will overlook the courtyard.

Blocks JMQR form the terraced housing laid out in a back-to-back arrangement. These family sized, three and four bedroom units will be afforded large rear gardens, approximately 50m<sup>2</sup> in area, and in some cases exceeding 50m<sup>2</sup>. The size of these family gardens will satisfy amenity standards, set out in Supplementary Planning Guidance 17 'Altering & Extending Your Home'.

Where private amenity spaces fall short of SPG17 guidance these shortfalls can be off-set by the provision of communal open space in the estate, and the sites proximity to Maybank Open Space and Barham Park.

**Landscape Summary:**

Your officers consider that the landscaping proposals are acceptable. Further details of the landscaping, such as the podium construction methods, play space, seating, boundary treatment and tree protection, are required to discharge condition 12 of planning permission 09/2350.

**Appearance**

The proposal remains true to the Masterplan principles that have established the hierarchy of buildings. Phases 2 and 3 occupy the main body of the site and their design is intended to create a

transition between the two very different approaches for Phases 1A and 1B at either end of the site, whilst still retaining a cohesive feel. This sense of cohesion throughout the estate is to be achieved through the materials palette consisting largely of brick, render and external cladding. As well as the materials a degree of uniformity throughout the estate is to be achieved through architectural features such as balcony types and window proportions.

Phases 2 and 3 will share the same materials palette as Phases 1A and 1B but the colour range varies to avoid a monotonous appearance.

Your officers considered that some elements of the buildings as initially proposed required some further work to introduce additional visual interest in the building. The changes requested consisted of the following;

1. Introduce a full height projecting bay feature to the rows of terraced housing (Blocks J, M, Q and R).
2. Block K is a prominent block at the gateway to the development. It was suggested that a more parapet feature be included to assist in providing a visual separation between this and adjoining block L.

Revised drawings which show the amended parapet to block KL have been received, but Officers still await revised drawings which detailed the changes to blocks J, M, Q and R, and confirmation of these will be reported in the Supplementary Report.

Block KL is a prominent block at the gateway of the development with feature balconies used to provide visual interest. It is intended to reverse the application of facing materials used on the main frontage block H so that Block K is predominantly brick with white rendered recesses. It is hoped this inverted approach will create a dialogue between these two blocks.

Block F is a 4-storey block where the main elevation is predominantly rendered in white. To provide articulation to this linear block a series of recesses, together with balconies are included. The two end elements of this, which act as 'bookends' to the block have been treated differently for a reason. The eastern end is finished in brick to continue the brick theme utilised on the frontage blocks which are closest at this point. In contrast the western end of this block is to be finished in terracotta rainscreen cladding, this cladding is in keeping with its location close to the central open space and to relate to blocks which frame the central open space.

Block E is a key block, being one of the tallest elements it will act as a landmark building. The southern façade, overlooking the central open space comprises a series of solid and glazed balconies arranged in a staggered form to provide visual interest and articulation to this prominent elevation. The palette of materials is kept simple, consisting of white render and glass. The block is then encased in a shroud, wrapping around the side and rear elevations finished in terracotta cladding. This architectural approach, to form this outer layer to the buildings is also going to be employed on block 1A which addresses Maybank Open Space.

Blocks NPUW are within the centre of the estate and frame the Central Podium Garden. Feature terracotta cladding is to be applied to all four corners of the buildings, with the buildings sitting on brick plinths which will relate to adjoining terraced housing. The terracotta cladding oversails the brick plinth, and this will give the visual impression of two distinctly separate elements to the building. Projecting balconies, and white render are also used on these blocks, similar to the techniques applied to blocks K, S and T.

Block CD which is linear has a similar form to F, with the frontage articulated by projecting balconies but the application of materials is the opposite of F. The main façade is a mix of terracotta cladding and white render, with the recesses finished in blue brick. This inverted technique with the use of brick, cladding and render is used elsewhere in the development and helps to provide variation.

Block C has an important role as one of the most prominent in the estate, due to its location at the arrival point of the pedestrian bridge over the railway. It adopts many of the architectural features used elsewhere across the estate, with feature balconies, two-storey brick plinth and terracotta rainscreen cladding which oversails the lower floors.

Block ST is located directly opposite Block AB which forms Phase 1A of the estates redevelopment (full planning permission was granted for block 1A, as part of the 'hybrid' consent). The appearance of block ST has been designed deliberately to relate to this neighbouring block in Phase 1A through the use of the yellow stock brick, blue brick and white render.

The terraced housing is contained within blocks J, M, Q and R. These houses are two and a half storeys high, each with projecting bays to articulate the long elevations. Further changes to the projecting bays have been requested and this will be reported further in the Supplementary Report. The facing materials are kept simple and in keeping with the wider, being limited to brick and render, however the colour of facing brick changes depending on the location of the terrace, within the Masterplan (i.e. varies between red and blue facing brick).

Final materials for all Phases of the development are the subject of Condition 10 of the original 'hybrid' consent and will be confirmed through the discharge of this condition which is currently being considered by your Officer's.

#### Appearance summary:

Your officers consider that the proposal details of individual blocks includes sufficient articulation to break down the visual mass of these buildings, at the same time providing visual interest to the elevations. It is considered the design approach and architectural devices provide interest within the building facades. Furthermore the palette of materials does provide a coherent approach across the Masterplan area, with a sense of identity given to each block through the variations in colour that are proposed.

#### **Summary**

The principle of the redevelopment of the site for housing at a higher density than currently found on site is considered to be acceptable in policy terms and will help deliver much needed regeneration and new modern housing. The Masterplan is considered to set an appropriate standard of architecture and hierarchy of buildings, and proposes a well thought site layout. The quality of accommodation is also considered to be very good, given the internal dimensions of each unit, as is the treatment of external space and Officers consider this will contribute to the creation of a high quality residential environment.

The detailed plans for phases 1A and 1B propose interesting, high quality forms of architecture which will set a marker for the redevelopment of the entire estate. Your Officer's are satisfied through the submission of additional details related to scale, layout, appearance and landscaping that the later phases of the development which come forward in Phases 2 and 3 will also contribute to the creation of a high quality development.

The proposals are considered to accord with the policies set out within the Brent UDP 2004, and on this basis, it is recommended that planning permission is granted.

#### **Site wide S106 agreement**

*Members are advised that the original hybrid consent (09/2350) application has a Section 106 Agreement, this secures the following benefits:-*

- *Payment of the Councils legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance*
- *Affordable Housing - 56% - unless otherwise agreed by the Council's affordable housing officer.*
- *A contribution of £96,600 for phase 1A*

£165,000 for phase 1B

£194,400 for phase 2

£315,600 for phase 3

*(£3,000 per additional private bedroom and £2,400 per additional AH bedroom), due on material start of each phase, index-linked from the date of committee for Education, Sustainable Transportation and Open Space & Sports in the local area, including but not limited new play provision adjoining the site*

3. *Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and Code for Sustainable Homes Level Sustainability 3 for phases 1a and 1b and Level 4 for phases 2 and 3, with compensation should it not be delivered. In addition to adhering to the Demolition Protocol.*
4. *Offset 20% of the site's carbon emissions through onsite site wide energy network and high performance building fabric as approved in the Energy Statement.*
5. *Prior to occupation on any phase, submit, gain approval and adherence to a Travel Plan covering that phase with consideration for the overall travel plan.*
6. *Prior to any occupation the provision of a community centre of not less than 140 sqm*
7. *To work with Brent in 2 Work to support existing residents of the estate in gaining the skills and opportunities to apply for the on site construction and retail jobs.*
8. *Prior to occupation of phase 1 (a) or 2 provide the Maybank Open Space.*
9. *Prior to occupation provide the agreed Highways works for each phase.*
10. *Prior to any occupation of 1a re-provide the footway to the railway bridge marked on Plans 2*
  - (i) Join and adhere to the Considerate Contractors scheme.*
  - (j) Offer for adoption the estate roads, for which the Council will consider adoption of if there is a CPZ in place.*
  - (k) Prior to Occupation, submit gain approval for and adhere to a Car Parking Management Plan, which will prioritise residents of the original estate in the allocation of parking spaces.*
  - (l) In the event a CPZ is established the units in blocks G and H will not be allowed to apply for parking permits,*

## **REASONS FOR CONDITIONS**

Members should note that planning conditions are attached to the original 'hybrid' consent, and for a list of planning conditions please see this original decision (ref; 09/2350).

**RECOMMENDATION:** Grant Consent

## **REASON FOR GRANTING**

- (1) The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004  
Central Government Guidance  
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  
 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

**CONDITIONS/REASONS:**

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

AA1896/2.1/01,revA (1:1250)	AA1896/2.1/030,revC (1:200)
AA1896/2.1/071,revA (1:200)	
A6212/2.1/05 (1:500)	AA1896/2.1/031,revC (1:200)
AA1896/2.1/072,revB (1:200)	
AA1896/2.1/006, revC (1:500)	AA1896/2.1/032,revB (1:200)
AA1896/2.1/080,revD (1:200)	
A6212/2.1/07 (1:500)	AA1896/2.1/040,revA (1:200)
AA1896/2.1/081,revC (1:200)	
AA1896/2.1/014,revB	AA1896/2.1/041,revC (1:200)
AA1896/2.1/082,revC (1:200)	
AA1896/2.1/016,revA (1:200)	AA1896/2.1/042,revD (1:200)
AA1896/2.1/083,revB (1:200)	
AA1896/2.1/017,revA (1:200)	AA1896/2.1/050,revB (1:200)
AA1896/2.1/084,revC (1:200)	
AA1896/2.1/018 (1:100)	AA1896/2.1/051,revB (1:200)
AA1896/2.1/090,revA (1:200)	
AA1896/2.1/019 (1:100)	AA1896/2.1/052,revC (1:200)
AA1896/2.1/091,revA (1:200)	
AA1896/2.1/020,RevA (1:200)	AA1896/2.1/060,revA (1:200)
AA1896/2.1/092,revB (1:200)	
AA1896/2.1/021,revB (1:200)	AA1896/2.1/061,revA (1:200)
AA1896/2.1/100,revA (1:200)	
AA1896/2.1/022,revB (1:200)	AA1896/2.1/062,revB (1:200)
AA1896/2.1/101,revA (1:200)	
AA1896/2.1/023,revB (1:200)	AA1896/2.1/070,revA (1:200)
AA1896/2.1/102,revB (1:200)	
AA1896/2.1/110,revA (1:200)	
AA1896/2.1/111,revB (1:200)	
AA1896/2.1/112,revB (1:200)	

PRP, Planning Statement Addendum, Nov 2010  
 PRP, Overshadowing Assessment with Addendum, Nov 2010  
 PRP, Phases 2 & 3 Design & Access Statement, Nov 2010  
 PRP, Energy Strategy, Nov 2009  
 PRP, Environment & Sustainability Statement, May 2010  
 PRP, Code for Sustainable Homes Pre-Assessment Level 4, Nov 2010  
 Brand Leonard, Geotechnical & Geoenvironmental Report No. 35091/01 (June 2006)  
 Incorporating Contamination Assessment & Drg No. 10353/5037, Nov 2010  
 Mayer Brown, Transport Assessment, Nov 2009

PRP, Affordable Housing Statement, Nov 2009  
AMA, Phase 1 Habitat Survey, Sept 2009  
PRP, Tree Assessment Report, Sept 2009  
Brand Leonard, Flood Risk Assessment, Sept 2009  
Brand Leonard, Supplementary to Flood Risk Assessment, Nov 2010  
Mayer Brown, Air Quality Assessment, May 2010  
Mayer Brown, Air Quality Assessment, Sept 2006  
CgMS, Archaeological Desk Based Assessment, May 2006  
AWA, Utility Services Report, Oct 2010  
Addendum to 2009 Statement of Community Involvement, Nov 2010  
Mayer Brown, Noise & Vibration Assessment, 2006  
Drg 11018/1003P1, Street Lighting Layout (1:500)  
Drg 11018/1001P2, Proposed Road Geometry Sheet 1 of 2 (1:250)  
Drg 11018/1002P2, Proposed Road Geometry Sheet 2 of 2 (1:250)

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

**INFORMATIVES:**

- (1) This decision should be read in conjunction with planning permission 09/2350, and conditions attached to this permission should be complied with in full.

**REFERENCE DOCUMENTS:**

Brent UDP 2004  
Brent Council Supplementary Planning Guidance and Documents  
Brent Core Strategy - July 2010  
The London Plan Consolidated with Alterations since 2004

Any person wishing to inspect the above papers should contact Gary Murphy, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5227





## Planning Committee Map

Site address: Barham Park Estate, Roundtree Road/Saunderton Road, Wembley, HA0

Reproduced from Ordnance Survey mapping data with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Brent, DBRE201 2005



London Borough of Brent - Copyright (C)

This map is indicative only.