

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

10 October, 2018
06
18/2183

SITE INFORMATION

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| RECEIVED | 31 May, 2018 |
| WARD | Queensbury |
| PLANNING AREA | |
| LOCATION | Car Park North East of Morrisons, Honeypot Lane, NW9 & Vacant Land at the junction of Westmoreland Road, NW9 and Cumberland Road, Stanmore, HA7 |
| PROPOSAL | Erection of three buildings at 4, 5, and 7 storeys providing 194 residential units (76 x 1 bed, 75 x 2 bed and 43 x 3 bed), 60 car parking spaces (including disabled parking spaces), private and communal landscaped amenity areas, landscaped podium deck, secure cycle parking, recycling and refuse stores, access improvement and other associated developments |
| PLAN NO'S | Refer to condition 2. |
| LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION | <p><u>When viewing this on an Electronic Device</u></p> <p>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_140307</p> <p><u>When viewing this as an Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "18/2183" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab |

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:

A. Referral to the Mayor of London (stage 2 referral)

B. The prior completion of a legal agreement to secure the following planning obligations:

1. Payment of legal and professional costs
2. Notification of commencement 28 days prior to material start
3. 30.4% affordable housing by unit (35% affordable housing by habitable room) on a nil grant basis broken down as :

- 39 units for affordable rent (at no more than 80% of open market rents for 1-2 beds and no more than 60% for 3-bed units [including service charges where applicable] and capped at Local Housing Allowance rates), disposed on a freehold / minimum 125 year leasehold to a Registered Provider and subject to an appropriate Affordable Rent nominations agreement with the Council, securing 100% nomination rights for the Council.

- 20 units for Shared Ownership,(as defined under section 70(6) of the Housing & Regeneration Act 2008, subject to London Plan policy affordability stipulations that total housing costs should not exceed 40% of net annual household income, disposed on a freehold / minimum 125 year leasehold to a Registered Provider, and subject to an appropriate Shared Ownership nominations agreement with the Council, that secures reasonable local priority to the units).

4. Appropriate post-implementation financial review mechanism to reassess scheme viability and actual values and costs 6 months prior to practical completion (or such other time agreed by the Council), against the agreed land value and profit, to determine any development surplus for deferred affordable housing obligations
5. Training and employment
6. Carbon offset contribution to be paid – or an opportunity to resubmit an improved energy statement and reduce the offset payment
7. Considerate Constructors Scheme
8. Parking permit restriction to be applied to all new residential units
9. Enhanced travel plan to be submitted, implemented and monitored including funding of subsidised membership of the Car Club for three years for all new residents
10. Requirement to enter into a s38/278 agreement for the following highway works:

works

- a. Provision of a new footway on the west side of Westmoreland Road and vehicle access
- b. relocation of the bus stand on the west side of Westmoreland
- c. the establishment of a 20mph limit zone with associated traffic calming
- d. the provision of a cycle contraflow lane with associated line markings on the east side of

Westmoreland Road.

11. Any other planning obligation(s) considered necessary by the Head of Planning.

That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.

C. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limit for commencement (3 years)
2. Approved Plans
3. Specific non-habitable rooms to be obscure glazed for privacy
4. Highway works and parking spaces, cycle and bin storage to be revised and laid out prior to occupation
5. Car club bay to be provided prior to occupation
6. 10% wheelchair accessible units to be secured

7. Electric vehicle charging points to be provided in line with requirements
8. Water consumption to be limited in line with regulations
9. A communal satellite/aerial to be provided so as to prevent multiple satellite dishes
10. Plant noise levels to be limited
11. Pedestrian route through the site to be made available for improved local permeability
12. Ecology report to be secured
13. Air Quality report to be secured
14. SUDS/Drainage strategy to be secured
15. Removal of C4 permitted development rights for flats
16. Material samples to be submitted prior to above ground works commencement
17. Sound insulation and noise reduction measures to be secured OR resubmitted prior to occupation
18. Landscaping proposals to be amended to change species and to be secured
19. Details of front garden boundary treatments/defensive space to be submitted prior to occupation
20. Air quality neutral report to be submitted prior to commencement
21. Construction method statement to be submitted prior to commencement
22. Remediation verification for identified soil contaminants to be submitted prior to commencement
23. Details of connection to district heating network to be submitted prior to occupation
24. Details of photovoltaic panel arrays on roofs of development to be submitted prior to occupation
25. Details of external lighting to be submitted prior to installation of lighting
26. Car park management plan to be submitted prior to occupation
27. Construction logistics plans to be submitted prior to commencement
28. Details demonstrating no impact on London Underground assets to be submitted prior to commencement

Informatives

1. CIL liability
 2. Party wall information
 3. Building near boundary information
 4. Contact information for carrying out highway works
 5. Notify highways service of intent to commence works
 6. Guidance notes from Thames Water
 7. Guidance notes from London Underground
 8. London living wage note
 9. Fire safety advisory note
 10. Any other informative(s) considered necessary by the Head of Planning
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1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that

any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

2. That, if by 3 months of the committee date the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.
3. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP

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|  | <h3>Planning Committee Map</h3> <p>Site address: Car Park North East of Morrisons, Honeypot Lane, NW9 & Vacant Land at the junction of Westmoreland Road, NW9 and Cumberland Road, Stanmore, HA7</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p> |
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This map is indicative only.

EXISTING LOCATION PLAN

PROPOSAL IN DETAIL

The application seeks approval of the new development which proposes removal of approx. 0.6ha of the south-eastern part of Morrison's superstore car park (amounting to 160 car parking spaces) and replacement of this space with one 5 storey building and one 7 storey building.

In addition, a 4 storey building is to be erected on the small tract of land alongside of the junction of Westmoreland Road and Cumberland Road.

The three buildings together will contain 194 residential units (76x1b, 75x2b, 43x3b)

As part of the development, a ground floor car park within the larger site is proposed. The car park will provide parking space for 60 cars.

Both sites are to be accessed from Westmoreland Road, the larger site on the south side of the road immediately north of the Morrisons superstore and the smaller site from the north side of the road close to the junction with Cumberland Road.

EXISTING

This proposal affects two sites: (a) part of the car park of Morrison's supermarket; and (b) an area of vacant land on the south-eastern corner of the roundabout junction of Cumberland Road and Westmoreland Road. The site on the Morrison's car park currently provides 160 of the car parking spaces for the store, so would reduce provision across the whole car park to 405 spaces. The site is approximately 0.6ha in size.

Across Westmoreland Road, the main car park site is adjacent to a small area of a Locally Significant Industrial Site (Bowman Trading Estate) to the south and the relatively new residential development of Alpine House to the south-west. Immediately to the west of the site is the large building containing the Morrisons supermarket whilst immediately to the north is the part of the car park which is to be retained. To the east, across Westmoreland Road, the site is adjacent to an embankment sloping up to the railway tracks of the London Underground Jubilee Line; the other side of the railway line sees 1930s semi-detached housing lining Winchester Avenue.

The smaller site is approximately 0.1ha in size, comprises cleared scrubland and is bound by Cumberland Road to the north-west and the vehicular entrance to Morrisons to the south. An area of Strategic Industrial Land is present across Cumberland Road. The site also borders the Jubilee line railway to the north-east. The smaller site had a previous use as a waste recycling facility.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

1. **Representations received:** A number of local representees (from 23 properties) have objected to this application for a variety of reasons, although with a focus on highways matters, however officers consider that the proposal is acceptable and that none of the grounds upon which objectors resist the proposal give rise to a reasonable argument that the proposal should be resisted in planning terms.
2. **Provision of new homes:** Your officers give great weight to the viable delivery of private and affordable housing, in line with the adopted Development Plan.
3. **Design, layout and height:** The proposal replaces a large expanse of hardstanding with a medium-rise housing development. It utilises good architecture with quality detailing and materials in order to maximise the site's potential whilst respecting surrounding development.
4. **Quality of the resulting residential accommodation:** The residential accommodation proposed is of sufficiently high quality. The mix of units is in accordance with the standards within the London Plan and reasonably well aligned with the Core Strategy target mix. The flats would

have good outlook and light. The amount of external amenity space is marginally below our standard, but not to a significant extent and is in close proximity to green spaces.

5. **Affordable housing:** The maximum reasonable amount has been provided on a near policy compliant split within the Affordable Housing tenures. This includes 35% affordable housing provision with a tenure split of 39 affordable rented units and 20 shared ownership (a 66:34 ratio measured by unit, or 74:26 measured by habitable room). The viability has been tested and it has been demonstrated that this is the maximum reasonable amount that can be provided on site without grant. The requirements of affordable housing obligations are considered to have been met.
6. **Neighbouring amenity:** There would be no unduly detrimental impacts to neighbouring residential properties, as measured in accordance with BRE guidance for light. The overall impact of the development is considered acceptable, particularly in view of the wider regenerative benefits.
7. **Highways and transportation:** To encourage sustainable travel patterns and mitigate the potential for over-spill parking, the scheme will be 'permit-free' with the exception of blue badge parking spaces. Improvements to the public highway as required in the S106 would be acceptable, considering the needs of pedestrians, cyclists and motorists and would appropriately encourage a modal shift away from car use.
8. **Trees, landscaping and public realm:** Some low quality trees are proposed to be removed but they are not considered worthy of retention. The proposal is likely to substantially improve on the existing situation with the high quality street tree planting proposed and the wider landscaping strategy. This will be assured through conditions.
9. **Environmental impact, sustainability and energy:** The measures outlined by the applicant achieve the required improvement on carbon savings within London Plan policy. Conditions will require further consideration of carbon savings prior to implementation.

MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

| Primary Use | Existing | Retained | Lost | New | Net Gain (sqm) |
|-------------|----------|----------|------|-----|----------------|
|-------------|----------|----------|------|-----|----------------|

Monitoring Residential Breakdown

| Description | 1Bed | 2Bed | 3Bed | 4Bed | 5Bed | 6Bed | 7Bed | 8Bed | Unk | Total |
|-------------|------|------|------|------|------|------|------|------|-----|-------|
|-------------|------|------|------|------|------|------|------|------|-----|-------|

RELEVANT SITE HISTORY

The larger site has little in the way of relevant planning history. Planning records indicate that planning permission was granted for the clearance of the existing buildings, alterations to road layouts and redevelopment of the site to provide a retail store with ancillary restaurant, staff and customer car parking and petrol filling station with car wash in February 1994.

The smaller site does not have any formal planning history but does have a historic use as a waste recycling plant but has now been vacant for a number of years.

CONSULTATIONS

386 neighbouring properties were notified of this proposal for a minimum of 21 days on the 13th of June 2018. Site notices were erected outside the development on the 18th of July 2018 and a press notice was published on the 21st of June 2018.

From the 386 consultations sent out to neighbours, 23 representations from individual properties and the

QARA Group of Associations were received. Their comments are summarised as follows:

| Point of objection | Officer Response |
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| Too many units but no infrastructure such as schools or hospitals to support population | The developer will pay the community infrastructure levy (CIL) which will provide dedicated funding for the Council to invest in local infrastructure upon which the development would rely. |
| Concerns that traffic and road safety in the area will be negatively impacted | The development will not generate a high number of vehicle-borne trips as only around 1 out of every 3 flats will have a car parking space. The remainder of the flats' occupants will be prevented from parking locally as a parking permit restriction on the property. It is expected that the building will establish a modal shift towards cycling and public transport use. Brent's highways officers do not consider that the local highway network will be negatively impacted upon by this development. |
| Particular concerns over entry and exit points on Honeypot Lane and the roundabouts near Queensbury Station | Brent's highways officer do not consider that the local highway network will be negatively impacted upon by this development. Improvements to the highway along Westmoreland Road will help to improve local highway conditions. |
| Not enough parking spaces for no. of units proposed | The development is designed to encourage a modal shift in trip methods away from car use, which will be enhanced by the proximity of the development to Queensbury tube station and the implementation of a local cycle lane. A local controlled parking zone and a permit restriction on residents would enforce the low car operation of the development. |
| Use of electric vehicles should be promoted | The consent will include a requirement to provide electric vehicle charging points in line with London Plan requirements. |
| Impact on road network as a result of construction traffic | The development is designed with policy compliant reductions in carbon emissions and with low car operation, which will help to minimise its carbon footprint. |

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| | <p>Westmoreland Road will become a more active, residential street compared to at present and will therefore be a less viable location for fly tipping.</p> <p>Any unusual increase in littering would not have a bearing on the development itself and would need to be pursued separately by Brent's refuse and environmental health teams.</p> |
| <p>Loss of parking at Morrisons will make parking there harder, including parking provision for the temple on Westmoreland Road</p> | <p>Studies have identified that a significant amount of the parking to be lost is surplus to requirements and that Morrisons enforce against car users who stay for periods longer than 2 hours.</p> <p>The applicant's surveys indicate that there may be a small amount of parking stress as a result of the loss of 160 parking spaces, however highway improvements, including the addition of a cycle lane, are likely to encourage a local modal shift away from car use.</p> <p>The applicant is carrying out surveys to consider if parking at Morrisons has reduced further since the local CPZ was implemented.</p> <p>Previous consents have been considered by Brent's Highways officers and it is not considered that the development would have an unduly detrimental impact on local highway capacity/safety.</p> |
| <p>Concerns over impact on litter/fly tipping and air pollution in the area and pest problems</p> | <p>The development is designed with policy compliant reductions in carbon emissions and with low car operation, which will help to minimise its carbon footprint.</p> <p>Westmoreland Road will become a more active, residential street compared to at present and will therefore be a less viable location for fly tipping.</p> <p>Any unusual increase in littering would not have a bearing on the development itself and would need to be pursued separately by Brent's refuse and environmental health teams.</p> |
| <p>Concerns over impact on local GP services</p> | <p>A substantial community infrastructure levy (CIL) payment</p> |

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| | would enable investment in local infrastructure upon which this development would rely, which includes GP surgeries. |
| Concerns over anti-social behaviour | The development will result in a street with a poor pedestrian environment becoming residential with a greater footfall and greater levels of natural surveillance. This is likely to reduce the potential for anti-social behaviour. |
| Concerns of overlooking of rear gardens and windows of houses on Winchester Avenue | At the closest point, the development is about 60 metres from the rear gardens of Winchester Avenue properties. This distance far exceeds standards for maintaining privacy in residential properties. A high level and highly vegetated railway embankment separates the development from Winchester Avenue which will act as an additional privacy buffer. |
| Impact of proposal in conjunction with approved temple on Bowmans trading estate nearby as well a new care home on Honeypot Lane | Previous consents have been considered by Brent's Highways officers and it is not considered that the development would have an unduly detrimental impact on local highway capacity/safety. |
| Loss of light due to height of buildings | The development is not close to sensitive residential premises. The closest residential premises are those at Alpine House along Honeypot Lane. The development far exceeds the requirements of all relevant Council guidance relating to light losses and overshadowing as a result of new buildings. |
| Noise and disturbance form increased number of residents in the area | There are no sensitive residential premises within close proximity to this development. Even if there were, a reasonable uplift in general noise associated with the development would be expected and any unusual instances of noise and disturbance from residents would need to be raised with Brent's nuisance control team. |
| Negative visual impact | The building is slightly larger than its surrounding built form but is largely buffered from view by the Morrisons supermarket building. The architecture and external material usage is considered to be high quality and will result in an attractive appearance for the building. |

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| The sustainability report only accounts for impact of future residents, not existing ones. | There are no existing residents at the development site. The sustainability report demonstrates a programme of measures that will reduce the carbon savings of this particular development, which accords with policy requirements. |
| Concerns over potential increase in crime | The development will result in a street with a poor pedestrian environment becoming residential with a greater footfall and greater levels of natural surveillance. This is likely to reduce the potential for anti-social behaviour. |

External Consultation

Externally the following were consulted:

The Greater London Authority

As part of the GLA Stage 1 response the following comments were raised:

- Principle of development, affordable housing provision and housing mix supported. With regards to affordable housing, the provision of 35% was subject to the LPA securing a post implementation review mechanism, or alternatively consideration of grant funding should be explored.
- On site play space for young children acceptable. Advised to consider off site contribution to update off-site play areas
- Recommended that ground floor units are duplex to overcome poor outlook and optimise quality of internal spaces. Tear drop site to be widened to allow for roof top garden. Lighting strategy to be conditioned to into lighting along route to the south of larger site.
- Further information and revisions on energy proposal to be provided. Surface water drainage strategy to comply with London Plan policy on drainage hierarchy, and full review of flood risk (including residual risks) from all sources of flooding to be provided.
- Further work to be provided on servicing, cycle parking, blue badge parking, walking/cycle improvements and mitigation for local public transport. Consideration of noise impact from nearby railway line to be considered.

The above comments have been addressed within the remarks section below.

Transport for London

Objections have been raised and to overcome these objections the following matters need to be resolved:

- Exempt future residents from eligibility for local parking permits with the developer entering into a 'permit free' agreement with Brent Council;
- Implement night time parking control for Westmorland Road;
- Secure the provision of blue badge parking, ECVP provision and car parking management plan ;
- Increase cycle parking toward Draft London Plan standards, and secure the cycle parking provision for both retail and residential parts of the proposal, including wider accessible cycle spaces in accordance with the LCDS as shown in the submitted plan;
- Undertake PERS/ CLOS to identify local walking and cycling improvement needs; and Brent Council to secure appropriate improvements in light of findings; and review proposed public realm improvement

against Healthy Street criteria;

- Provide new crossing facilities at Westmorland Road and at Honeypot Lane;
- Clarify likely impact to bus standing arrangement to route 288 at Westmorland Road;
- Review Travel Plan targets;
- Secure the provision of DSP and CLP to regularise servicing and construction arrangements by appropriate planning conditions.

The above comments have been addressed within the remarks section below.

London Underground Limited - No objection subject to recommended condition and informatives

The Environment Agency - No comments to make on this application

Thames Water Utilities Ltd - No objections raised in relation to surface water drainage, surface water infrastructure and foul water sewerage infrastructure. Recommended conditions and informatives.

The London Borough of Harrow

- No objection with regards to character and appearance or residential amenity for Harrow residents.
- Raise an objection to the proposal on grounds that there would be a negative impact due to loss of Morrisons parking and lack of parking as part of the development
- Request £30,000 contribution towards creation of CPZ in Harrow

The above comments have been addressed within the remarks section below.

Internal Consultation

Internally the following departments were consulted:

Local Lead Flood Authority - The proposal falls within Flood Zone 1 which is considered to be low risk. The submitted details have been found to be satisfactory and no objections are raised.

Environmental Health -

- Agree with methodology of noise and vibration assessment however need confirmation of delivery hours and location of deliver bay; also require information on plant/equipment which should have been included in noise report
- Gas monitoring results are acceptable but remediation strategy will be required
- Require condition to ensure developments to be air quality neutral
- Require condition for a construction method statement to be submitted

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of relevance to the determination of the current application:

National Planning Policy Framework 2018

The London Plan 2016

3.3 - Increasing Housing Supply

3.4 - Optimising housing potential

3.6 - Children and young person's play and informal recreation facilities

3.8 - Housing Choice

3.11 - Affordable Housing Targets
3.12 - Negotiating affordable housing on individual private residential and mixed use schemes
5.2 - Minimising Carbon Dioxide emissions
5.12 - Flood Risk Management
5.13 - Sustainable Drainage
5.15 - Water Use and Supplies
6.3 - Assessing effects of development on transport capacity
6.9 - Cycling
6.10 - Walking
7.2 - An inclusive environment
7.5 - Public realm
7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes

Draft London Plan 2016

GG2 - Making the best use of land
H1 - Increasing Housing Supply
H5 - Delivering affordable housing
H6 - Threshold approach to applications
H12 - Housing size mix
H13 - Build to Rent
SI.5 - Water Infrastructure
SI.12 - Flood risk management
SI.13 - Sustainable drainage
D1 - London's form and characteristics
D2 - Delivering good design
D3 - Inclusive design
D4 - Housing quality and standards
D5 - Accessible housing
D6 - Optimising housing density
D13 - Noise
S4 - Play and Informal Recreation
T2 - Healthy Streets
T4 - Assessing and mitigating transport impacts
T6.1 - Residential Parking

Core Strategy (2010)

CP1: Spatial Development Strategy
CP2: Population and Housing Growth
CP6: Design & Density in Place Shaping
CP17: Protecting and enhancing the suburban character of Brent
CP19: Brent Strategic Climate Change Mitigation and Adaptation Measures
CP21: A Balanced Housing Stock

Development Management Policies (2016)

DMP 1: Development Management General Policy
DMP 9 A: Managing Flood Risk
DMP 9 B: On Site Water Management and Surface Water Attenuation
DMP 11: Forming an Access on to a Road
DMP 12: Parking
DMP 13: Movement of Goods and Materials
DMP 15: Affordable Housing
DMP 18: Dwelling Size and Residential Outbuildings
DMP 19: Residential Amenity Space

Site Specific Allocations (SSA) (2011)

16: Morrison's Supermarket

Supplementary Planning Guidance (SPG)

SPG17: Design Guide for New Development (2001)

DETAILED CONSIDERATIONS

Principle of Development

1. Policy 3.3 of the London Plan and Policy GG2 of the draft London Plan both identify the optimisation of land, including the development of brownfield sites, as a key part of the strategy for delivering additional homes in London. This is supported within policy CP2 of Brent's Core Strategy 2010, which requires the provision of at least 22,000 additional homes to be delivered between 2007 and 2026. Furthermore, the current London Plan includes a minimum annual monitoring target for Brent at 1,525 additional homes per year between 2015 and 2025. This target is proposed to increase to 2,915 for the period 2019/20-2028/29 in Policy H1 of the draft London Plan recognising the increasing demand for delivery of new homes across London.
2. The Brent Site Specific Allocations (SSA) document was adopted in July 2011, and identifies sites across the borough that are appropriate for various developments. The larger of the two development sites (the one within the superstore car park) sits within site allocation 16 (Morrison's Supermarket). The SSA document identifies the northern and eastern sections of the car park of Morrison's as suitable for residential development with an indicative capacity for 164 residential units.
3. Brent's site specific allocation describes an acceptable development of the site as follows:
4. *"Use of north and eastern section of car park for residential development including family sized accommodation. Alternatively a mixed use development including residential and retail floor space. Proposals should include an appropriate supply of amenity space. Proposals will be required to include land for, and provision of, a cycle route along Cumberland Road and maintain the PR2 bus service with an additional bus stand on Westmoreland Road. Development must conserve and enhance the adjacent Wildlife Corridor."*
5. The development proposed broadly meets all criteria mentioned above, which includes proposing residential development in close accordance with the indicative site capacity (164 units). The uplift in unit numbers (by 30) is considered to represent an appropriate response to a changing policy background since the adoption of the SSA document in 2011, whereby regional housing need has substantially increased as set out within the adopted and draft London Plan documents.
6. The development of the smaller site would not fall within a site specific allocation, although there are no policy designations or physical constraints that would render the site inappropriate for development. The surrounding area is mostly commercial in character although, residential premises are close by beyond this and the allocation of the adjacent Morrison's site for residential uses further justifies a residential transition within this area. The close proximity to Queensbury Station of the smaller site (less than 100m) creates a particularly good opportunity to establish residential uses in this location, in line with the London Plan approach for seeking residential opportunities in close proximity to transport hubs. Nonetheless, the acceptability of the development will be subject to consideration of other material planning matters, particularly in view of the commercial nature of surrounding uses and the proximity of the railway.
7. The development will not remove any designated open spaces and it is not considered that any of the areas proposed for development provide high quality open spaces in a practical sense. Whilst the small tract of land for development at the Cumberland Road/Westmoreland Road junction was, until recently, formed of grass, the relatively small size and unusual shape of the plot, as well as the enclosure of the land by railway or roads on all sides results in a poor quality environment which would not strongly warrant protection of the open space from development.
8. The principle of development of both for residential use is supported. The application will deliver 194 new homes, optimising the use of the land contributing towards housing delivery within the Borough.

Design and Appearance

Setting and Massing

9. The development is to be formed of three buildings with flat roofs. The largest would be a U-shaped building at the southern side of the site, fronting Westmoreland Road to both the south and east. A smaller rectangular block would sit to the north of this block, with these two buildings being separated by the pedestrian/vehicle access to the site. Finally, a roughly teardrop shaped building would sit on the separate smaller site at the junction of Westmoreland Road and Cumberland Road. Respectively, these buildings' massings would be:
 - U-shaped building: part 5, part 6 and part 7 storeys with the 7 storey massing set in from the building edges and focussed on the eastern and northern elevations
 - Rectangular building: 5 storeys
 - Teardrop building: 4 storeys
10. A key issue with the development is the suitability of the proposed heights of the buildings given that the location is in a low rise (mostly 2 storeys), peripheral district of Brent with a suburban character. However, an obvious local height precedent is the Alpine House development to the south-west.
11. Alpine House is a development fronting Honeypot Lane (the nearest major thoroughfare) and is comprised of residential blocks of four storeys with a set in fifth storey. The site also formed a site specific allocation within the Brent's 2011 SSA document. The development fits comfortably within the suburban setting and benefits from its adjacency to a commercial area to the north, appearing as a transitional development between that area and the residential context to the south. In comparison, the proposed development at Morrison's would see a mixture of heights proposed, which, in some instances, would be higher than those established at Alpine House.
12. Whilst it is acknowledged that the building fronts only side roads (unlike its neighbour Alpine House), it also noted that the additional storey is unlikely to make a significant difference to the perception of the building in its context from ground level. The development will not be visually prominent from the main road (Honeypot Lane) as it will be mostly visually buffered from view by the Morrison's supermarket building. The greatest massing (7 storeys) is to be limited to the eastern and northern sections of the U-shaped building, which are also the parts of the building that would be most buffered from view by Morrison's superstore as seen from Honeypot Lane. On balance, your officers consider that the proposed massing is acceptable in view of the surrounding context.
13. The teardrop shaped building is to be located close to commercial buildings with flat roofs within the industrial site to the north and these form the immediate context for this building. The closest neighbour (on the opposite side of Cumberland Road) has a 3 storey height with a flat roof. The proposal for a four storey height is considered to result in a comfortable development given that the plot is within a more prominent visual position as it is surrounded by highways on both sides and is more centrally located on the roundabout.

Architecture and Materiality

14. A simple pallet of materials is proposed which makes reference to both 'New London Vernacular' and the local material palette. The buildings are to be formed mostly of a yellow buff brick, with a secondary grey coloured brick being used to define the ground floor elevations, the set in seventh storey of the U-Shaped building and certain vertical elements within the façade. Some additional articulation is to be achieved with textured brickwork banding along parts of the façade with less animation.
15. One of the key visual features of the development will be the balconies, with which all flats are equipped and which are stacked in strong vertical arrangements along the facades. The balconies are defined by dark metal railings and rockpanel cladding plinths between the balconies within each stack. Some of the balcony stacks are formed of inset balconies whilst others are projecting. This helps to bring some additional interest and variation into the building forms.
16. The ground floor will be formed of largely active frontages, although in places entrances to bicycle and bin stores from the street will be designed with grey louvred doors. The main residential entrances to the cores are to be fronted with gold coloured canopies which will enable them to work as effective wayfinding features for building users.
17. The overall design and materiality of the building is considered to be positive and will provide a simple but

pleasing uniform appearance to the three buildings. The predominant use of brick will help to foster a residential character. Specific material samples to be used should be reviewed by officers to ensure they will provide for a high quality finish and this will be required by condition.

Layout of larger site

18. The site is to be accessed from the south side of Westmoreland Road through a newly formed crossover. The entrance will be between the U-shaped building (to the south) and the rectangular building (to the north) and will allow vehicles to drive into the site and then to turn left into the ground floor car park within the U-shaped building. The driveway into the site will include outdoor disabled parking spaces as well as pedestrian accesses which run alongside both of the buildings bounding the entranceway.
19. The gap between the two buildings is formed of the vehicular/pedestrian entranceway on the eastern side of the site and a landscaped garden on the western side of the site. The main residential entrances to the two buildings are also located in this space, which includes direct street entrances to ground floor flats, entrances to bin stores and entrances to the core of the rectangular block and one of the cores of the U-Shaped block.
20. Building entrances are also to be provided along the Westmoreland Road frontage, mainly comprised of individual flat entrances, and some sections of more inactive plant/bin/bike store rooms. There are three additional cores within the U-Shaped building and these are all accessed from different points along Westmoreland Road respectively. A landscaped garden, accessed from the northern edge of the site from Westmoreland Road is provided as a green buffer between the rectangular building and the remainder of the Morrison's car park site. This garden also provides access to flats along the northern side of this building. The street entrances are to include narrow landscaped front garden areas to provide a privacy buffer for residents of the ground floor flats from passers-by along Westmoreland Road. This will also improve the visual appearance of the development. There will be some instances of inactive frontage along Westmoreland Road where bin storage/bike storage and plant line the edges of the building, however these spaces do appear to have been reasonably minimised and the general approach to equipping all ground floor flats with a street entrance will likely result in the establishment of a street with a good level of pedestrian activity and a residential feel and will offer a significant improvement to what is currently a poor pedestrian environment. In line with the GLA comments on the inactive frontage along the southern edge of site 1 to Morrison's car park and superstore, a lighting strategy will be conditioned for lighting along route to the south of larger site. - **CONDITION LIGHTING**
21. Each floor of the rectangular building contains 8 flats and sees a similar layout stacked up the building. Ground floor flats can be accessed from both the central residential core or from external entrances around the edge of the building whilst the upper floor flats are all accessed from the central residential core. The roof of the building (atop the fifth floor) is to be occupied by a PV panel array, which assists in carbon savings.
22. The ground floor of the U-Shaped building is substantially occupied by a car parking area, with a mixture of plant, bin/bike stores and residential units/core entrances around the edges of the car park, all fronting and access from the street or the communal access road into the site. Residential cores and the bike stores can be accessed both from the street and from the car park, easing movement throughout the site. Residential units positioned adjacent to residential cores are also provided with a secondary means of access directly from the core. The first floor of the U-Shaped building is to provide a central podium landscaped garden atop the car park, surrounded by residential units. The first floor flats would have private terraced spaces (in addition to the outward facing balconies) that immediately border onto the podium garden, with appropriate defensible planting for privacy.
23. The flats within the U-Shaped are accessed from four separate cores, with each core providing access to between 4 and 7 flats. From second floor and upwards the massing of the building is significantly reduced as the space above the podium garden is left open to enable light and outlook to the garden and the residential windows overlooking the garden. The same four core arrangement is seen from floors 1 to 4, a small reduction in massing is seen at fifth floor level, at the south-western part of the building. The roof of the reduced massing forms a green roof at fifth floor level, which is also the floor at which point the south-westernmost core terminates. The sixth (top) floor is set in from the edge of the building and only contains three cores. The parts of the roof of the floors below that are now uncovered as a result of the reduction in massing are used as balcony space for the flats on the eastern and northern part of the building whilst the larger roof space left open on the southern side of the building is to be used as a 500sqm green roof, accessed from core D. Finally, an additional array of PV panels is proposed atop the sixth floor of the recessed part of the building.

Layout of site containing teardrop building

24. The teardrop site is not proposed with any vehicular access and will have a main pedestrian entrance accessed centrally from the north side of the junction of Westmoreland Road and Cumberland Road. There will also be three separate entrances to the building from Cumberland Road which will enable dedicated street access to three of the four residential units proposed at ground floor level within this site. The dedicated residential entrances will be equipped with larger and deeper front garden spaces than the main site, which will enable increased privacy and separation from the road, which would be appropriate given the higher footfall and busier environment in this location close to Queensbury Station. The development would again activate a street frontage which has been inactive for a long period of time and introduce natural surveillance and a residential character to this area.
25. The site width tapers in significantly towards the south and the building's main communal amenity space is to be provided in this location at ground floor level.
26. The ground floor contains a cycle store and bin stores centrally, fronting the road for ease of collection. This, like with the other site, forms the only extent of inactive frontage with the remainder of the façade being activated through the placement of residential windows and doors. Above ground floor level, the building is solely comprised of residential flats, with 5 flats per core per floor being provided. The roof of the building is to be used for a PV panel array in achieving the building's carbon savings.

Density

27. The assessment of any development must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities. Policy 3.4 of the London Plan encourages the development of land to optimise housing potential but recognises this must be appropriate for the location taking into account local context, character, design and public transport capacity.
28. The application proposes a density of 278 units/ha and 791 habitable rooms/ha. This is within the acceptable range for development in an urban context having a PTAL ranging from 3-4, as set out within Table 3.2 of the London Plan. The density of the scheme is therefore supported.
29. Notwithstanding the above, consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties, the level and quality of amenity space to support the development, and any highways matters. These are considered below.

Residential Provisions

Unit Mix

30. The scheme will deliver a mixture of unit types and sizes. The unit mix of the development is set out in the table below:

| Units | Private | % | Intermediate | % | Af Rent | % | Total | % |
|-------|---------|----|--------------|----|---------|----|-------|----|
| 1 bed | 61 | 45 | 5 | 25 | 10 | 26 | 76 | 39 |
| 2 bed | 49 | 36 | 11 | 55 | 15 | 38 | 75 | 39 |
| 3 bed | 25 | 19 | 4 | 20 | 14 | 36 | 43 | 22 |
| Total | 135 | | 20 | | 39 | | 194 | |

| Habitable Rooms | Number | Affordable Rented | % | Intermediate | % | Total % |
|-----------------|--------|-------------------|------|--------------|------|---------|
| Total | 2032 | 526 | 25.8 | 186 | 9.15 | 34.95 |

31. Policy CP2 of Brent's Core Strategy 2010 seeks for 25% of permanent units to be family sized (three bedrooms or more). The proposal achieves 22% family sized units, which is close to the policy target and is therefore welcomed. This has increased from 20% at pre-app stage and the improvement is welcomed. Many major developments in the borough have been supported, on balance, with lower proportions of family house, however in many instances these are developments in denser town centre locations such as Wembley Park and Alperton. Given the location of this major development outside of a town centre and within a broadly suburban area, the 22% proposal for family housing is considered to be

a good response to the local context, although the shortfall from the CP2 standard is acknowledged. Furthermore, it should be noted that 14 of the three bedroom units will be for affordable rent (accounting for 35.9% of the affordable rent units) and 4 of the three bedroom units will be for shared ownership (accounting for 20% of the shared ownership units). The three bedroom units are focused within the affordable housing provision, and therefore reflective of the higher demand for family sized units.

32. Overall, the provision of the family housing development is welcomed in this location, and meets the objectives of policy CP2 of Brent's Core Strategy 2010.

Affordable Housing

33. Adopted DMP policy DMP 15 confirms the Core Strategy target (policy CP2) that 50% of all new homes in the borough should be affordable. The maximum reasonable amount will be sought on sites capable of providing 10 units or more, such as this scheme. 70% of new affordable housing should be social/affordable rented housing and 30% intermediate housing at affordability levels meeting local needs. Where a reduction to affordable housing obligations is sought on economic viability grounds, developers should provide a viability appraisal to demonstrate that schemes are maximising affordable housing output.
34. London Plan policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing, taking account of a range of factors including local and regional requirements, the need to encourage rather than restrain development and viability. The policy requires boroughs to take account of economic viability when negotiating on affordable housing, and other individual circumstances.
35. The proposal is to provide 35% affordable housing as measured by habitable room and 30% affordable housing as measured by unit. The affordable housing is to be split into two tenures: affordable rented and an intermediate tenure of shared ownership, with the ratio between Affordable Rent and Intermediate being 66:34 when measured by unit or 74:26 when measured by habitable room. This offer accords with the required policy tenure split.
36. The affordable rented tenure is to be contained within the smaller rectangular building at the Morrisons site whilst the intermediate tenure is to be contained within the teardrop building in the smaller site. With the exception of one flat (flat 43) in Core B of the U-Shaped building, the remainder of this building will form private tenure accommodation and will not form part of the affordable accommodation offer.
37. The approach of splitting the three proposed tenures across different buildings is logical and such self-containment (particularly of the affordable rented tenure) is understood to routinely be expected by registered providers as it makes for simpler management arrangements and allows them to control service charge levels. Brent's SPG17/Draft SPD1 policy seeks to ensure that all residential entrances, regardless of the tenures they serve, appear equally prominent and of a similar design quality so as to avoid the creation of perceived 'poor doors'. The elevation plans confirm that all of the residential core entrances will be provided with equally prominent gold canopies and similar sized entrance openings, which accords with guidance.
38. The current provision of 30% affordable housing by unit has been subject to a thorough negotiation between the Council's financial viability consultants (BNP Paribas) and the applicants. Following negotiation it has been agreed between both parties that the current affordable housing offer represents the maximum reasonable amount that can be achieved whilst retaining development viability, on the basis of nil grant funding from the Mayor of London. Given the affordable housing proposals fall below the Local Plan 50% target and the inherent uncertainty attached to financial viability assessments at application stage, this is subject to a post implementation review mechanism that will reassess scheme viability and actual values and costs, to be secured within the Section 106 Agreement.

Amenity

Privacy and Outlook

39. The impact on neighbours is a significant consideration, and policy DMP1 seeks to ensure that this is acceptable. The context of the site is largely non-residential uses to the west and south. To the northeast are residential properties are the low-level houses along Winchester Avenue. However, these are separated from the site by the adjacent train line which is characterised by a steep, raised bank. Given the relatively low heights of the proposal it is considered that the train line will largely screen the proposal from these neighbouring properties. Notwithstanding that the separation between the proposal and these

properties is approximately 74m which is considered sufficient to mitigate any potential loss of privacy or overlooking. To the South East lies Cypress Court which is site 31m away. As above, this distance is considered to be sufficient to mitigate any loss of privacy resulting from the proposal.

40. With regards to site 1, the two blocks would be separated by a distance of 20.7m between the facing flank walls of the two blocks. This would be in line with guidance in SPG17 and SPD1 and would be acceptable in this regard. The smaller block (Block 2) would be designed to have all balconies and external windows facing onto the street and public spaces. There would be no overlooking between the different units and there are no privacy concerns in this regard.
41. The larger block (Block 1) would form a perimeter around the central courtyard. The two main wings of the building would be separated by a distance of 28.21m which would alleviate any concerns regarding overlooking between these properties. It is acknowledged that the units in the central wing would feature less separation and therefore less privacy than the units on the sides. However, in the context of an urban environment where residential buildings are in close proximity, this is considered to be an acceptable environment.
42. Site 1 is bounded by public highway to the east and south and by the Morrisons site to the north and west. The western elevation of the U-shaped building faces the Morrisons superstore building at a distance from the boundary as short as about 1.5m in places. This falls below the draft SPD1/SPG17 guidance of 9m between sites to enable suitable outlook. The applicants are in the process of redesigning sole habitable room windows in this elevation to project out from the facade. This will enable the windows to provide side outlook towards the north and south to the rooms. The secondary windows along this elevation (i.e. those which do not serve habitable rooms or are only secondary sources of light/outlook to habitable room) are to be obscure glazed by condition. These plan changes will ensure that the neighbouring Morrisons site is not prejudiced in the event that it comes forward for redevelopment in the future.
43. The units on Site 2 have been designed and laid out in such a way that there would be no direct overlooking between the windows of the units and the private balconies.
44. Overall the proposal would therefore comply with the aims and objectives of SPG17 and the draft SPD1 and would be acceptable in this regard.

Daylight and Sunlight

45. The applicant has submitted a Daylight, Sunlight and Overshadowing Report. The analysis indicated that there will not be a significant impact on surrounding properties as a result of the development.
46. A total of 6 windows from the closest residential building (Cypress Court) surrounding the site were highlighted as being potentially affected by the development. The first test carried out assessed the Vertical Sky Component (VSC) from each affected window. The VSC analysis, in broad terms, identifies how much of the sky is visible at present and how much of the sky would be visible with the new development being present. This is expressed in percentage terms. The tests are taken from the centre of windows tested. The BRE guidance considers windows whose VSC value remains above 27% to retain good levels of daylight.
47. The analysis shows that all windows tested passed the VSC test of 27% or were unaffected by the proposal. It should be noted that Cypress Court is located to the south east of the application site (so they do not directly overlook one another) and predominantly faces onto the Morrisons Superstore. Further there is a significant separation between the buildings with the presence of Westmoreland Road. As such the proposal would not result in any undue impact in terms of loss of light or overshadowing.

Quality of Accommodation

Daylight

48. An Average Daylight Factor (ADF) test has been carried out for the new dwellings which identifies that all of the impacted rooms would pass relevant BRE standards for good average daylight levels throughout the year and so would be only marginally affected by the development.
49. An Annual Probable Sunlight Hours (APSH) test has also been carried out on 151 south facing windows. BRE guidelines suggest that windows should achieve at least 25% with at least 5% during winter months.

The analysis shows that 77% would achieve at least 25% APSH with at least 5% during winter months.

50. This standard is considered to be of a good quality and it is acknowledged that where windows do not meet the 25% recommendation, this is largely due to the provision of private balconies. As such the daylight levels of the proposal are considered to be acceptable.

51. BRE guidance recommends that at least half of amenity space within a development receives at least two hours of sunlight on the 21st of March. The analysis shows that 94% of Amenity Space in Block 1 would achieve this and 96% of Block 2.

52. This would far exceed the BRE guidance and is welcomed.

Layout and Outlook

53. The proposed units are considered to be of a high quality.

Units per floor/core

| Core | GF | 1F | 2F | 3F | 4F | 5F |
|------|-----|----|----|----|-----|-----|
| A | 7 | 8 | 8 | 8 | 8 | N/A |
| B | 4 | 4 | 4 | 4 | 4 | 4 |
| C | 7 | 7 | 7 | 7 | 7 | 7 |
| D | 1 | 5 | 6 | 6 | 6 | 6 |
| E | N/A | 7 | 7 | 7 | 7 | 5 |
| F | 4 | 5 | 5 | 5 | N/A | N/A |

54. As demonstrated by the above table, all cores would be served by no more than 8 units per floor. This would be in accordance with the maximum allowed by the Mayor's Housing SPG.

55. 122 of the 194 proposed unit would be dual aspect which represents 62% of properties. This is considered to be an acceptable amount within this form of development. Some of the dual aspects within flats are achieved through placement of units on corners whilst others are achieved through cross-ventilation layouts (front and back outlook) which together offer a good range and quality of unit types. Those properties that are single aspect would mostly be facing northwest or northeast with some southeast facing units. However none of these units face direct south or north and so on balance there would not be any concerns regarding undue lack of light or overheating issues. Whilst it is noted that the GLA have suggested that the ground floor units are duplex to increase the number of dual aspect units, this would result in an overall reduction in the number of units within the scheme which could have an impact on scheme viability. Furthermore, the scheme as submitted to considered to provide all units with good levels of outlook, and as such, the provision of duplex units is not considered a reasonable requirement. In conclusion, the outlook provided to all units and habitable rooms is considered to be acceptable.

56. All of the proposed units meet or exceed the minimum space standards required by The London Plan and the minimum room sizes required by the Technical Housing Standards.

Accessibility

57. The development has been designed so as to be step-free with level access from the external environment for residents and visitors through clearly visible and identifiable entrances from the public realm. Level access is also achieved from the car park through the lifts of all cores.

58. 20 of the 194 flats have been designed with the appropriate circulation space to enable use by wheelchair users. This is in line with policy 3.8 of the London Plan which seeks 10% of homes in major developments being adaptable for use by disabled residents. The adaptable units comprise 14 x 2 bed units, and 6 x 1 bed units. The units would be spread across Blocks A and C on Site 1. The adaptable rooms are located close to the lift lobbies to maximise accessibility.

59. A condition will secure the 10% adaptability requirements to ensure that the 20 proposed units adaptable for disabled people are built with the appropriate measures.

Amenity Space and Play Space

60. Private balconies are provided for all flats ranging from 5sqm-16sqm depending on the size of the flat. In addition 3 of the units on the 6th floor would feature private terraces of 22.2sqm and 34.2sqm respectively. All of the balconies would be reasonably sized, achieve a minimum depth of 1.5m and would comply with the London Plan. As noted previously the submitted analysis shows that 94% of Amenity Space in Block 1 and 96% of Block 2 would receive at least 2 hours of direct sunlight and would far exceed the BRE guidance.
61. The total private amenity space for the development would be 1845sqm. The proposal would provide 1545sqm of shared amenity space at site 1 and 300sqm of shared amenity space at site 2. The site 1 communal amenity space is provided in three separate areas: the linear garden area north of the rectangular building, the landscaped area adjacent to the main vehicular access between the two main blocks and within the podium garden at first floor level within the main U-Shaped building. At site 2, the amenity space would be provided in the side/rear garden space at ground floor level. Therefore the resultant amenity space per unit would be 18sqm per flat across the whole development. This would fall short of the 20sqm sought by Brent guidance and policies. It is noted that a large green roof (at level 6 of the U-Shaped building) and smaller green roof (at level 5 of the U-Shaped building) are featured as part of the development which could have potentially been used as additional amenity space. However, the applicant has stated in their design and access statement that such a solution raised problems involving construction costs and accessibility issues (the spaces are only accessible from one core) and was considered inappropriate for this scheme. It is noted that a large public park (Queensbury Park) is located approximately 350m (5 minutes' walk) away from the site. Given all of the above, it is considered that the shortfall of amenity space would be acceptable on balance, particularly in view that the communal amenity spaces are well spaced around the development and would enable all flats access to a suitably large amenity space.
62. The proposal would provide 725sqm of playspace for 0-11 year olds. This would exceed the 612.7sqm of playspace required by the GLA's child yield calculator and is welcomed. It is acknowledged that dedicated playspace for children aged 12+ has not been provided. However, as noted above Queensbury Park is sited within a 5 minute walk and features appropriate equipment. Whilst it is noted that the GLA have requested that consideration is given to securing an off site contribution to update off-site play areas, your officers are of the view that the amenity and play space provisions are close to meeting Brent/GLA guidance and it is not considered reasonable to require an off-site contribution when adequate park facilities are already close by to the development. In conclusion, your officers consider that the playspace arrangements are appropriate and acceptable.

Transport

Loss of Morrisons Car Park

63. The proposal will result in the loss of 160 car parking spaces for Morrisons reducing the total number to 405. The submitted Transport Assessment includes the results of car parking accumulation surveys which were carried out on both a weekday (Friday) and a Saturday. It should be noted that there is a mistake in the summary of the car parking accumulation as the graphs don't correspond to the text, it is suspected that the graphs for weekday and weekend accumulation have been mixed up. Notwithstanding this, the submitted car parking accumulation surveys indicate that the proposed parking capacity (405) would be exceeded at times on both weekdays and Saturdays. It is understood that Morrisons have sold the plot of the land which is subject to this application and so their involvement with the application would be as a consultee rather than as a partner of the development.
64. The applicants have been in contact with Morrisons, who confirm that car parking controls are in operation via an ANPR (automatic number plate recognition) system and that any customer or resident who stays longer than 2 hours would receive a PCN (parking contravention notice). The applicants are carrying out an additional parking survey of the car park and surrounding streets in an attempt to capture any change in local parking patterns, as a new local CPZ has been introduced since the previous parking surveys were undertaken.
65. Notwithstanding the results of the surveys as discussed above, given that the site falls within a residential allocation and that the current car park size is far in exceedance of the current maximum Local Plan parking standards and that the development will be delivering improvements that will increase the attractiveness of walking and cycling as transport methods, your officers would consider that the proposal is unlikely to be of material detriment to local highway conditions. It is also emphasised the site, as of recently, sits centrally within a controlled parking zone which makes overspill parking in the local

area highly impractical for visitors to Morrisons and/or the development and would encourage the use of more sustainable transport methods.

66. It is also considered that the existing pedestrian routes to Morrisons are not particularly pedestrian friendly with the route from the Queensbury station convoluted and the provision of informal crossings at the roundabout junction of Westmoreland Road and Cumberland Road. Furthermore, an informal path has been created from the junction of Cumberland Road with Honeypot Lane, which is further evidence that the pedestrian routes to the supermarket are not as good as they could be. Improvements to pedestrian routes to Morrisons would help with mode shift.

Car Parking and Access

67. With regards to the parking for the proposed development 60 spaces will be provided for the 194 flats and these will all be located within the demise of site one, with no car parking proposed for site two. Out of the 60 spaces proposed, 20 will be for blue badge parking. The blue badge parking represents a 0.1 (10%) parking level which accords with London Plan standards. The TA makes references to the parking level being 0.60 whereas this level is in fact 0.31. The level of 0.31 is acceptable to highways subject to suitable mitigation to establish a modal shift away from car use. It should also be noted that the site lies within a CPZ and a 'permit-free' agreement would be required for the development which prevents all residents except for blue badge holders of obtaining parking permits. This will be secured within the Section 106 Agreement and will include a requirement for the owner to notify all residents that they will not be entitled to on-street parking permits.
68. It is noted that an objection has been received from the London Borough of Harrow who has objected on the grounds that the proposal is likely to result in a negative highways impact due to loss of parking at the Morrisons supermarket and insufficient parking for the development. They have advised that if Brent is minded to grant consent that a contribution of £30,000 from the developer towards the introduction of a controlled parking zone for affected roads in Harrow, is secured. In response to this objection, Brent highways officers would highlight that the nearest residential streets within LBH are more than 200m from the development site. At this distance, it is very unlikely that overspill parking related to this development would result in car users parking within the London Borough of Harrow. Brent officers therefore consider that there are no reasonable grounds for a controlled parking zone to be introduced to streets within the London Borough of Harrow as a result of this development and that no contribution is necessary.
69. TfL have recommended that Brent implement night time parking restrictions on Westmoreland Road to combat residents parking on street and parking of large vehicles at nighttime along the road. In response, your officers in Transportation have advised that this is not necessary. Any informal HGV parking that may occur currently is likely to be reduced once a residential character has been established on the street and natural surveillance of the street would likely deter such activities.
70. Conditions will be secured for Electric Vehicle Charging Parking provision in line with London Plan requirements and a car parking management plan.
71. A car club vehicle will be available, parked parallel to the carriageway in the internal forecourt of the site. It would be recommended the car club vehicle is made available to members of the public which will form part of the travel plan obligations.
72. The proposed vehicle entrance to the site is located where there is currently a bus stand which is used by the 288 bus. Discussions with TfL have taken place to agree a relocation of this bus stand further to the north along this side of Westmoreland Road and this arrangement has been agreed. Such details will be secured within the Section 106 Agreement.
73. The servicing arrangements for site one have been demonstrated in Appendix 9 of the Transport Assessment. The proposal is for refuse vehicles to reverse into the site in order to collect from Cores A and B which, with the inclusion of disabled bays would mean that from the entrance to the Core A refuse store to the pick-up location on the internal carriageway, would be approximately 10m and so at the limit as to what would be acceptable. It is assumed that for Cores C, D and E there would be kerbside loading.
74. With regards to site two, it is proposed to reconfigure the existing highway layout so that refuse vehicles could use this and be within the maximum distance from bin stores. It is accepted that a reconfiguration would be a sensible approach, however, it is not considered that the proposed reconfiguration makes optimal use of the existing highway. Transport consider that the bell mouth of Westmoreland Road is too

wide and that there is no need for a two lane exit here. A reconfiguration of the existing highway which creates an enhanced pedestrian environment that could also incorporate a loading bay along Westmoreland Road would be the preferred option, this may also have the benefit of providing better operational routing for the refuse vehicles. These works will form part of the S278 agreement.

75. It is recommended that the service and delivery plan submitted with the application is conditioned to any forthcoming consent.

Trip Generation

76. The predicted trip generation for car drivers appears to be on the low side of what would be expected with a trip rate 0.073 for am peak departures resulting in 14 trips, compared to a trip rate of 0.245 for public transport users in the same period. Notwithstanding this even if the figures were based on the census data of journey to work by car for the Queensbury Ward which are 36%. This would still result in 32 departures for the peak period and this figure would not be expected to have a significant impact on the highway network. Furthermore, the submitted predicted trip rate would be acceptable to use for travel plan target setting.

77. It is noted that TfL have requested a review the highway impact assessment at the junction of Cumberland Road and Westmoreland Road. Your officers in highways have advised that given the low-car proposal, it is not considered that it is likely for substantial uplift in vehicular trips. As such, modifications to this junction are not considered necessary.

Pedestrian Environment

78. A 2m wide footway along the southern side of Westmoreland Road is proposed which will eventually be adopted by the highway authority. This meets minimum footway width standards and is welcomed. Ideally, the footway would continue northwards along the boundary beyond the limits of the site ownership, however given that the private land alongside here is not within the applicant's ownership, it would not be reasonable or deliverable to require this.

79. The applicants also propose to improve the immediate pedestrian environment by providing a crossing facility upon a raised table immediately outside of the development's main entrance, forming a strong pedestrian desire line towards Queensbury station. Furthermore, at present, the entranceway to the existing Morrisons servicing yard at the south-western corner of the site is 15m wide and can be intimidating for pedestrians. The applicants proposed to delineate a crossing point with studs so as to emphasise an pedestrian priority route, which will also be secured within the S278 agreement.

80. The footway widths within the development itself are between 1.2m and 2.0m which is considered appropriate on balance.

81. Straight one way roads create a tendency for vehicles to speed and submitted Transport Assessment includes the results of an Automatic Traffic Count survey found that the 85th percentile speed of Westmoreland road is 31.3mph. Transport would require some traffic calming measures to be implemented along the road and would recommend reducing the speed limit to 20mph. The applicants have accepted this requirement and a 20mph zone will be formed through the addition of signage and a raised table (as mentioned above), with all works to be secured within a S278 agreement.

82. Furthermore, it would be recommended that a pedestrian route from Morrisons to Queensbury station be located on the eastern side of the Morrisons access road as this would create fewer conflict points between pedestrians and motorists, however given that there is no footway on the east side of Westmoreland Road in this location, this cannot feasibly be achieved at this time and may be pursued by highways officers in the future.

83. It is noted that TfL have requested a PERS to identify local walking improvement needs. Your officers in transportation have advised that a PERS is not required as the shortcomings in the local pedestrian environment are readily apparent and that a robust schedule of highway improvements are to be secured within the Section 106 Agreement.

Cycle Parking and Environment

84. With regards to cycle parking, various internal stores are provided within the cores at ground floor level. The cycle parking is spaced in accordance with minimum TfL standards. Some of the spaces achieve a

greater separation for larger bikes in accordance with LCDS guidance and recommendations from TfL guidance. Some of the cycle parking has been adjusted so that it is more convenient for use by residents. There will be provision of 312 cycle parking spaces, which accords with minimum London Plan standards for a development of this size. It is noted that TfL have requested cycle parking provision to be in line with draft London Plan, and that provision for retail cycle parking is provided. However, your officers do not consider that the draft London Plan standards represent appropriate targets given that the draft status is still at an early stage. The cycle parking has been secured in accordance with the current London Plan standards. Furthermore, your officers do not consider it appropriate for retail cycle parking to be provided as retail uses do not form part of the proposal.

85. 6 visitor cycle parking spaces are proposed which is 1 more than the minimum requirements, however, they are all located outside Core A and would therefore be some distance to the other cores (200m to block F 140m to Block E and 100m to block D). There is some concern that the location of these may make them attractive for use by residents, Furthermore the visitor cycle parking is located much closer than the long stay cycle parking for Core A and it is likely that they would be taken up by these residents. The applicants have established another cycle store closer to the entrance to Core A which would likely deter use of the visitor spaces by non-visitors.
86. In order to aid the permeability of cyclists it is recommended that a contraflow cycle facility be implemented along Westmoreland Road on the eastern side of the carriageway, delineated by road markings. The applicants have agreed to this improvement and this will strongly benefit the attractiveness of cycling for residents. Without the contraflow cycle lane, cyclists travelling to the development from Queensbury Station would need to cycle along Honeypot Lane and then enter the southern end of Westmoreland road, as a result of the current one way system. This would strongly detract from the viability of cycling between local public transport links and the development and would be a significant benefit of the proposal. The works to establish a contraflow cycle lane along Westmoreland Road would be delivered through the S278 agreement.
87. It is noted that TfL have requested a Cycling Level of Service (CLOS) Assessment to identify local cycle improvement needs. Your officers in transportation have advised that a CLOS is not required as the shortcomings in the local cycle environment are readily apparent and that a robust schedule of highway improvements are to be secured within the Section 106 Agreement.

Travel Plan

88. A Travel Plan has been submitted with the application, it is not considered to be robust enough for the development. The travel plan mainly proposes providing information to residents on their transport options and this is only one aspect of encouraging behaviour change. It mentions the cycle parking as a measure however, this is at a level at the minimum standards required in terms of quantum and currently substandard in terms of quality. It also mentions the possibility of creating a bicycle user group, this would be a useful measure but more details of it would be required including any funding that would be given to it so that their recommendations could be implemented. The development proposes a car club and further information on the car club provider and associated arrangements would be needed. It would be a requirement for the developer to pay for resident's free membership and subsidised use of the car club for a period of 3 years. Personalised travel planning can also be useful tool to help behaviour change however, the proposed service of simply providing information is not very effective, personalised travel plans work best when the TPC acts as a mentor type figure who assess what barriers people have to behaviour change and looks at ways to overcome these barriers.
89. Contact details for the travel plan co-ordinator would be required, interim details until one is appointed would be acceptable.
90. Targets would need to be TRICS compliant.

Highways Planning obligations

91. Having reviewed the proposals, highways officers would require the following conditions and other planning obligations:
- A car parking management plan (secured by condition)
 - A construction logistics plan (secured by condition)

- An improved travel plan requiring car club subsidisation for residents (secured by S106)
- A 'permit-free' agreement restricting parking permits from being applied for by residents (secured by S106)
- Requirement that a pedestrian route through the site will be kept open for the use of public for a minimum of 364 days per calendar year (secured by condition)
- Requirement that the car club bay is provided prior to occupation and thereafter retained in perpetuity (secured by condition).

Highways Conclusion

92. In conclusion, subject to the planning obligations and conditions as set out above, the proposal is considered acceptable on highway grounds as it will be delivering improvements that will increase the attractiveness of walking and cycling as transport methods (which transport officers consider would be effective in establishing a modal shift away from car use). In turn, your officers consider that the proposal is unlikely to be of material detriment to local highway conditions.

Sustainability

93. The applicant has included an Energy and Sustainability Statement.

94. The proposed regulated development with 'Be Lean', 'Be Clean' and 'Be Green' measures incorporated is confirmed to emit 131 regulated tonnes of Carbon Dioxide per annum, which is down from a baseline emission of 204 tonnes per annum. This equates to a 35.78% reduction on the minimum building regulations (2013) as required within the London Plan, although does not achieve the zero carbon goal and as such requires an offset payment. The offset payment shall cover a 30 year period of emissions, with the payment being equivalent to £60 per tonne per annum. This payment will be secured through the Section 106 agreement.

95. The details of the energy efficiency improvements are as follows:

Be Lean (total savings from 'be lean': 1 tonne / 1%)

- Use of passive design incorporating solar design measures, with maximisation of shading and minimisation of overheating
- Using building fabric which significantly improves on the thermal performance of a building regulation compliant building.
- The use of mechanical ventilation with a continuous mechanical extract.
- Use of a communal heat distribution network between cores in the larger Morrisons site
- Use of energy efficient individual gas boilers for flats at the smaller site
- The use of 100% energy efficient lighting
- The use of smart metering to enable more efficient energy consumption

Be Clean (total savings from 'be clean': 58 tonnes / 29%)

- The use of a natural gas Combined Heat and Power unit (CHP) to supply circa 70% of the total heat demand of the development (for the larger site), located on the ground floor in the plant room next to core C.
- Individual condensing combination boilers for all dwellings in the smaller site.
- Air Quality Neutral approach to development.
- Intent to connect to future district heat network if and when available.

Be Green (total savings from 'be green': 14 tonnes / 5%)

- Review of wind turbines, photovoltaics, solar thermal energy, heat pumps and biomass heating technologies.
- Considered that these technologies are not appropriate in the context of this development.
- Photovoltaics are to be implemented across the roofs of all three buildings within the development.

96. The GLA has reviewed the energy and sustainability aspects of the proposal. They consider that further consideration of overheating is needed in achieving on-site savings and that a commitment to connect to a future heating network should be made. In addition, they consider that a CHP is unlikely to be suitable

in practice given the scale of development and advise the developer to consider alternative tech for low carbon heat provision. These aspects will need to be addressed by the applicant's energy consultant ahead of a Stage 2 referral to the GLA.

Environmental Health

Air Quality

97. An air quality assessment considering the impacts of the proposed redevelopment of the site on air quality has been submitted.
98. The report has considered the impacts that would be incurred during the construction phase, impacts that would be incurred by traffic generated by the development and impacts incurred by emissions from the operation of the CHP and boiler plant. The report confirms that impacts are 'not significant' in respect of construction phase emissions, 'slight' in respect of operational NO₂ emissions at one receptor and 'negligible' in all other aspects.
99. The overall impact on local air quality is concluded to be 'not significant', in accordance with GLA methodology and Institute of Air Quality Management (IAQM) guidance.
100. The report does not confirm that the GLA requirement for all major developments within London to be air quality neutral has been met, and a condition will be required in this regard to ensure that this is considered.
101. In reviewing the application, Brent's regulatory services team recommend a condition to secure the mitigation measures outlined in the report and to submit a revised version of the report that incorporates an air quality neutral assessment in line with GLA guidance.

Noise and Vibration Impact

102. A noise and vibration impact assessment considering impact from surroundings on the residential units has been submitted as part of the proposal.
103. The report shows that the tested surrounding environment results in a low to medium noise risk for occupants. The findings of the testing necessitates the provision of acoustic design mitigation measures to prevent potential adverse impacts at amenity areas. The report identifies that internal noise level requirements can be achieved with closed windows. Externally, most of the private amenity areas would experience acceptable noise levels, with those overlooking the railway and car park potentially experiencing noise levels slightly above the upper guideline criterion. The main shared amenity spaces in site 1 will experience noise levels below the lower guideline criterion.
104. In terms of vibration, it is concluded that there would be no significant adverse impacts on the health or quality of life of future residents of the proposed development site.
105. The acoustic design measures proposed are as follows:
- Double glazing systems with an enhanced sound reduction index for habitable rooms facing the railway and the Morrison's car park.
 - Acoustic trickle vents or an alternative means of ventilation to allow adequate ventilation in flats without the need to open windows.
106. The report ultimately concludes that planning permission should not be rejected on the grounds of noise and that the measures proposed would improve sound impact to within acceptable levels.
107. Brent's regulatory services agree with the submitted details and a condition will secure these details.

Construction Management

108. The development is within an Air Quality Management Area and located very close to other residential properties. Construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. A construction method statement is therefore required for submission and approval by condition to minimise the impact on local air quality and protect the amenity of neighbours during construction.

Contaminated Land

109. A contaminated land ground investigation report has been submitted. The report draws a number of geotechnical engineering conclusions identifying elevated levels of lead and asbestos within the soils of the site. A remediation strategy will be required to demonstrate a means of remediation of the elevated lead and asbestos levels within the soils.
110. In reviewing the application, Brent's regulatory services do not object to the methodology or recommendations within the report. A condition will therefore require that the recommendations within the ground investigation are adhered to throughout construction and a second condition will require a remediation strategy to be submitted and approved relating to the lead and asbestos levels.

Flooding and Drainage

111. The site falls within flood zone 1 of the Environment Agency's flood designations (the lowest flood risk) in terms of river and tidal flooding. However, parts of the site together with section of Westmoreland Road fall within an area that is liable to surface water flooding. This is also confirmed within the West London Strategic Flood Risk Assessment (SFRA). The applicant has submitted a report addressing flood risks of the development.
112. The document has been reviewed by Brent's Local Lead Flood Authority and it is noted that the existing car park is completely impermeable. The proposed development would provide storage tanks and controlled discharge. The Local Lead Flood Authority considers the approach to be acceptable and in line with London Plan Policy 5.13.
113. It is noted that the GLA have requested a full review of flood risk (including residual risks) from all sources of flooding to be provided. However as discussed below, the site does fall within Flood Zone 1 (low risk of flooding). The Environment Agency have commented on the proposal and confirmed that the site is within Flood Zone 1. They go on to advise that there is a discrepancy identified in their maps, showing the site to be in Flood Zones 2 and 3, however they confirmed that this is not the case, as identified within the submitted Flood Risk Assessment.
114. Thames Water has also reviewed the application and has provided information relating to the requirements for receiving Thames Water consent for discharge. They have also highlighted that the development is within 15m of an underground water asset. This information will be communicated to the applicant by way of informative. Thames Water confirm that they have no objection to the application in terms of surface water or sewerage infrastructure capacity.

Trees and Landscaping

115. The applicant's tree constraints plan indicates that the development will require the loss of about 12 trees located around the edge of the Morrisons site and 1 tree at the smaller site close to the railway embankment. A higher quality English Oak tree and an Ash tree plus a group of mixed broadleaf trees on the railway embankment to the east of the small teardrop site are to be considered for retention. A tree survey indicates that these trees are mostly category C trees and that two of them are category B trees.
116. The applicant's landscaping plan indicates a very comprehensive plan for replacement planting whose amenity value would far outweigh the small number of tree losses otherwise incurred. This includes a substantial amount of tree planting along the street edges of the proposal as well as substantial planting within the site and the amenity spaces of the development, making use of a strong variety of species.
117. Brent's tree and landscaping officers have reviewed the plans and welcome the landscaping proposals and, subject to their implementation, would not object to the existing tree losses. The landscaping proposals are detailed enough that further detail would not be required by condition. Despite mostly positive feedback, Brent's tree officer considers that the tree species Pyrus Chanticleer has been overused and that the tree is overly prolific across Brent. A condition will require that a revised landscaping plan that replaces approximately 30% of the Pyrus Chanticleer trees with an alternative species with the same habit should be submitted, approved and implemented alongside the rest of the landscaping plan.

Ecology

118. The site is close to a Site in Nature Conservation (SINC) located on alongside the nearby railway line to the north of the site. The application includes an ecology report to consider the potential ecological impacts of this development on the SINC and local ecology.

119. The submitted Ecology Report indicates that some local level habitats have been identified on the site. Where these habitats cannot be protected, new habitat creation is proposed as part of the landscaping within the scheme. The report considers that the SINC would not be adversely affected provided that standard construction safeguards are implemented. Additionally, a number of mitigation and enhancement measures are proposed.

It is therefore considered that the scheme, subject to the above measures, would not result in any unduly harmful impact on the biodiversity in the area. Furthermore, the inclusion of soft landscaping to the area has the potential to benefit the ecology of the area.

Community Involvement

120. The applicants held 2 public exhibitions on the 31st of April 2018 and the 2nd of May 2018. These events were held at Kingsbury Highschool. 2,065 residents were sent invitations to the events and a total of 35 people attended the events over both days. Attendees were able to provide feedback at the events and a Freephone information line and website were also available. The applicants have submitted a Statement of Community Involvement which indicated that low levels of feedback were received. Of that feedback the majority was supportive of the proposal with the remainder non-committal. No objections were received.

Summary

121. Officers consider that the scheme meets planning policy objectives and is in general conformity with local, regional and national policy. The proposal would make a positive contribution to the area, whilst having an acceptable impact on and relationship with the existing surrounding development. Officers recommend the application for approval subject to the conditions and obligations set out in this report.

CIL DETAILS

This application is liable to pay **£4,224,226.20*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 12856 sq. m.

| Use | Floorspace on completion (Gr) | Eligible* retained floorspace (Kr) | Net area chargeable at rate R (A) | Rate R: Brent multiplier used | Rate R: Mayoral multiplier used | Brent sub-total | Mayoral sub-total |
|-----------------|-------------------------------|------------------------------------|-----------------------------------|-------------------------------|---------------------------------|-----------------|-------------------|
| Dwelling houses | 12856 | | 12856 | £200.00 | £35.15 | £3,592,792.86 | £631,433.34 |

| | | |
|--|----------------------|--------------------|
| BCIS figure for year in which the charging schedule took effect (Ic) | 224 | 224 |
| BCIS figure for year in which the planning permission was granted (Ip) | 313 | |
| Total chargeable amount | £3,592,792.86 | £631,433.34 |

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of

indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 18/2183

To: Mr Halpin
Fairview Estates (Housing) Ltd
50 Lancaster Road
Enfield
Middlesex
EN2 0BY

I refer to your application dated **31/05/2018** proposing the following:

Erection of three buildings at 4, 5, and 7 storeys providing 194 residential units (76 x 1 bed, 75 x 2 bed and 43 x 3 bed), 60 car parking spaces (including disabled parking spaces), private and communal landscaped amenity areas, landscaped podium deck, secure cycle parking, recycling and refuse stores, access improvement and other associated developments

and accompanied by plans or documents listed here:
Refer to condition 2.

at **Car Park North East of Morrisons, Honeypot Lane, NW9 & Vacant Land at the junction of Westmoreland Road, NW9 and Cumberland Road, Stanmore, HA7**

The Council of the London Borough of Brent, the Local Planning Authority, hereby **GRANT** permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date: 01/10/2018

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

Brent Development Management Policies 2016
Brent Core Strategy 2010
Brent Site Specific Allocations 2011
Brent Supplementary Planning Guide 17 2001
Brent Draft Supplementary Planning Document 1 2017

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

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

1728-100

1728-200_B

1728-201_

1728-202_

1728-203_

1728-204_

1728-205_

1728-206_

1728-207_

1728-210_

1728-211_

1728-212_

1728-220_B

1728-310_A

1728-311_A

1728-320_A

1728-400_A

1728-401_A

1728-402_A

1728-410_A

1728-411_A

1728-412_A

1728-420_A

1728-510_A

1728-511_A

1728-512_A

FNH428 LS/01

FNH428 LS/02

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

- 3 All windows on the western elevation of flats (looking towards the Morrisons superstore building), above ground floor level, accessed from cores B and E, that are not sole windows to a habitable room, shall be constructed with obscure glazing and shall not have openings below a height of 1.8m measured from the floor level of the rooms which the windows serve. These windows shall be maintained in accordance with the above requirements for the lifetime of the development, unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: Not to prejudice the potential for future developments in the area.

- 4 A revised plan of parking for cars and bicycles shall be submitted to and approved in writing by the Local Planning Authority. The revised plan shall identify parking arrangements in accordance with the following parameters:

- A maximum of 40 standard car parking spaces
- A minimum of 20 disabled car parking spaces which shall provide a 1200mm space on one side of the parking space
- A minimum of 312 cycle parking spaces

The newly approved parking plan, including the car and cycle storage facilities, as well as the approved refuse storage facilities shall be installed prior to occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the building hereby approved, unless alternative details are agreed in writing by the Local Planning Authority.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 5 The car club bay identified on the plans hereby approved shall be laid out and made available for use prior to first occupation of the development hereby approved.

The car club bay shall thereafter be maintained to a suitable standard, and shall not be used for parking other than as a car club parking bay unless otherwise agreed in writing by Local Planning Authority.

Reason: To ensure that the development continually provides car club use for residents and other users.

- 6 The development hereby approved should be built so that 90% of the residential units achieve Building Regulations requirement M4(2) – ‘accessible and adaptable dwellings’ and that the remaining 10% of the residential units achieve Building Regulations requirement M4(3) – ‘wheelchair user dwellings’ with the exception of the relevant disabled car parking spaces which shall provide a 1200mm space on one side of the parking space.

Reason: To ensure that the development achieves an inclusive design in accordance with London Plan Policy 3.8

- 7 Prior to first occupation of the development hereby approved, electric vehicle charging points shall be provided and made available for use within at least 20% of the approved car parking spaces within the site. The provision of electric vehicle charging points shall be in accordance

with adopted London Plan standards, providing both active and passive charging points.

Reason: To encourage the uptake of electric vehicles as part of the aims of the adopted London Plan policy 6.13.

- 8 The building shall be designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption.

- 9 A communal television aerial and satellite dish system shall be provided, linking to all residential units within the development unless otherwise agreed in writing by the local planning authority. No further television aerial or satellite dishes shall be erected on the premises.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- 10 Any plant shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to installation of such plant. All plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of the neighbours

- 11 The footways between the two residential blocks on the larger of the two development sites shall remain unobstructed and publically accessible at all times for at least 364 (three hundred and sixty four) days per calendar year, except during discrete temporary periods of footway maintenance.

Reason: To ensure the development improves local pedestrian permeability for the benefit of local residents and visitors.

- 12 All recommendations and enhancement measures contained within the submitted Ecology study (Aspect Ecology - Ecological Appraisal – dated May 2018) shall be adhered to throughout the construction of development.

Reason: To protect and enhance local ecosystems that would otherwise be unduly harmed by the development.

- 13 The development hereby approved shall be carried out in full accordance with the mitigation measures stipulated in the approved Air Quality Assessment (Syntegra – Air Quality Assessment – dated May 2018).

Reason: To appropriately mitigate air quality impact.

- 14 The development hereby approved shall be carried out in full accordance with the details stipulated in the approved Flood Risk and Drainage Assessment (MLM Group – Flood Risk Assessment – dated May 2018).

Reason: To ensure the safe development and secure occupancy of the site proposed for residential use.

- 15 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space within the site to accommodate additional bin or cycle storage.

- 16 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing above ground level. The work shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- 17 The development hereby approved shall be carried out in full accordance with the details stipulated in the Noise Impact Assessment (Syntegra Consulting Noise and Vibration assessment dated May 2018 ref 18-3908 Rev A).

Reason: To protect acceptable local noise levels, in accordance with Brent Policy DMP1

- 18 Prior to occupation of the development hereby approved, revised details of landscaping shall be submitted to and approved in writing by the Local Planning Authority showing the following:

- Replacement of approximately 30% of the proposed Pyrus Chanticleer trees with alternative tree species of a similar habit

The approved landscaping works shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

Any trees and shrubs planted in accordance with the landscaping scheme and any plants which have been identified for retention within the development which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality.

- 19 Prior to works above ground level commencing, details of boundary treatments between the private garden spaces and the public highway and between the internal private garden spaces and the communal podium garden shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved plans.

Reasons: In the interests of the amenities of the adjoining occupiers.

- 20 Prior to the commencement of works, an Air Quality Neutral Assessment must be undertaken in accordance with guidance published by the Greater London Authority (GLA) and submitted to and approved in writing by the Local Planning Authority. The assessment shall include mitigation proposals should it be found that the development is not air quality neutral. All measures that are identified within the approved assessment shall be implemented within the timeframes set out within the assessment.

Reason: To protect local air quality, in accordance with Brent Policy EP3

- 21 Prior to the commencement of the development, a Construction Method Statement which incorporates a dust management plan shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise, construction traffic and other environmental impacts of the development. The approved statement shall be implemented throughout the duration of construction.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 22 Soil contamination remediation measures of the elevated lead and asbestos contaminants within the development site shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use. The remediation works shall be carried out in full prior to first occupation of the development hereby approved.

Reason: To ensure the safe development and secure occupancy of the site

- 23 Prior to the commencement of construction works (excluding demolition and site clearance), details of how the development is designed to allow future connection to a district heating network should one become available, shall be submitted to and approved in writing by the local planning authority and the development shall be completed in accordance with the approved details.

Reason: To ensure the development is in accordance with the principles of London Plan Policy 5.6

- 24 Detailed drawings showing the photovoltaic panel arrays on the roofs of the proposed building shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development hereby approved.

The photovoltaic panel arrays shall be installed in accordance with the approved drawings and made operational prior to occupation of the development hereby approved.

Reason: To ensure that the development minimises its carbon emissions, in accordance with London Plan policy 5.2.

- 25 Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior the installation of the lighting. This shall include details of the lighting fixtures, luminance levels within and adjoining the site. The lighting shall not spill onto the nearby railway infrastructure. The lighting shall not be installed other than in accordance with the approved details.

Reason: In the interests of safety and the amenities of the area.

- 26 Prior to occupation of the development hereby approved, a car park management and allocation plan shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter operate in accordance with the approved car park management plan.

Reason: To ensure the development provides a safe and efficient environment in respect of pedestrian and vehicular movement across and within the site.

- 27 Prior to commencement of the development hereby approved, a construction logistics plan shall

be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be carried out in accordance with the approved construction logistics plan.

Reason: To ensure construction processes do not unduly prejudice the free and safe flow of local highways.

28 No works shall commence until detailed design and method statements (in consultation with London Underground) for each stage of the development for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- provide details on the use of tall plant/scaffolding
- accommodate the location of the existing London Underground structures
- demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering London Underground land
- demonstrate that there will at no time be any potential security risk to the London Underground railway, property or structures
- accommodate ground movement arising from the construction thereof
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out

entirely within the application property.

- 4 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the highway works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 5 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. Such notification shall include photographs showing the condition of highway along the site boundaries.
- 6 Thames Water wishes to advise the applicant that where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to Thames Water's website.
- 7 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant; scaffolding; security; boundary treatment; safety barriers; landscaping and lighting.
- 8 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 9 The Council recommends that the maximum standards for fire safety are achieved within the development.

Any person wishing to inspect the above papers should contact Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903