

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

18 February, 2020
05
18/4920

SITE INFORMATION

RECEIVED	21 December, 2018
WARD	Kilburn
PLANNING AREA	
LOCATION	1-8 INC Neville House & Neville House Garages, Neville Road, 1-64 INC Winterleys and Seahorse Day Nursery, Albert Road, 113-128 Carlton House and Carlton House Hall, Canterbury Terrace London, NW6
PROPOSAL	Demolition of all existing buildings and erection of a part six, nine, ten and twelve storey building arranged around a courtyard (Western Building) providing 135 residential units including a concierge and residential communal room at ground floor and a part four, five, eight, nine and ten storey L shaped building (Eastern Building) providing 84 residential units. Construction of a basement under the Western Building with a car lift and access from Albert Road. The provision of a pedestrian and cycle shared surface along Neville Road, with associated cycle provision, bin stores, landscaping and ancillary works (Revised Description).
PLAN NO'S	See 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_143297</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 "18/4920" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

Subject to any Stage 2 Direction by the Mayor of London pursuant to the Mayor of London Order, Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Development Management or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

- Payment of Council's legal and other professional costs in the preparation and management of the Agreement
- Notice of Commencement of works
- Notify the Council on sale of proportions of private sale units
- The securing of the affordable units
- Early and late stage viability review
- Public realm and highways works through the submission of a Public Realm Delivery Programme and entering into s38/278 Agreements
- Training and employment
- Submission of Framework Travel Plan, Health Centre Travel Plan and Residential Travel Plan
- Carbon offsetting
- Contribution (figure to be confirmed at a later stage) towards a local carbon off-setting scheme to achieve a zero carbon development
- Restriction of access to parking permits for residents to 22 units in Blocks F & G
- Submission of Public Access Plan, Public Access Delivery Plan, and Public Access Management Plan


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

1. Time Limited Permission
2. Approved Plans/Documents
3. Affordable Units (x112)
4. Private Sale Units (x107)
5. Wheelchair Accessible Units
6. Removal of Permitted Development
7. Contamination
8. Construction and Environmental Plan
9. Construction Logistics Plan
10. External Materials
11. Landscaping
12. Children's Play Space Delivery Plan
13. External Lighting
14. Drainage Strategy
15. Details of Mechanical Plants
16. Air Quality Mitigation Measures Confirmation
17. Detail of Entrance Gates Denmark Road
18. Water Use
19. CHP Units
20. HS2 Structural Details
21. HS2 Tunnel Boring
22. Thames Water Piling Method Statement
23. Considerate Construction
24. PV Panel Details
25. Ecological Enhancements
26. Bat Emergence Surveys
27. Tree Report
28. Bins & Bikes
29. Details of Privacy Screens
30. Details of Satellite Dishes
31. Noise Impact
32. Non-Mobile Machinery
33. Air Quality Boiler Emissions

- 34. Thames Water Waste Water
- 35. Thames Water Surface Water
- 36. Thames Water Network Upgrade
- 37. Overheating
- 38. Wind & Microclimate
- 39. Neville Road Restricted Vehicular Access

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 not that such change(s) could reasonably have led to a different decision having been reached by the committee.
2. That, if the legal agreement has not been completed by the statutory determination date for this application (including determination dates set through agreement), the Head of Planning is delegated authority to refuse planning permission.

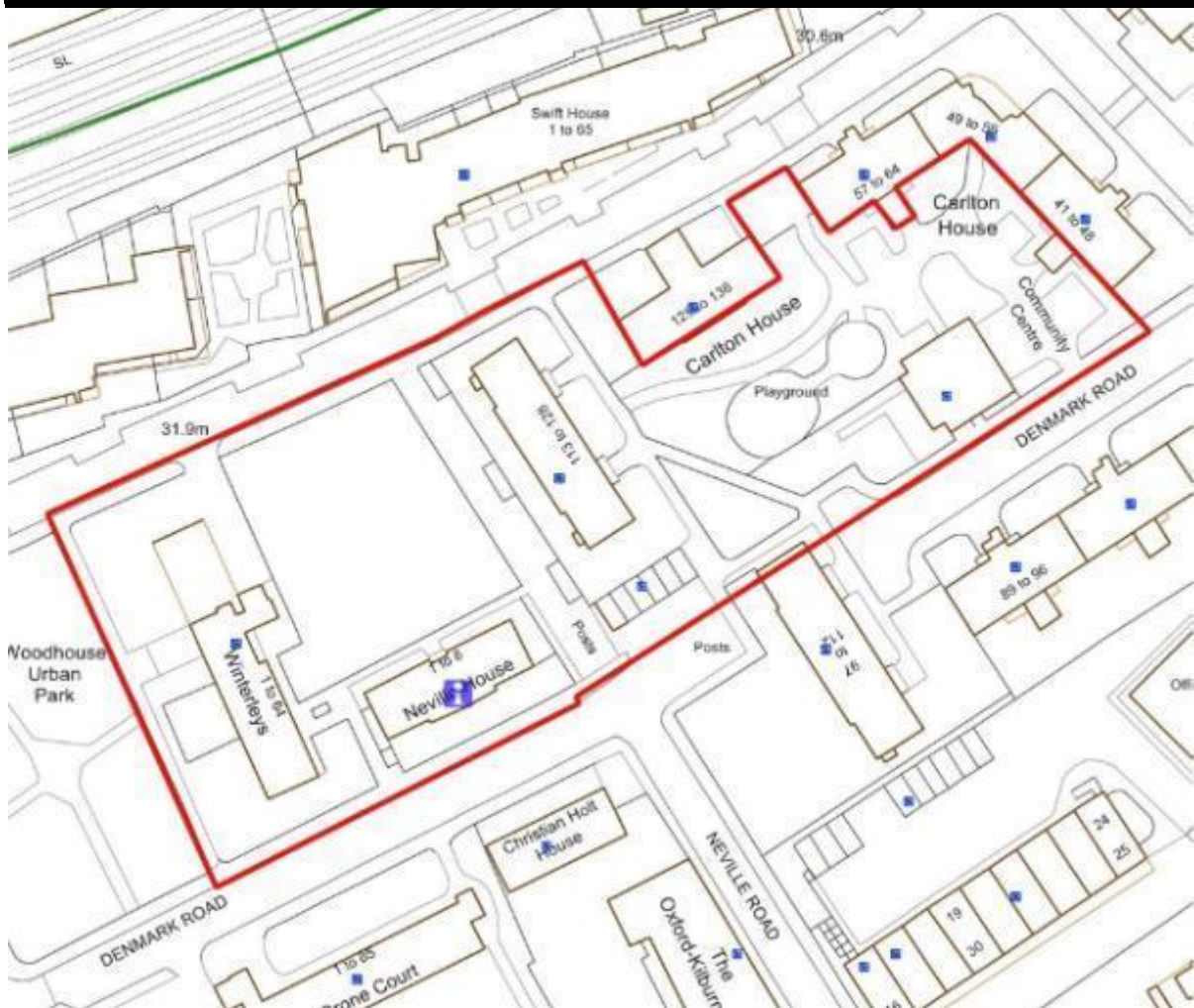
SITE MAP



Planning Committee Map

Site address: 1-8 INC Neville House & Neville House Garages, Neville Road, 1-64 INC Winterleys and Seahorse Day Nursery, Albert Road, 113-128 Carlton House and Carlton House Hall, Canterbury Terrace London, NW6

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This map is indicative only.

PROPOSAL IN DETAIL

Demolition of all existing buildings and erection of a part six, nine, ten and twelve storey building arranged around a courtyard (Western Building) providing 135 residential units including a concierge and residential communal room at ground floor and A part four, five, eight, nine and ten storey L shaped building (Eastern Building) providing 84 residential units. Construction of a basement under the Western Building with a car lift and access from Albert Road. The provision of a pedestrian and cycle shared surface along Neville Road, with associated cycle provision, bin stores, landscaping and ancillary works (Revised Description).

EXISTING

The site is approximately 0.78 hectares and located to the south of Albert Road within the South Kilburn Estate. The site is bound to the south by Denmark Road, Woodhouse Urban Park is located to the west and to the north east are the retained Carlton House residential blocks. To the north of the site is Albert Road and beyond this are residential blocks and the railway line.

The site is located within the South Kilburn Growth Area and subject to the South Kilburn Masterplan and the South Kilburn Supplementary Planning Document. The site forms part of Phase 4 of the 8 Phase Regeneration Programme. The site consists the following:

- Winterleys House (12 storeys, 64 dwellings, with a small nursery at ground floor)
- Neville House (4 Storeys, 8 dwellings)
- Carlton House (4 Storeys 16 dwellings)
- Carlton Hall (Single Storey Community Centre, currently in a meanwhile use as a GP Practice)
- Single storey garages

No part of the site is located within a Conservation Area, nor are any buildings on site listed. The site has a Public Transport Accessibility Level of 5 (PTAL 5). It is noted that a very small part of the north of the site falls within the HS2 Safeguard Zone.

AMENDMENTS SINCE SUBMISSION

It is important to note that the scheme has been amended since these comments, the main changes include a reduction in massing and footprint to Blocks F & G to address impact to outlook, daylight and sunlight to neighboring properties. This has led to a reduction in unit numbers and the incorporation of some affordable housing into the north east corner of Western Block. The design of the extended Neville Road has been altered to address concerns raised by GLA and TfL. This included the omission of car parking on the road and bollard controlled entry restricted to emergency/servicing and refuse vehicles only.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

- **Representations received** – Five representations were received, three objected to the scheme whilst two made comments 'neither supporting nor objecting'.
- **Affordable homes / unit mix** – 53.6% provision of affordable homes in affordable rent tenure. 219 flats, 40 of which are 3+ bedroom/family sized dwellings, as such 18% of the new homes would be family sized dwellings. 20% of the affordable provision would be family sized, compared to 17 % of

the market housing being family sized.

- **Quality of accommodation** – The proposed accommodation would be of good quality size and layout, consistent with London plan and Brent Local Plan standards, with good access to light, outlook and amenity space overall. Levels of external amenity space meet Mayoral standards but fall below Brent standards as set out within Policy DMP19. However, given the proximity to open spaces and level of communal amenity space proposed, a good standard of accommodation is considered to be provided.
- **Neighbour amenity** – Some material loss of daylight/sunlight is identified to neighbouring properties, however the scale of harm considered in the context of the Mayor's guidance and the growth and regeneration of the wider South Kilburn Masterplan area is within tolerance and on balance the overall living conditions of these properties would not be significantly harmed and the impacts are considered acceptable.
- **Design** – The design broadly aligns with the layout in the South Kilburn Masterplan SPD, though the scheme is taller and denser, providing a greater uplift in both affordable and market units. The overall design approach is considered appropriate to the locality.
- **Highways** – No significant harm is considered to the highway network. The Western Block would be subject to a parking permit restriction secured by legal agreement and disabled parking can be applied for on street if required. Whereas owing to the nature of the decant 22 family homes within the Western Block would retain rights to apply for a parking permit.
- **Trees, landscaping and public realm** – All trees on site would be removed and measures would be put in place to protect those nearby retained trees off site. The proposed landscaping including the proposed tree planting schedule is considered to offset the loss of trees in terms ecology and visual amenity. The extension of Neville Road is considered to improve the legibility of the estate whilst providing improvements to the public realm.
- **Environment and sustainability** – Consideration has been given to ecology and the sustainable development of the proposals. Subject to appropriate conditions net gains for biodiversity can be secured for the site. The development is subject to requirements to secure 35% reduction over Part L building regulation requirements, net zero emissions target and BREEAM rating of excellent.

RELEVANT SITE HISTORY

84/1707 – Granted

Continued Use as pre-school playgroup (DEL).

CONSULTATIONS

Statutory / Non-statutory Consultees

Greater London Authority

The Greater London Authority were consulted on the originally submitted scheme and provided a Stage 1 response. It is important to note that the scheme has been amended since these comments, the main changes include a reduction in massing and footprint to Blocks F & G, this has led to a reduction in unit numbers and the incorporation of some affordable housing into the north east corner of Western Block. The design of the extended Neville Road has been altered to address concerns raised by GLA and TfL. This included the omission of car parking on the road and bollard controlled entry restricted to emergency/servicing and refuse vehicles only.

It was advised that the scheme did not comply with the London Plan, yet this could be remedied by addressing the following points:

GLA Stage 1 comments	Officer comments on revised scheme
<p><u>Principle</u> _ May comply with London Plan Policy 3.14, draft London Plan Policy H10 and Mayor's good practice guide to estate regeneration. This is subject to the provision of a phase-by-phase breakdown of the entire estate masterplan, which demonstrates the quantum of existing affordable housing is being provided on an equivalent basis across all 8 phases of the estate redevelopment.</p>	<p>The Planning Statement at pages 27 & 28 provides a phase by phase breakdown of the approved dwelling mix by housing mix and tenure as opposed to all 8 phases. However, it serves to demonstrate that this scheme and the wider approved scheme is broadly meeting the objectives of the wider South Kilburn Masterplan.</p> <p>It shows that approximately 1594 flats have been approved, of which 44% are affordable and approximately 23% are family sized dwellings. With 30% of the affordable units approved being family sized dwellings.</p>
<p><u>Housing</u> _ The previously submitted scheme provided 47% affordable housing by habitable room and the GLA noted that this was below the 50% affordable housing outlined in Policies 3.11 and 3.12 of the London Plan and H5 and H6 of the draft London Plan. As such viability would continue to scrutinise this to ensure maximum provision.</p> <p>Both early and late stage reviews were recommended.</p>	<p>Revised scheme provides 53.6% affordable provision. It is therefore felt that this point has been addressed.</p> <p>The Financial Viability is discussed in more detail within the detailed considerations section of the report.</p>
<p><u>Urban Design</u> _ The architectural intent was supported. Further delineation was suggested between pedestrian and vehicle traffic to ensure safety of the landscaping a play features on Neville Road.</p>	<p>The originally submitted scheme included a shared level surface. The scheme has now been amended to provide a kerb upstand, parking has been removed and the road would be bollard controlled with restricted access for refuse/emergency and service vehicles only. It is felt concerns raised have been addressed.</p> <p>This is discussed in more detail within the detailed considerations section of the report.</p>
<p><u>Sustainable Development</u> _ Revisions required before the energy can be considered acceptable and compliance with Policy 5.2 of the London Plan and Policy S12 of the draft London Plan confirmed.</p> <p>The applicant must provide an amended drainage strategy which provides further greenfield runoff rate calculations.</p> <p>Any shortfall in carbon reductions must be detailed and suitable contributions into the borough's carbon offset fund secured by conditions and s106 obligations.</p>	<p>Appropriately worded conditions have been recommended.</p> <p>S106 Carbon offset contributions are sought.</p>

<p><u>Transport</u></p> <p>States the shared surface was contrary to Policy D7 of the London Plan and measures should be taken to reduce conflict between vehicles and pedestrian.</p> <p>Noted that cycle parking should comply with the London Plan that parking should be reduced and does not accord with policy T6.1 of the draft London Plan.</p> <p>A revised Parking Design and Management Plan, Travel Plan, Servicing and Deliveries Plan and Construction Logistics Plan must be provided and adequately secured by Condition and 106 agreement</p>	<p>As stated Neville Road has been revised and it is felt the conflict has been sufficiently addressed. Parking has been reduced with no spaces on Neville Road.</p> <p>This is discussed in more detail within the detailed considerations section of the report.</p>

Transport for London

TfL were consulted on the originally submitted application and raised objections on the basis that they considered the development was dominated by the car and did not contribute to the Healthy Streets principles. They advised that the development should be car free and parking should be significantly reduced to disabled parking only. They requested cycle provision be clarified. TfL requested modal split assessment should be reviewed and an assessment of local stations, lines and bus route capacity should be investigated so that full assessment of the development's impact can be assessed. The scheme has since been revised with parking spaces omitted road Neville Road and bollard controlled access for emergency/servicing and refuse vehicles only, thereby reducing the dominance of the cars. These transport considerations are discussed in detail in the detailed considerations section of this report.

London Borough of Westminster

No objections are raised.

Thames Water

It has been advised that there are no objections subject to conditions and Informatives.

High Speed 2

It has been advised that there are no objections subject to conditions and Informatives

Internal Consultees

Brent's Environmental Health, Transport and the Lead Local Authority have been consulted and raised no objections subject to conditions. Their responses and conditions are discussed in the detailed considerations section of this report.

Public Consultation

Letters were sent to the occupiers of 641 nearby properties and the Queen's Park Residents Association, in addition to site and press notices (January 2019). Following revised plans a full public re-consultation took place (January 2020).

In total comments were 5 comments were received, 2 'neither objected nor supported the application' and 3 were objections. It is important to note that 4 of these were received in the initial round of consultation and one objection was received in the later round of consultation with reference to the revised scheme.

<p>Amenity space/courtyards overshadowed, private and enclosed land. Previously was open and accessible to all.</p> <p>Requests Council to imagine South Kilburn Parks being overshadowed now that the 2004 Masterplan has been cancelled by greed based bad design.</p> <p>External walkway lighting results in light pollution, states exiting lights would cause disturbance, could be resolved by limiting light in walkways outward.</p> <p>Tree proposed near Carlton House 41-48 would block light, location should be re-considered.</p>	<p>Please see Residential Amenity section of this Report.</p> <p>A condition is recommended in reference to external light and this would be reviewed at a later stage.</p> <p>It is rare to see a 10-12m tall <i>Amelanchier lamarckii</i>, normal height would be around 6-7 m. The tree has a light foliage pattern and a branch structure which is not overly dense, making it an ideal species to have in closer proximity to buildings.</p> <p>This taken with the distance to the buildings (4m) means it is not considered to give rise to adverse impacts to the amenity of occupants.</p>
<p>Character and Appearance Negative impact to neighbourhood.</p> <p>Acknowledges that scheme has been reduced since submission but states that this is not enough. States a further floor should be reduces and length of block should be half the length, and should be set further away from Carlton House Block 41-48 to integrate into the streetscene better.</p> <p>Eastern Block (Neville Road) does not fit with townscape, should be smoother not stepped.</p>	<p>Please see Design Considerations section of this Report.</p>
<p>Open Space/ Trees and Landscaping</p> <p>Increased built from/concrete, loss of green space, amenity space and trees.</p> <p>South Kilburn is a social challenge with an existing population who are used to open green spaces and 'homes of landscape. States this was before 'super prime, no plan, land mining (Brent Enclosures anti-social enterprise) arrived here'</p>	<p>Please see Trees & Landscaping section of this Report.</p>
<p>Density</p> <p>Garden area replace with 8-12 storeys, resulting in an area packed with concrete. Increase in traffic in</p>	<p>The density of the proposal is considered acceptable within</p>

<p>narrow roads. Overcrowded and 'overbuilt'.</p>	<p>the South Kilburn Regeneration Area. The impact to the character of the area is discussed in the Character and Appearance section of this Report.</p>
<p>Estate Regeneration Ballot</p> <p>Objection states the estate balloted the South Kilburn Masterplan of 2004, states this was cancelled in 2017 by Brent only 1/3 complete. States that the blocks were limited to between 4-6 storeys.</p> <p>Refers to 'Wembley Matters' and says that the application would require a new ballot. States the 2004 Masterplan would be cancelled and sub-ballots used 15 years later to drive 'dystopian overbuild pile up anti-social enterprise'.</p> <p>Plans now 're-tower' the estate. Refers to Battersea Power Station and the overshadowing, states this is compensated by green roofs.</p>	<p>The height and massing shown in the Masterplan is indicative only and each application is also subject to an individual assessment.</p> <p>A residential ballot was held in September/October 2019, a requirement for all regeneration schemes to access Mayoral funding. 84% of residents voted in favour of the continued regeneration of South Kilburn.</p> <p>Green roof are proposed along with PV panels. Refer to Residential Amenity section for discussion on Daylight and Sunlight.</p>
<p>Increased Housing</p> <p>One comment states if other impacts are addressed the application would be supported as it supports much needed housing.</p>	

POLICY CONSIDERATIONS

The London Plan

Policy 2.14	Areas for regeneration
Policy 3.1	Ensuring equal life chances for all
Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.7	Large residential developments
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
Policy 3.16	Protection and enhancement of social infrastructure

Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.16	Waste net self-sufficiency
Policy 5.18	Construction, excavation and demolition waste
Policy 5.19	Hazardous waste
Policy 5.21	Contaminated Land
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.7	Location and design of tall and large buildings
Policy 7.8	Heritage assets and archaeology
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

Draft London Plan 2019

In addition, consultation was carried out on the Publication Stage (Regulation 19) of Brent's new Local Plan from 24 October to 5 December 2019. The draft London Plan has been subject to an Examination in Public. These documents carry increasing weight in the assessment of planning applications as they progress through the statutory plan-making processes.

Key relevant policies from these documents include:

Draft London Plan 2019

Key policies include:

- H1 - Increasing Housing Supply
- H5 - Delivering affordable housing
- H6 - Threshold approach to applications
- H7 – Affordable housing tenure
- H10- Redevelopment of existing housing and estate regeneration
- H12 - Housing size mix
- SI.2 – Minimising Greenhouse gas emissions
- SI.5 - Water Infrastructure
- SI.12 - Flood risk management
- SI.13 - Sustainable drainage
- D2 - Delivering good design
- D3 - Inclusive design
- D4 - Housing quality and standards
- D5 - Accessible housing
- D6 - Optimising housing density
- S4 - Play and Informal Recreation

T2 - Healthy Streets
T4 - Assessing and mitigating transport impacts
T5 - Cycling

Core Strategy

CP1 Spatial Development Strategy
CP2 Population and Housing Growth
CP5 Placemaking
CP6 Design & Density in Place Shaping
CP9 South Kilburn Growth Area
CP15 Infrastructure to Support Development
CP17 Protecting and Enhancing the Suburban Character of Brent
CP18 Protection and Enhancement of Open Space, Sports and Biodiversity
CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures
CP21 A Balanced Housing Stock
CP23 Protection of Existing and Provision of New Community and Cultural Facilities

Development Management Document

DMP 1 Development Management General Policy
DMP9a Managing Flood Risk
DMP9b On Site Water Management and Surface Water Attenuation
DMP12 Parking
DMP13 Movement of Goods and Materials
DMP15 Affordable Housing
DMP18 Dwelling Size and Outbuildings
DMP19 Residential Amenity Space

Other Relevant Policy Considerations

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
Technical housing standards – nationally described space standards (2015)
National Design Guide (2019)
draft London Plan (December 2019)
Mayor of London - A City for all Londoners
Mayor's Good Practice Guidance to Estate Regeneration
LB Brent S106 Planning Obligations SPD (2013)
LB Brent Design Guide for New Development (SPD1)
LB Brent Residential Extensions & Alterations (SPD2)
LB Brent Basement SPD (Jun 2017)
LB Brent South Kilburn SPD 2017
LB Brent Waste Planning Guide SPG
LB Brent Air Quality Action Plan 2017-2022
Community Infrastructure Levy Regulations 2010
London Cycling Design Standards

DETAILED CONSIDERATIONS

Principle

1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that 'If regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the development plan unless material considerations indicate otherwise'.
2. The London Plan paragraph 2.14 includes South Kilburn as an area for regeneration. The principle of the redevelopment of the site is established by the South Kilburn Masterplan and Revised Supplementary Planning Document 2017. Pages 134-137 (Part 4) outline that the site is to be developed for mixed

tenure housing. The SPD sets a brief with design principles separately for 'Carlton House' (113-128 Carlton House and Carlton Hall) and 'Neville & Winterleys (Neville House and 1-64 Winterleys).

3. For Carlton House (east side of site) the SPD sets an indicative development capacity of 66 mixed tenure dwellings over an L-shaped building ranging between 4-6 storeys, with strong frontage onto Denmark Road and Neville Road. For Neville House and Winterleys (west side of site) the SPD sets an indicative development capacity of 137 dwellings over 2-9 storeys, ensuring the taller elements front Woodhouse Urban Park with breaks in height. This scheme broadly aligns with these design principles as discussed in the Design Considerations Section of the report.
4. It is acknowledged that the development exceeds the indicative heights outlined within the South Kilburn SPD. The heights are indicative only and that the proposal accords with the main principles of the masterplan, is reflective of the scale and massing of nearby development, whilst optimising the use of the Land in accordance with the London Plan Policy 3.3 of the London Plan and Policy GG2 of the draft London Plan and Policy CP2 of the Brent Core Strategy.
5. 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. Table 3.1 of the current London Plan gives Brent an annual housing target of 1,525 new dwellings while the draft London Plan (Table 4.1) significantly increases this to 2,915. It should be noted that with regard to the housing targets of the draft London Plan, the Inspectors' EIP Report, if accepted by the Mayor, would reduce this figure to 2,325.
6. 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.
7. The site (approximately 0.78ha) is located within an area with a public transport accessibility level ("PTAL") of 5-6, suggesting that an appropriate level of density for this urban location is in the range of 70-260 u/ha (200-700 hr/ha) for urban sites. The density for the proposed scheme exceeds the prescribed range at 280 u/ha and 788hr/ha. The proposed density is considered appropriate within its setting and would be a significant contribution towards meeting the Council's higher housing targets.
8. Notwithstanding the density figures above, policy acknowledges that a numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the proposed development. 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 the satisfactory resolution of any highways matters. Some of these matters have been discussed above, and the remainder will be discussed below.

Loss of Community Use Community Centre

CS Policy CP23 seeks to protect existing community facilities. It is noted the site includes Carlton Hall a former community use, this has been in a 'meanwhile' use as a GPs Surgery due to the closure of the Peel Site GP Surgery. The development would result in the loss of this centre a small community use (106sqm) on the ground floor of Winterleys Block. Carlton Hall was previously used by the South Kilburn Trust, which was re-located to the Carlton and Granville Centre. Section 7 of the South Kilburn SPD outlines the intention to consolidate or replace facilities with new ones, whilst noting that facilities should remain unless there is no need for them not just from their existing users but also potential other occupants.

9. A number of community centres have been completed as part of the regeneration (St Augustine's Sports Hall, The Tabot Centre After School Club under the Granville New Homes development; The Xhamia e Shqiptareve Community and Cultural Centre formerly the Old Shamrock, The Vale Community Centre and facilities within Moberly Sports Centre). The re-development of the Carlton and Granville Centre has recently been approved and would be accessible to all South Kilburn Estate residents. In addition a new school is

proposed within the Wordsworth and Masefield Site which will also enable out of hours community use.

10. Given the wider completed and proposed consolidation of community and education uses across the South Kilburn Regeneration Programme, the loss of community use is considered acceptable in principle in this instance. It is important to note that the indicative site specific parameters do not set an expectation for the provision of any community use on site.

Design Considerations

Layout and Access

11. The proposed layout broadly aligns with the indicative layouts outlined for the site on Pages 134-137 of the South Kilburn Supplementary Planning Document 2017. In line with the SPD, the development comprises two distinct built forms of development (Western and Eastern Blocks) separated by proposed extended Neville Road. Neville Road would be restricted to pedestrians and cyclists with bollard controlled access for emergency and service vehicles only.
12. The Western Block would be a courtyard block arrangement located adjacent to Woodhouse Urban Park. At ground floor level residential entrances are located along Denmark Road, Albert Road and Neville Road, with a residential communal room and concierge proposed at the corner of Denmark Road and Woodhouse Urban Park. Car Parking will be provided in a Basement underneath the northern half of the building and accessed via a car lift from Albert Road.
13. The Eastern Block comprises an L-shaped building fronting Neville Road and Denmark Road where residential entrances are located at ground floor level. This side of the site rationalises the existing courtyard amenity space and parking spaces and it is important to note that the retained Carlton House Blocks would retain access and use of their parking spaces and the new courtyard.

Scale and Massing

14. The Western Building varies in height between 6 and 12 storeys. The taller elements front Woodhouse Urban Park with 9 storeys (Block A) nearer Albert Road which increased to 12 storeys closest Denmark Road (Block B). The height steps down in the middle to 6 storeys along Albert Road and Denmark Road. The blocks fronting Neville Road range from 6 storeys which rises to a 10 storey block at the junction of Denmark Road (Blocks C & D).
15. The taller elements of the Eastern Building front Neville road with a 9 storey Block at the junction with Albert Road, reducing to 8 storeys in the centre and rises again to 10 storeys at the junction with Denmark Road (Block E). The height drops to 5 storeys to its eastern side and again reduces to 4 storey (Blocks F & G).
16. The South Kilburn SPD defines indicative massing for the site (Pages 134-137). Whilst the massing is broadly in line with that indicated within the SPD, it is recognised that parts are notably higher.
17. The changing character of the locality is acknowledged and accepted in regard to the wider regeneration of the estate. The increase in scale and massing is considered acceptable when compared to existing developments such as Craik Court (12-storeys), Hereford House (18-storeys) and Crone Court (12-storeys), and with more recent developments such as George House (11-storeys) and the proposed Peel scheme which buildings ranging between 5 and 16 storeys.
18. Having regard to the above, it is considered that the additional height, when viewed in the context of the, the surrounding development and proposals coming forward, is acceptable and will not be out of keeping, scale and character.

Elevations

19. The proposal takes some design cues from 19th Century mansion blocks. The street facing elevations would be finished predominantly in red brick, with re-constituted stone utilised for architectural detailing. The setbacks include bronze cladding which is considered to effectively break up the massing. White brick is utilised for the courtyard facing elevations to maximise light by creating bright and reflective

surfaces. Further details of materials would be secured by condition. Overall the proposed development is well designed and would be an appropriate and attractive addition within the streetscene.

Quality of Accommodation

20. To improve the quality of new housing, new development must meet with or exceed the minimum internal space standards contained within the London Plan (Policy 3.5 Quality and design of housing developments), and the nationally described space standards ("Technical Standards"). All units will continue to meet with or exceed the respective minimum standard. The proposed design approach includes the addition of deck/gallery access which is supported as it has maximised dual aspect units and could foster social interaction.
21. In terms of internal daylight, Average Daylight Factor (hereafter referred to as ADF) and Daylight Distribution (hereafter referred to as DD) testing has been undertaken to all habitable rooms/windows, the Annual Sunlight Probable Hours (hereafter referred to as APSH) test has been used to test sunlight and overshadowing has been tested to ground floor gardens within the proposed scheme. The ADF testing shows 75.8% (523) of rooms tested (x690) meet the targeted values of the BRE guide. The DD testing shows 67.3% (464) of rooms tested (x690) meet the targeted values of the BRE guide
22. In terms of sunlight, 211 rooms (30.6%) of all tested (x690) comply with BRE Targets, when considering south facing windows only (x461) the compliance increases to (46%).
23. The majority of homes achieve good levels of daylight to internal areas, many of the windows that reach are located beneath balconies that can have self-hampering effects, though conversely the balconies offer amenity benefits. On balance, having regard to the nature of the scheme and surrounding developments, it is considered that the living conditions of future residents in terms of daylight/sunlight is acceptable when weighed against the benefits of the scheme.
24. SPD 1 (2018) also advocates that development should provide adequate privacy for the new residents. Proposed Blocks A, B, C and D (referred to as the Western Block) form a courtyard style arrangement with inward facing balconies and communal amenity space within the courtyard. All directly opposing windows maintain the 18m separation distance.
25. The directly opposing windows of Block E on the eastern block and blocks C and D on the western block do not maintain an 18m separation distance, instead they maintain a distance of approximately 16m between opposing habitable windows, the distance between opposing balconies is approximately 14m. These distances are considered acceptable given the intervening 'Neville Road' public realm space, this intervening road is considered more public in nature and the proposed separation distances and balconies would offer natural surveillance.
26. It is noted that some windows may afford some oblique and intermittent views in day to day use between the residential uses and staircases, namely at the corners between the central blocks and the corners of Blocks A, B, C and D. However these are between staircases and habitable rooms and therefore would not result in conflicting views between future occupants of habitable rooms.
27. Some of the proposed amenity spaces are located with less than 9m between balconies and gallery access giving the opportunity for overlooking. In the interest of protecting future occupant's privacy a condition is recommended for a plan indicating balconies to be installed with privacy screen and details of these.
28. On balance the development would retain adequate privacy for future occupiers and neighbouring uses.

Amenity Space Provision

29. New developments, as confirmed by DMP19, should be providing private amenity space to all dwellings (normally 20sqm per flat, 50sqm for family housing). All proposed units provide private amenity space via balconies and ground floor terraces in line with standard 25 of Mayor's Housing SPG.
30. Where there is a shortfall in private amenity space, this should be made up through the provision of external amenity space. Two communal courtyard spaces would be provided, the eastern courtyard provides approximately 560sqm and the western courtyard provides approximately 582 sqm, giving a total area of 1142sqm.

- 31. Proximity to public open space can also be a mitigating factor which can be considered. The site is well served by existing open space. Kilburn Park is opposite, on the southern side of Carlton Vale. Queens Park is located both 800m of the site. Woodhouse Urban Park, which includes play for older children, is located directly adjacent to the west of the site.
- 32. The proposal falls short of the Council's standards for external amenity space as set out within Policy DMP19. However, the proximity to the public open space and provision of communal amenity space outlined above is considered to be a mitigating factor and in this instance the proposal provision of external amenity space below DMP19 is considered to be acceptable.

Child Playspace

- 33. Play space provision to cater to a range of age groups is proposed in accordance with the Mayor's 'Play and Informal Recreation' SPG, Policy 3.6 of the London Plan and draft Policy S4. Applying the playspace calculator, the estimated child yield is 116.6 children, which generates a requirement for approximately 1160sqm.

Age Range	No. of Children	Required play space (m2)
Under 5	51	510
5-12	39	390
12+	26	260
Total	116	1160

- 34. The proposal provides onsite playspace appropriate for under 5's via playspace equipment in both courtyards as well as informal play equipment on Neville Road. Taken cumulatively the onsite playable play space for under-fives exceeds the requirement outlined above.
- 35. Although there is a shortfall in playspace for the 5-12 and 12+ age ranges, in this circumstance the childplay space is considered acceptable owing the proximity to the adjacent Woodhouse Urban Park and Kilburn Park, on the opposite side of Carlton Vale. Details for the playspace will be secured by condition.

Impact to Residential Amenity

- 36. The impact on neighbours is a material consideration, and Policy DMP1 seeks to ensure that this is acceptable. The development is assessed against the standards within Brent's SPD1 guidance for new developments in respect of their impact on the nearest existing residential units and the other proposed residential blocks within the development.
- 37. The site is within the South Kilburn Growth Area and South Kilburn Regeneration Area. The context of the site sees residential uses to the north of the site, beyond Albert Road with the completed and occupied residential blocks George House and Swift House varying in height between 5 to 11 storeys. To the immediate east of the site is Woodhouse Urban Park, beyond which is Rupert Road and the residential block of Wallbrook Court is located over 45m from the application site. To the immediate south of the site in Denmark Rod, beyond which as existing are residential blocks, including Crone Court, Christian Hold House, Carlton House (no.s 97-112 & no.s 73-96), these form part of Phase 6 of the wider Regeneration Programme. To the east of the site is Canterbury Terrace, beyond which are the four storey residential flats of Carlton House no.s 1-40, these flats do not form part of the current regeneration programme.
- 38. It is important to note that the L-shaped four residential block (no.s 41-57) located to the north east side corner of the site and the four storey detached residential Carlton House Block (no.s 129-136) would be retained and do not form part of the current wider South Kilburn Regeneration Programme.

Privacy

- 39. The design guide for new developments SPD1 outlines the minimum distance between habitable facing windows is 18m and distance from windows to private amenity space should be 9m.

40. The only private amenity spaces that could be feasibly affected by the development are the balconies of the surrounding residential blocks, the proposed development retains at least 9m to all nearby private amenity spaces and thereby complying with SPD 1 (2018).
41. The habitable windows and balconies of proposed Block A and its proposed adjacent block maintain a distance of at least 18m to opposing habitable rooms and balconies of George House beyond Albert Road. It is noted opposing habitable room balconies and balconies between the proposed blocks B, C, D, E, F and G do not comply with the 18m separation distances outlined in SPD 1 with reference to the residential blocks located beyond, Albert Road, Rupert Road and Denmark Road respectively. However, this is considered acceptable given the public setting and intervening public highway which reduces perception of overlooking of individual properties and provides natural surveillance.
42. The 18m standard outlined in SPD 1 would applied more rigorously in more private settings. The proposed eastern block would be L shaped, with Blocks F and G oriented opposite retained Carlton House 129-136 as well as no.s 57-64 and the east elevation of proposed Block G would oppose the front elevation of retained Carlton House Block no.s 41-48.
43. Proposed Block G's windows serving the east and north elevations maintain a distance of at least 18m to opposing Carlton House no.s 41 -48, no.s 49-56 and 57-64 respectively. Proposed Block F and G's north elevation is designed with gallery access which would directly oppose Carlton House no.s 129-136. The gallery design provides access to the flats within these blocks, with a recessed area by the entrances to store two bikes. This area is not considered to form private amenity space, nevertheless the recessed and projecting elements retain an 18m separation distance to opposing windows/balconies.
44. Owing to the slightly projecting but enclosed balconies of Carlton House no.s 129-136, there is a small part of blocks F and G that fall marginally short of the 18m separation distance maintaining a distance of at least 17m. Given the very marginal.
45. Side windows are located in the west elevation of Carlton House no.s 129-136 which are located at distance of approximately 5.2m from windows serving habitable rooms of proposed Block E. However, these are at an oblique angle.
46. The layout of the site, orientation of proposed blocks compared to proposed blocks and separation distances and intervening roads is such that residential amenity of surrounding properties is sufficiently maintained.

Daylight and Sunlight

47. The originally submitted scheme has undergone reductions in height and mass to improve the daylight/sunlight and outlook impact to surrounding residential flats. In particular the footprint of Block G was reduced to increase the separation distance to Carlton House blocks and the height of Blocks F & G were reduced by two stories.
48. The design guide for new developments SPD1 outlines the 30 and 45 degree principles on pg.27. Where there are failures of these principles the impact on outlook and the sense of enclosure to neighbouring properties and garden space can increase. When considered with a daylight/sunlight study it can be established if any significant harm would arise to residential amenity.
49. The applicant has submitted a revised daylight sunlight analysis accounting for the revised scheme which is based the Building Research Establishment (BRE) guidance *Site layout planning for daylight and sunlight: a guide to good practice*, which advises on planning developments for good access to daylight and sunlight, and is widely used by local authorities during planning permission to help determine the impacts of new developments.
50. The London Plan SPG – Housing gives guidance stating at paragraphs 1.3.45 and 1.3.46:

1.3.45 An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to

optimise housing capacity; and scope for the character and form of an area to change over time.

1.3.46 The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced, but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.

51. In line with the flexibility outlined in the NPPF and The London Plan, where tests show windows and rooms do not meet BRE tolerances, other brackets have been used to gauge impact. For example categories of 0.6-0.8 former values have been used when assessing and summarising results.

52. The impact of the proposal on daylight and sunlight has been considered by the applicant. The following properties were considered for impact:

- Wallbrook Court; Falconbrook Court; George House; Swift House; Carlton House (41-63, 81-96 and 129-136); Christian Holt House; Peel Site; Crone Court

53. The table below shows the number of windows/rooms against each test and the level of complaint with BRE Guidance (where applicable).

Test	BRE Compliant
VSC (856 Windows)	510 (59.6%)
DD (533 Rooms)	386 (72.4%)
ADF (533 Rooms)	422 (79.2%)
APSH (322)	201 (62.4%)

Wallbrook Court

54. This is a residential block of flats that has been completed as part of the South Kilburn Regeneration Programme and sits east of the site beyond Rupert Road. The two windows that do not meet VSC BRE targets retain a value of at least 0.6. . 3 rooms do not meet DD testing, two of these have scores of 0.74 and 0.76 which is only a small margin short of the 0.8 target. The other windows that fall short have a ratio reduction score of 0.69 . 45 rooms were ADF tested, 44 (97.7%) were BRE compliant, with the remaining 1 room (2.2%) did not meet target levels. The room would retain between 0.6-0.8 times the former value.

55. All rooms complied with BRE APSH (Annual Probable Sunlight Hours - hereafter referred to as APSH).

Falconbrook Court

56. This building is a residential block of flats located south east of the proposed development and beyond Denmark Road.

57. 7 of the 9 windows passed VSC testing leaving 2 that did not meet the BRE target values, both windows had ratio reductions scores above 0.77 a small margin short of the 0.8 target. All rooms met BRE DD and in reference to ADF retained at least 0.8 times the former value.

58. APSH testing was not applicable.

George House

59. This is a residential block of flats, located north of the proposed development beyond Albert Road.

60. Of 160 windows, 116 passed VSC testing (72.5%) leaving 44 (27.5%) which did not meet BRE targets,. 20 (12.5%) of those achieved between 0.6-0.8 times their former value, 6 (3.75 %) would retain between 0.5-0.6 times their former value and 18 (11.25 %) would retain less than 0.5 times their former value. The worse affected are located in George House Block D and are located at ground floor, although there are windows on all floors that do not meet the BRE targets.

61. In regards to DD, 114 rooms were tested of which 81 (71%) completed with BRE Guidance, 33 (28.9%) rooms did not meet BRE targets. Of these, 17 retained values between 0.6-0.8, 8 retained values of between 0.5-0.6 and 8 retained values less than 0.5 times their former value.
62. 93 (81.6%) of those ADF tested rooms were BRE compliant, 21 rooms (18.4%) did not meet BRE targets. 11 rooms (52.38%) would retain between 0.6-0.8 times the former value, 8 rooms (38%) would retain between 0.5-0.6 and 2 rooms (9.5%) would retain less than 0.5 times the former value.
63. 98 rooms were APSH tested, with 68 (69%) comply with BRE, 27 (27.6%) rooms fell short of BRE targets of which 14 rooms retain values between 0.6-0.8 times the former value, 11 of these are considered to be marginal given that they retain at least 0.7 times their former values. 3 windows retain value between 0.5-0.6 of the former value and 10 retained less than 0.5 times the former value.

Swift House

64. This is a residential block of flats, located north of the proposed development beyond Albert Road.
65. Of the 159 windows VSC tested, 67 (42%) were BRE compliant, 92 (57.9%) did not comply, 48 (52.17%) would retain former values of between 0.6-0.8. 15 (16%) would retain values between 0.5- 0.6 and 29 windows (31.5%) of windows would retains less than 0.5 times their former value.
66. In regards to DD, 112 rooms were tested and 83 (74.1%) comply with BRE, with 29 (25.9%) did not meet BRE target levels. Of these 29, 22 (75.86%) retain values between 0.6-0.8 times their former value. 3 (10.3 %) of failures retain between 0.5-0.6 of their former value and 4 (13.8%) retain less than 0.5 times their former value.
67. 112 rooms were ADF tested, 106 (62.5%) were compliant, with the remaining 42 (24.28%) not meeting target levels. Of these rooms, 31 rooms (73.8%) would retain between 0.6-0.8 times the former value, 10 rooms (23.80%) would retain between 0.5-0.6 and 1 room (2.38%) would retain less than 0.5 times the former value.
68. 107 rooms were APSH tested, 40 rooms (37.4%) comply with BRE Guidance and 48 rooms (44. 85%) did not. Of these, 48 , 6 rooms (33%) retain between 0.6-0.8% of their former value, 12 rooms (25%) retain between 0.5-0.6 times their former value. 20 rooms (18.69%) retain less than 0.5 times their former value.

Carlton House (41-63, 81-96 and 129-136)

69. These Carlton House Blocks are four storey residential blocks located to the north and north east of the site and given their siting and proximity to the proposed site have the potential to be one of the more sensitively affected buildings.
70. 183 windows were VSC tested, 109 windows comply (59.23%) leaving 75 (40.76%) which did not meet the BRE VSC Guidance. 32 (42.66%) would retain former values of between 0.6-0.8 times former value, 15 (20%) retain between 0.5-0.6 and 28 windows (37.33%) retain less than 0.5 times their former value.
71. With regard to DD testing, 140 rooms were tested of which 88 (62.86%) complied with BRE Guidance, 52 rooms (37.14%) did not comply with BRE, of the failed windows 26 rooms (50%) retained between 0.6-0.8 of their former value, 9 rooms (17.3%) retained 0.5-0.6 times their former value and 17 (32.7%) retained less than 0.5 times their former values.
72. 140 rooms were ADF tested, 106 (75.71%) were compliant, with the remaining 34 (24.28%) failing. Of the failed rooms, 27 rooms (79.41%) would retain between 0.6-0.8 times the former value, 1 rooms (2.94%) would retain between 0.5-0.6 and 6 rooms (17.65%) would retain less than 0.5 times the former value.
73. Of the rooms that do not meet ADF tolerances in Carlton House 129-136, 18 windows would retain between 0.6-0.8 times their former value in reference to ADF. One room would retain between 0.4- 0.6 times its former value, this is a Living Room located at first floor. A total of three rooms would experience more severe impact retaining less than 0.5 times their former value, these rooms are living rooms located at ground and first floor. It is noted that Carlton House living rooms are served by balconies. These structures can create a self-hampering effect in terms of daylight provision to the site-facing residential

rooms below them.

74. Only three windows within Carlton House 41-64 & 81-96 do not meet the ADF tolerances within these blocks and these are living rooms located at ground floor. Two retain values of between 0.5 and 0.6 whilst one would retain less than 0.5 times its former value. Again the self-hampering effects on these balconies are acknowledged. All other rooms comply with ADF tolerances retaining at least 0.8 times their former values.
75. APSH testing found 65 windows were BRE compliant, 12 were not BRE compliant, of which 11 retained less than 0.5 times their former value and 1 between 0.6-0.8 times former value.

Christian Holt House

76. This is a two storey residential building located south of Denmark Road.
77. Of the 9 windows VSC tested, 1 complied with BRE Guidance and 1 retains between 0.5-0.6 times its former value, with 7 retaining less than 0.5 times the former value. The 1 window tested for APSH was BRE compliant. 6 rooms were tested for DD, 1 was compliant, 1 retained between 0.6-0.8 times the former value and 1 would retain less than 0.5 times its former value. 6 rooms were ADF tested, 1 room was BRE compliant and 5 retained values between 0.5-0.6.

Peel Site

78. To the south of the site beyond Denmark Road is are the buildings of 65-112 Carlton House , these are to be demolished as part of the Peel Development Site which forms part of Phases 3a & 3b of the South Kilburn Regeneration Programme. The Assessment asserts that detailed plans have been used using the public access website
79. 163 windows were VSC tested and 103 (63.19%) met BRE guidance, 60 fell short of BRE targets, 15 of these windows (25 %) retained values between 0.6-0.8 times their former value, 18 windows (30%) would retain values between 0.5-0.6 and 27 windows (45%) retain less than 0.5 times their former value.
80. 110 rooms were tested for DD and 85 rooms (77.27%) complied with BRE guidance, with 25 windows (22.72%) not meeting the BRE target levels. Of these rooms, 15 rooms (60%) retained values between 0.6-0.8 times their former value, 2 rooms (8%) retain between 0.5-0.6 and 8 (32%) would retain values less than 0.5 times the former value.
81. 110 rooms were ADF tested, 102 (92.72%) were compliant, with the remaining 8 (7.27%) did not meet target levels (0.8 times former values). Of the failed rooms 4 rooms (50%) would retain between 0.6-0.8 times the former value, 2 rooms (25%) would retain between 0.5-0.6 and 2 rooms (25%) would retain less than 0.5 times the former value.
82. 100% of the rooms tested for APSH were BRE compliant.

Crone Court

83. To the south of the site beyond Denmark Road is the residential block of Crone Court, identified on page 150-151 of the South Kilburn SPD to be demolished. Nonetheless the submission makes a VSC assessment only of the impact to Crone Court.
84. 119 windows were VSC tested and 56 (47%) met BRE guidance, whilst 63 did not meet BRE target levels, 34 of these windows (53.9 %) retained values between 0.6-0.8 times their former value, 8 windows (12.7%) would retain values between 0.5-0.6 and 21 windows (33%) would retain values less than 0.5 times their former value.

Impact to Amenity Spaces

85. An assessment of overshadowing to neighbouring amenity spaces adjacent to or within George House, Swift House and Woodhouse Urban Park shows compliance with BRE targets.

Summary

86. Whilst the impacts in the circumstances outlined above do not meet BRE guidance, flexibility in

encouraged by both BRE and London Plan SPG given the urban setting and wider growth area/regeneration area context the harm is not considered excessive in these circumstances.

87. It is important acknowledge the proximity of these retained blocks, combined with their self-hampering balcony features and lower density existing nature of development on this side of the site makes them sensitive to increased massing on the site.
88. The losses to daylight and sunlight would be noticeable to those affected units to varying degree. Many of the more affected properties are within blocks recently completed as part of earlier phases and there is reasonable degree expectation within area with a masterplan encompassing some significant regeneration and increase in development some loss of light may occur to achieve the wider objectives of the plan.
89. Many of the affected windows are set behind projecting balconies and the alternative tests without the balconies in place show that a reduction may still occur. Furthermore there is a lesser expectation for daylight in those bedrooms affected given the nocturnal use. As discussed many of the failed living rooms, owing to layouts for example in Carlton House are set behind balconies that are somewhat self-hampering.
90. To conclude, the impact to daylight and sunlight in some instances does not meet BRE Guidelines and ADF tolerances as outlined above. However, there is reasonable degree of expectation within a masterplan area encompassing some significant regeneration and increase in development that some loss of light may occur to achieve the wider objectives of the plan. Furthermore, the NPPF and paragraphs 1.3.45 and 1.3.46 of the London Plan SPG advocate a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site. In this instance it is considered that the range of loss is not so significant it would outweigh the benefits of the proposals and adjoining residents are considered to retain acceptable living conditions on balance.

Residential Provisions

Estate Redevelopment

91. Policy 3.14 (“Existing Housing”) of the London Plan (and draft LP Policy H10) together with the Mayor’s Estate Regeneration Good Practice Guide confirms that existing housing should be retained where possible and appropriate, except where there are acceptable plans for its replacement. The redevelopment of affordable housing should only be permitted where it is replaced by better quality accommodation, providing at least an equivalent floorspace.
92. The proposed development complies with the above policies and guidance in that there will continue to be an increase in affordable housing (floorspace and unit numbers). The proposed mix is considered to reflect the identified demand within the South Kilburn Estate.

Resident’s Ballot and Public Engagement

93. A residential ballot was held in September/October 2019, a requirement for all regeneration schemes to access Mayoral funding. 84% of residents voted in favour of the continued regeneration of South Kilburn.
94. Throughout the pre-submission process, the applicant has engaged with residents and key stakeholders. Meetings took place with Brent Council, the GLA, High Speed 2 and the adjacent Peel Site Project Team. A series of public meetings/events were held from early 2018 to June 2019 to discuss and elicit feedback on the proposal as it developed.
95. Public Engagement included:

A Project website www.southkilburnwcc.co.uk

3 x public exhibitions throughout the evolution of the design, where residents could meet the team, view the developing design, ask questions and give feedback

4 x resident design workshops focussing on specific topics as the design evolved.

— Youth film and music project specifically aimed at engaging young people in South Kilburn

— Presentation to the Kilburn and Kensal Forum

96. It is considered that the applicant has complied with the requirements of the Mayors Good Practice Guide to Estate Regeneration in that consultation has been: transparent, extensive, responsive, meaningful; and engagement has been proactive, and has involved residents.

97. Core Policy 2 (“Population and Housing Growth”) confirms that at least 25% of new homes will be family-sized units (3-bed or larger), and CP21 (“A Balanced Housing Stock”) confirms the need to provide an appropriate range and mix of self-contained units. Core Policy 2 also confirms that the Borough will aim to achieve the London Plan’s target of 50% affordable housing and DMP15 (“Affordable Housing”) seeks 70% of new affordable units to be social/affordable rented and 30% intermediate housing at affordability levels meeting local needs.

98. The proposed dwelling mix is outlined below:

	Social Rented	Private	Total
Studio	0	9	9
1b2p	52	36	88
2b	38	44	82
3b	20	18	38
4b	2	0	2
Total	112	107	219

99. The development proposes 219 flats, 40 of which are 3+ bedroom/family sized dwellings, as such 18% of the new homes would be family sized dwellings. 20% of the affordable provision would be family sized, compared to 17 % of the market housing being family sized.

100. The proposed family provision therefore falls short of CP2 by 7%. Paragraph 7.26 of the submitted Planning Statement asserts that 30% of consented scheme are for family units. Notwithstanding this analysis, it is important to recognise that the housing mix reflects the specific decant requirements of this scheme. In this this instance the shortfall of 7% family provision is considered acceptable given the specific requirements and delivery of the wider south Kilburn regeneration and the shortfall is not so significant it would outweigh the benefits of the proposals.

Affordable Housing & Viability

101. 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.

102. Adopted DMP Policy 15 confirms the Core Strategy target (Policy CP2) that 50% of all new homes in the borough should be affordable. It states that 70% of new affordable housing should be social/affordable rented and 30% intermediate housing at affordability that meets local need.

103. The proposal would provide 219 residential units of which 112 would be would be provided as Affordable Housing at social rents specific to the Council’s needs. The proposal therefore exceeds the 50 % target set out in policy. The affordable provision does not meet the 70/30 tenure split between intermediate and social rent, instead 100% of the affordable units would be 100 percent social rent (112 units).

104. Notwithstanding the 50% affordable housing provision, the London Plan and Affordable Housing and Viability SPG asserts that all estate regeneration schemes must submit a Financial Viability Assessment (FVA). The submitted FVA has been independently reviewed to establish whether the current offer is the maximum reasonable amount.

105. The applicants FVA suggests that the proposed offer of 53.6 % on-site provision by habitable room (51.14% by unit) would result in a deficit of approximately £-28.57M, therefore the offer is in excess of what can be viably provided. The review has established that the current offer of is the maximum reasonable offer.

106. It is recommended that an early stage and post implementation review mechanism is secured through a S106 Agreement.

Accessible and Adaptable Dwellings

107. The London Plan (Policy 3.8) requires that 90% of new dwellings meet with Building Regulation requirement M4(2) (accessible and adaptable) and 10% are wheelchair user dwellings (M4(3)), that is, they are designed to be wheelchair accessible or easily adaptable. This would equate to at least 5 wheelchair units. These would be secured by an appropriately worded condition.

Transport Considerations

108. Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (policy 6.12) and parking (Policy 6.13).
109. It is important to note that the proposal includes the extension of Neville Road which would link from Albert Road to Denmark Road. This would be solely for use by pedestrians and cyclists with the exception of bollard controlled access to refuse and emergency/service vehicles.
110. The proposal includes a basement car park beneath the Western Block providing 18 car parking spaces of which 5 would be disabled spaces, the basement would be accessed via a car lift from Albert Road. Kerbside parking is indicated around the perimeter, 22 spaces (incl. 7 disabled) and two loading bays are shown, with six external bicycle stands also indicated along the extended length of Neville Road.

Parking

111. The lower residential parking standards of 0.75 spaces per 1-/2-bed flat and 1.2 spaces per 3-/4-bed property apply to this proposed development, resulting in a maximum parking allowance of the development to 182 spaces. With 18 off-street parking spaces proposed, maximum standards would again be complied with.
112. Policy DMP12 requires any on-street parking generated by the development to be safely accommodated on-street. A car-free agreement is therefore recommended through a Legal Agreement, to restrict the number of flats eligible for permits with the number of on-street parking spaces to be provided along the development frontage.
113. A condition is recommended to ensure that the Western Block would be entirely subject to a car free agreement, meaning that residents would not be eligible to apply for an on street parking permit.
114. The Eastern Block is intended for affordable housing though, due to the nature of the regeneration it is likely that decanted residents from other flats in the area (Crone Court, Craik Court and Zangwill House, which are to be redeveloped in future phases) would occupy the development. It is recommended that the proposed family units in this block be exempted from the 'car-free' agreement and as there are 22 such maisonette units proposed on the ground/first, third/fourth and sixth/seventh floors, applying an exemption to the car-free agreement to these flats would broadly equate to the number of kerbside spaces to be provided. It is also noted that this would match the number of parking permits (22) that are currently issued to residents of Winterleys, Neville House and 113-128 Carlton House). The remaining flats in the eastern building will then need to be designated as 'car-free', with future residents' rights to on-street parking permits withdrawn.
115. Adequate disabled parking is shown in the basement car park of the western block to meet standards for that block, whilst disabled residents of the eastern block would be exempt from the car-free agreement anyway. Any on-street disabled parking spaces are taken as indicative and shall only be marked out as such upon the request of any future occupier of the flats. In the meantime, they will be marked as standard permit holder bays at the outset through the S278 works.
116. Eight electric vehicle charging points (4 active and 4 passive) need to be provided in the basement car park and a condition is recommended to this end. Electric vehicle charging points will also be expected to be provided for some of the on-street parking bays through the S278 Agreement.

Cycle Parking

117. In line with the London Plan 341 long-stay bike spaces and six short-stay spaces are required. Sufficient parking in secure stores and on-street is indicated at ground floor and basement level to meet standards, including space for larger cargo bikes. Further parking beyond minimum standards is proposed on the upper floors of the eastern block, with suitable lift access.

Servicing

118. Suitably sized bin stores for the two blocks are shown close to each residential entrance cores to allow easy access for collection from Albert Road, Denmark Road and Neville Road, with loading bays or kerb build outs generally located close to the stores to ensure bin wheeling routes are not blocked by parked cars.

Public Realm/ Extension of Neville Road

119. Brent's Transport Team were satisfied with the amendments to the existing highway layout along Denmark Road and Albert Road (parking bays, kerb build-outs, tree planting, footway widening and resurfacing etc.) and these will need to be delivered through a joint S38/S278 Agreement under the Highways Act 1980.

120. The proposals involve the extension of Neville Road through the site to link Albert Road and Denmark Road to provide a shared surface, with 2.5m wide footways with a raised 60mm upstand along either side. The "carriageway" of the street will be set out in contrasting coloured block paving, separated by strips of granite setts across the street at intervals to take away the impression of being a conventional "street". Tree planting, seating, bins, bicycle stands, stepping stones and hopscotch markings will be incorporated along either side of the carriageway, leaving a central route for vehicular traffic.

121. Vehicular access will be restricted to service vehicles and emergency vehicles only. Appropriate signage and traffic orders will be required to enforce this, with access to be physically controlled through the use of removable bollards. With only very limited vehicular traffic using the route that would not have to reverse or turn at any point, the provision of limited fixed play equipment along the street is considered to be acceptable.

122. There is no objection to the car lift which would provide access to the basement car park under the western building.

Trip Generation/Transport Impact

123. Additional vehicular movements are predicted at 2 arrivals/10 departures in the am peak hour (8-9am) and 8 arrivals/4 departures in the pm peak hour (5-6pm) if there is no restraint on parking. The development is likely to have a negligible impact on vehicular traffic flows in the local area.

124. Additional public transport trips is estimated at 9 arrivals/46 departures in the am peak (8-9am) and 35 arrivals/18 departures in the pm peak (5-6pm). It is acknowledged that these figures may be slightly under-represented as they do not account for extra public transport trips arising from suppressed parking numbers. However, the presence of 120 buses per hour and 24 rail/Underground services per hour passing close to the site means the impact of this development on any particular public transport service is considered to be negligible (less than one extra passenger per service).

125. Increases in walking and cycling journeys are not expected to be significant (6-7 walking trips and 5 cycling trips in each peak hour). It is acknowledged that walking trips to local bus stops and stations is not included in total figure.

126. A PERS, CLoS and Healthy Street Audits have been submitted. The changes to the Neville Road extension and exclusion of vehicular traffic (except service and emergency vehicles). Has had a very positive impact on pedestrian and cyclist movement through the development. A Healthy Streets score of 94% has been achieved for the new street (the highest of any link in the area) as a result of the revisions to the proposed Neville Road.

127. The submitted Residential Travel Plan has been reviewed, however a further amended version of the Travel Plan is recommended to be secured as a S106 obligation. This is because the submitted version does not provide a firm commitment to providing free Car Club membership to residents for at least two years and to give clearer details on how the Travel Plan will be monitored, including an assurance that

monitoring surveys will be compatible with either the TRICS or i-TRACE survey methodology.

128. The submission of a Construction Management and Logistics Plan would be secured by condition. This must consider the relationship of this site with other construction sites in the area with a view to co-ordinating activity.

Sustainability

Carbon Reduction / Energy

129. Chapter five of the London Plan sets out a comprehensive range of policies underpinning London's response to climate change and mitigation, supported by policies within the Core Strategy (CP19) and the DMP (Chapters 6 & 7). Being a major development, should be achieving carbon emissions reduction targets leading to zero carbon, with any shortfall to be off-set through a financial contribution to the Council's Carbon Offsetting Fund.

130. The submitted *Energy Statement* in following the energy hierarchy ("Be Lean", "Be Clean", "Be Green"), outlines the approach to carbon emission savings and renewable energy.

131. In terms of "Being Lean", the approach is to minimise energy consumption through sustainable design and construction measures including exceeding current Building Regulations (2013) requirements for the levels of insulation and air tightness, the installation of high performance glazing and energy efficient lighting. With regard to "Be Clean", the development will include a communal heat network. The communal heat network will involve a centralised energy centre able to accept and transfer heat from the South Kilburn Heat Network, together with boilers, gas fired, to provide heat until such time that the DHN is made live and connected. The energy centre will be located in the basement of the west building. In relation to "Be Green", the proposal includes approximately 284m² of PV panels with a rated output of 46kWp to reduce regulated CO₂ emissions by a further 4%.

132. The Energy Report has been reviewed by the Council's Energy & Sustainability Officer and advised that the measures outlined should be secured by condition and through the S106 Agreement.

133. This would include a post construction report confirming that fabric energy efficiency achieves at least a 10% reduction against Part L (be lean) show that the development would achieve a minimum of 35% improvement over Part L to be confirmed prior to material start and an as-built report prior to first occupation. In addition an overheating analysis would be conditioned to include an updated overheating study confirming that all areas can meet the overheating criteria without active cooling. A prior to occupation condition requiring details of water facilities and confirmation that these meet the target consumption of 105litres/person/day and will be maintained for the lifetime of the development is recommended.

Air Quality

134. With the site located in a designated Air Quality Management Area, London Plan Policy 7.14 and CP19 of the Core Strategy requires the submission of an Air Quality Assessment. The submitted Assessment has confirmed that subject to appropriately worded conditions, there would be a neutral impact on air quality in terms of buildings and transport emissions. Conditions are recommended in relation to the mechanical plant, air quality mitigation measures and CHP.

Flood Risk/Drainage/Water Consumption

Flood Risk

135. London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively while Policies DMP9A and 9B confirms the Council's approach. The submitted *Flood Risk Assessment* confirms that the site falls within the Flood Zone 1, with the risk of fluvial and surface water flooding considered to be low (less than 0.1%).

Drainage/SuDS

136. Adopted policies confirm that all new development should be achieving greenfield run-off rates and the SuDS Strategy confirms that the surface water drainage system is designed for a 1 in 100-year storm event plus a 40% allowance for climate change.
137. A range of sustainable drainage measures have been incorporated into the scheme, green roofs are proposed and the main form of attenuation would be below ground cellular storage attenuation tanks. A condition is proposed to secure the details of the Drainage/SuDS Strategy.

Wind and Microclimate

138. London Plan policies 7.6Bd and 7.7Da confirm that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to wind turbulence and microclimate.
139. A Wind and Microclimate assessment was submitted and illustrated that all pedestrian areas are likely to continue to be acceptable for the proposed activities. This report was based upon the originally submitted scheme, which has since been reduced in height. As such it is considered likely that the revised scheme would not result in adverse impact to the wind and microclimate conditions. However a condition is recommended requiring an addendum to confirm this.

Ecology and Biodiversity

140. Policy 7.19 of the London Plan ("Biodiversity and access to nature") requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 18 of the Core Strategy ("Protection and Enhancement of Open Space, Sports and Biodiversity") confirms the Borough's commitment to promote and enhance biodiversity. The site does not fall within any statutory or non-statutory wildlife sites.
141. An Ecological Assessment was undertaken and concluded that the existing ecological value is low, the existing trees have the greatest ecological value and may result in a reduction in bird nesting, therefore bird boxes should be incorporated and that new planting should include plant species for foraging to support wildlife. The Ecological Report states that a preliminary roost assessment for bats was undertaken and no evidence of bats were found.
- 142.** It was noted that the submitted Ecological Assessment referred to trees being retained and that a 4:1 tree replacement strategy would be achieved. However, these are in error and no trees within the site would be retained and the tree replacement ratio falls slightly short of the 4:1 states (as detailed below). Notwithstanding these errors the assessment has taken into account the errors and with the mitigation measures outlined is considered acceptable subject to a condition.
143. The report made recommendations such as bird boxes, bat boxes and bug hotels and recommended that trees should be replaced at a 4:1 ratio. Trees are discussed in more detail in the next section. A total 12 trees would be removed and 47 new trees planted as proposed. A 4:1 ratio would equate to 48 trees, the proposal falls marginally short of the 4:1 ratio but overall it is accepted that there is a net gain. Specific details of these mitigation measures and enhancement would be secured by condition.
144. Notwithstanding this, it is advised that further survey work (emergence surveys) will need to be undertaken prior to the demolition of the buildings. It is also recommended that vegetation clearance is undertaken outside of the bird nesting season (or under the supervision of an ecologist if not possible). The above will be secured by conditions.

Trees and Landscaping

145. The ecological value of the site is low, as noted above the existing trees have the greatest ecological value. A tree impact assessment has been submitted, the trees on site would be removed and a replacement tree strategy is proposed. There are a total of 18 trees on the site and immediately adjacent to the site. A total of 12 trees would be removed on site and these include 3 category U trees, 10 Category C trees and 5 Category B trees. A total of 6 trees adjacent to the site would be retained and an Arboricultural Method Statement has been submitted. This has been reviewed by the Council's Tree Officer and demonstrates that the trees would be adequately protected.
146. A total of 47 trees would be planted on Neville Road, in the Western and Eastern courtyards as well as on Albert and Denmark Road. The selected species vary in size as detailed in the submitted planting

schedule. This has been reviewed by the Council's Tree Officer who is satisfied that with the selection. The proposed tree planting is considered to mitigate against the loss of existing trees and would benefits to biodiversity whilst enhancing visual amenity.

147. These details would be conditioned to ensure that trees within proximity of the site are protected throughout construction and that the proposed trees are planted in line with the approved plans.

Contamination

148. Policy 5.21 of the London Plan ("Contaminated Land") encourages the recycling of brownfield sites, inclusive of those affected by contamination, through remediation. A Ground Investigation report has been submitted and reviewed by Brent's Environmental Health Team who were satisfied with the initial findings subject to a condition relating to further investigation and remediation

Noise and Disruption

149. A Noise Assessment has been submitted and reviewed by Brent's Environmental Health Team who were satisfied with the findings and noise mitigation, subject to conditions to ensure that any noise emitted by plant used during and post construction fall within acceptable limits

The construction noise and dust could be harmful to nearby residents given the residential character of the site and surroundings. As such a condition requiring a Construction Environmental Management Plan is recommended.

Site Waste Management

150. Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London's waste within London by 2026, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2026. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition ("CE&D") waste of 95% by 2020. In order to achieve the above, London Plan policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans to arrange for the efficient handling of CE&D.

151. The *Sustainability Statement* discusses the need to develop a construction environmental plan ("CEMP"), which would be regularly reviewed throughout construction. A CEMP was secured by condition with the extant scheme and it is again proposed to re-impose a similar condition.

Fire Safety

152. Although fire safety is covered under building regulations, the Council recommends that the maximum standards for fire safety are achieved within the development.

153. Given the site location, fire appliances would be able to stand on the side roads (Albert Road, Denmark Road and Neville Road) which would provide access to a large number of the units. Where units are beyond 45m hose distance, appropriate mitigation within the building/courtyards could be adopted.

Conclusions

154. Having regard to all of the above, it is considered that on balance planning permission should be granted for the following reasons:

The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3, 3.4 & 3.14 of The London Plan, Core Policies 1, 2, 6, 18 & 21 of the Core Strategy, DMP Policies 1 & 15 of the Development Management Policies, and with guidance contained within the National Planning Policy Framework.

The proposed development, due to its design, size, scale and siting, responds positively to the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policies 5, 6 & 17, DMP Policies 1 & 19 of the

	completion (Gr)	floorspace (Kr)	at rate R (A)	multiplier used	multiplier used		
(Brent) Dwelling houses	14917.6	6057	8860.6	£200.00	£0.00	£2,642,357.50	£0.00
(Mayoral) Dwelling houses	14917.6	6057	8860.6	£0.00	£60.00	£0.00	£549,741.25

BCIS figure for year in which the charging schedule took effect (Ic)	224	323
BCIS figure for year in which the planning permission was granted (Ip)	334	
TOTAL CHARGEABLE AMOUNT	£2,642,357.50	£549,741.25

*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: 18/4920

To: Kelway
Lichfields
Regents Wharf
14 All Saints Street
Islington
LONDON
N1 9RL

I refer to your application dated **21/12/2018** proposing the following:

Demolition of all existing buildings and erection of a part six, nine, ten and twelve storey building arranged around a courtyard (Western Building) providing 135 residential units including a concierge and residential communal room at ground floor and a part four, five, eight, nine and ten storey L shaped building (Eastern Building) providing 84 residential units. Construction of a basement under the Western Building with a car lift and access from Albert Road. The provision of a pedestrian and cycle shared surface along Neville Road, with associated cycle provision, bin stores, landscaping and ancillary works (Revised Description).

and accompanied by plans or documents listed here:
See Condition 2.

at **1-8 INC Neville House & Neville House Garages, Neville Road, 1-64 INC Winterleys and Seahorse Day Nursery, Albert Road, 113-128 Carlton House and Carlton House Hall, Canterbury Terrace London, NW6**

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: 10/02/2020

Signature:

Gerry Ansell
Head of Planning and Development Services

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.

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework (2019)
London Plan (2016)
Core Strategy (2010)
Brent Development Management Policies (2016)
SPD 1 -Brent Design Guide (2018)

- 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):

Letter dated 18th December 2019 from Lichfields Ref: 16203/01/BK/NW/17049049v1

Revised Planning Statement prepared by Lichfields dated 19th December 2019

Revised Affordable Housing Statement prepared by Lichfields dated December 2019

Daylight, Sunlight and Overshadowing Assessment prepared by Lichfields dated December 2019 Ref: 16203/02/BK/TRL (Three parts; Part 1 pages 1-91, Part 2 pages 91- 115, Part 3 pages 116-166)

Design & Access Statement prepared by Pollard Edward Thomas dated December 2019 (Two Parts, Part 1 pages 1 -45, Part 2 pages 46-92).

Statement of Community Involvement prepared by Pollard Edward Thomas dated December 2019

Drawing no. 01 – Outline Elevation Keyplan

Drawing no. 05 – Outline Elevations 6 & 7

Drawing no. 02 – Outline Elevation 1

Drawing no. 04 – Outline Elevations 4 & 5

Drawing no. 06 – Outline Elevations 8 & 9

Drawing no. 07 – Outline Elevations 10 & 11

Drawing no. 08 – Outline Elevations 12 & 13

Drawing no. 09 – Outline Elevation 14

Drawing no. 10– Outline Elevation 15

Drawing no. 11– Outline Elevation 16

Drawing no. 11– Outline Elevation 16 (DUPLICATE)

Drawing no. 12– Outline Elevations 17 & 18

Drawing no. 13– Outline Elevations 19 & 20

Drawing no. 03– Outline Elevations 2 & 3

Drawing no. 14– Outline Elevations 21, 22 & 23

Drawing no. 15– Outline Elevations 24, 25, 26 & 27

Drawing no. 16– Outline Elevation 28 Sheet 1 of 2

Drawing no. 17– Outline Elevation 28 Sheet 2 of 2

Flood Risk and Drainage Strategy Report Version 3 December 2019 (Pages 1-59)

Transport Statement Version 2 Part 1 of 3 (Pages 1-34)

Transport Statement Version 2 Part 2 of 3 (Pages 35-57)

Transport Statement Version 2 Part 2 of 3 (Pages 58-107)

Travel Plan Version 2 December 2019

Pedestrian Environment Review System (PERS) Audit Revision 2 prepared by Robert West
Ref: 2944/002/001

Cycle Level of Service (CLoS) Assessment Revision 1 prepared by Robert West Ref:
2944/002/002

Healthy Streets Assessment Revision 1 prepared by Robert West Ref: 2944/002/003

D6880.001 REV P3 – ILLUSTRATIVE MASTERPLAN

D6880.101 REV P3 – HARDWORKS PLAN –SHEET 01

D6880.102 REV P3 - HARDWORKS PLAN –SHEET 02

D6880.200a REV P3 –PLANTING SCHEDULE

D6880.200b REV P3 –PLANTING SPECIFICATION NOTES

D6880.201 REV P3 – PLANTING PLAN- SHEET 01

D6880.202 REV P3 – PLANTING PLAN- SHEET 02

D6880.301 REV P3 - Landscape Sections - Sheet 01

D6880.302 REV P3 - Landscape Sections (Sheet 2)

D6880.400 REV P3 - Tree Pit Details (Sheet 1)

D6880.401 REV P3 - Tree Pit Details (Sheet 2)

D6880.402 REV P3 - Play Equipment Details

D6880.403 REV P3 – FURNITURE DETAILS

D6880.404 REV P3 – PAVING DETAILS

Energy Assessment Rev P03 prepared by Environmental Services Design Limited

AIR QUALITY ASSESSMENT VERSION 2 PREPARED BY MARTIN GOODALL ACOUSTICS
& AIR QUALITY

NOISE ASSESSMENT FOR PLANNING PURPOSES REV A AEC REPORT: P3626/R1A/PJK
PREPARED BY Acoustic & Engineering Consultants Limited

INCOMING UTILITY REPORT AND UTILITY CONSTRAINTS DRAWING REV P03

PREPARED BY ENVIRONMENTAL SERVICES DESIGN LIMITED.

RESIDENTIAL VENTILATION AND EXTRACTION SYSTEMS STRATEGY REV P04
PREPARED BY ENVIRONMENTAL SERVICES DESIGN LIMITED.

FINAL VIABILITY REPORT NWCC SITE REF: NWCC/RAO PREPARED BY DELOITTE.

DESK STUDY AND GROUND INVESTIGATION ISSUE NUMBER P1 REPORT REF
R-08195-001-C.

CFD Analysis of Wind Microclimate Pedestrian Comfort and Distress Issue 00 dated 20
December 2018

NWC-PTE-00-XX-DR-A-10000 REV A – Site Location Plan

NWC-PTE-00-XX-DR-A-10100 REV C – PROPOSED SITE GROUND FLOOR PLAN

NWC-PTE-00-XX-DR-A-10700 REV A - EXISTING SITE PLAN

NWC-PTE-00-XX-DR-A-10800 REV A – SITE DEMOLITION PLAN

NWC-PTE-00-XX-DR-A-10900 REV C – PROPOSED PARKING LAYOUT

NWC-PTE-00-ZZ-DR-A-10201 REV B – SECTIONS SHEET 1

NWC-PTE-00-ZZ-DR-A-10202 REV A – SECTION SHEET 2

NWC-PTE-00-ZZ-DR-A-10301 REVISION B – PROPOSED ELEVATIONS 1-3 DENMARK RD,
PARK FACING, BLOCK G EAST ELEVATION

NWC-PTE-00-ZZ-DR-A-10302 REVISION A - PROPOSED ELEVATIONS 4-6 ALBERT ROAD
NORTH, NEVILLE ROAD EAST & WEST

NWC-PTE-00-ZZ-DR-A-10303 REVISION B – PROPOSED ELEVATIONS 7 -10 EAST
BUILDING NORTH & EAST COURTYARD FACING, WEST BUILDING SOUTH EAST FACING

NWC-PTE-01-ZZ-DR-A-10304 REVISION A – ELEVATIONS CALLOUTS SHEET 1

NWC-PTE-01-ZZ-DR-A-10305 REVISION A - ELEVATIONS CALLOUTS SHEET 2

NWC-PTE-01-ZZ-DR-A-10306 REVISION A - ELEVATIONS CALLOUTS SHEET 3

NWC-PTE-1X-00-DR-A-10100 REV G – WEST BUILDING- GROUND FLOOR PLAN

NWC-PTE-1X-01-DR-A-10101 REV F – WEST BUILDING – FIRST FLOOR PLAN

NWC-PTE-1X-02-DR-A-10102 REV F - WEST BUILDING –SECOND FLOOR PLAN

NWC-PTE-1X-03-DR-A-10103 REV F – WEST BUILDING – THIRD FLOOR PLAN

NWC-PTE-1X-04-DR-A-10104 REV E - WEST BUILDING – FOURTH FLOOR PLAN

NWC-PTE-1X-05-DR-A-10105 REV F – WEST BUILDING – FIFTH FLOOR PLAN

NWC-PTE-1X-06-DR-A-10106 REV E – WEST BUILDING –SIXTH FLOOR PLAN

NWC-PTE-1X-07-DR-A-10107 REV F – WEST BUILDING SEVENTH FLOOR PLAN

NWC-PTE-1X-08-DR-A-10108 REV E –WEST BUILDING – EIGHTH FLOOR PLAN

NWC-PTE-1X-09-DR-A-10109 REV D – WEST BUILDING – NINTH FLOOR PLAN

NWC-PTE-1X-10-DR-A-10110 REV D - WEST BUILDING – TENTH FLOOR PLAN

NWC-PTE-1X-11-DR-A-10111 REV C- WEST BUILDING – ELEVENTH FLOOR PLAN

NWC-PTE-1X-12-DR-A-10112 REV C - WEST BUILDING –ROOF PLAN

NWC-PTE-1X-99-DR-A-10199 REV G - WEST BUILDING –BASEMENT PLAN
NWC-PTE-1X-XX-DR-A-10100 REV A - PRIVATE TYPOLOGIES - STUDIOS, 1B AND 2B
NWC-PTE-1X-XX-DR-A-10101 REV A - PRIVATE TYPOLOGIES - 3B
NWC-PTE-2X-00-DR-A-10100 REV D – EAST BUILDING – GROUND FLOOR PLAN
NWC-PTE-2X-01-DR-A-10101 REV F - EAST BUILDING - FIRST FLOOR PLAN
NWC-PTE-2X-02-DR-A-10102 REV F - EAST BUILDING - SECOND FLOOR PLAN
NWC-PTE-2X-03-DR-A-10103 REV F - EAST BUILDING - THIRD FLOOR PLAN
NWC-PTE-2X-04-DR-A-10104 REV E - EAST BUILDING - FOURTH FLOOR PLAN
NWC-PTE-2X-05-DR-A-10105 REV E - EAST BUILDING - FIFTH FLOOR PLAN
NWC-PTE-2X-06-DR-A-10106 REV E - EAST BUILDING - SIXTH FLOOR PLAN
NWC-PTE-2X-07-DR-A-10107 REV E - EAST BUILDING - SEVENTH FLOOR PLAN
NWC-PTE-2X-08-DR-A-10108 REV D- EAST BUILDING - EIGHTH FLOOR PLAN
NWC-PTE-2X-09-DR-A-10109 REV D - EAST BUILDING - NINTH FLOOR
NWC-PTE-2X-10-DR-A-10110 REV B - EAST BUILDING - ROOF PLAN
NWC-PTE-2X-XX-DR-A-10100 REV A - AFFORDABLE TYPOLOGIES - 1B AND 2B
NWC-PTE-2X-XX-DR-A-10101 REV A - AFFORDABLE TYPOLOGIES - 3B AND 4B
LANDSCAPE MANAGEMENT PLAN VERSION V4.0 DOCUMENT REF: 6880.001 PREPARED
BY THE ENVIRONMENT PARTNERSHIP

Arboricultural Impact Assessment dated 9th January 2019

NWC-PTE-00-XX-DR-A-10701 - Existing Buildings for CIL calculations

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

- 3 The development shall provide the 112 social rented units (Class C3), as shown on the consented plans, in the following mix:

52x 1-bed, 38x 2-bed, 20 x 3-bed and 2 x 4-bed.

Reason: To ensure an appropriate mix of units having regard to the identified affordable housing needs of the Borough

- 4 The development shall provide 107 private sale units (Class C3), as shown on the consented plans, in the following mix: 9 x studio, 36 x 1-bed, 44 x 2-bed, 18 x 3-bed.

Reason: To ensure an appropriate mix of units having regard to the identified housing needs of the Borough.

- 5 Not less than 10% of residential units shall be constructed to wheelchair accessible requirements (Building Regulations M4(3)) and the remainder shall meet easily accessible/adaptable standards (Building Regulations M4(2)).

Reason: To ensure suitable facilities for disabled users and to future proof homes

- 6 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.

7 1. Site Characterisation

No development shall take place until an assessment of the nature and extent of contamination has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

2. Submission of Remediation Scheme

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

The remediation scheme shall be implemented in accordance with the approved timetable of works. Within 2 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 7 days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site.

An assessment must be undertaken in accordance with the requirements of Part 1 of this condition, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of Part 2 of this condition. .

The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by the Local Planning Authority in accordance with Part 3 of this condition.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors

8 During demolition and construction on site:

- The best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise from the site;

- The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 08:00 – 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;
- Vehicular access to adjoining and opposite premises shall not be impeded;
- All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only;
- A barrier shall be constructed around the site, to be erected prior to demolition;
- A suitable and sufficient means of suppressing dust must be provided and maintained.
- A wheel washing facility shall be installed and operated to ensure that dust/debris is not carried onto the road by vehicles exiting the site.

Reason: To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of nuisance and pollution

- 9 No works at all including site clearance or demolition shall commence until a Construction Method Statement and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include details of a dust monitoring plan, to be implemented during construction and demolition works. All agreed actions shall be carried out in full and shall be accompanied by a site layout plan showing the following elements, shall include details of:

- (i) the construction vehicle access(es) and routing, which shall avoid those roads that have width restrictions;
- (ii) timing of deliveries (to avoid peak hours and to comply with local road restrictions) and the control of traffic entering the site such as use of a banksman;
- (iii) the parking of vehicles of site operatives and visitors;
- (iv) loading and unloading of plant and materials;
- (v) storage of plant and materials used in constructing the development;
- (vi) wheel washing facilities to be installed prior to commencement of any works; and
- (vii) a scheme of road-cleaning along construction routes

The development shall be carried out strictly in accordance with the agreed details.

Reason: To ensure impact of demolition and construction activities are controlled including the impact of traffic, noise and air pollution and in particular to ensure demolition and construction traffic does not cause congestion or contribute towards a lack of safety on the local highway network.

- 10 Prior to commencement of works, with the exception of site clearance and demolition, further details of all exterior materials including samples to be provided on site for inspection and/or manufacturer's literature for the relevant Phase shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to:

- (i) building envelope materials e.g. bricks and cladding;
- (ii) windows, doors and glazing systems including colour samples; and
- (iii) balconies and screens

The works shall be carried out in accordance with the approved details for the relevant Phase and shall be retained thereafter for the lifetime of the development.

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

- 11 No part of the development shall be occupied until details of the Landscaping including tree planting have been carried out in accordance with the approved plans/documents.

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development.

- 12 No part of the development shall be occupied until the details of Child Play Equipment have been carried out in accordance with the approved plans/documents.

Reason: To ensure that the development has appropriate amenity spaces for the future occupiers.

- 13 Prior to the occupation of any part of the development, further details of the external lighting shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (i) highway street lighting;
- (ii) other public realm lighting;
- (iii) communal amenity space including roof garden lighting; and
- (iv) car park lighting

These details shall be carried out in accordance with the approved plans and shall be retained for the lifetime of the Development.

Reason: These details are required to ensure that public and private spaces are adequately lit for pedestrian and highway safety and to prevent light pollution.

- 14 No works with the exception of demolition shall be commenced until a further drainage/SUDS strategy detailing any on and/or off site drainage works has been submitted to and approved by the local planning authority in consultation with the sewerage undertaker.

Such a strategy shall include:

- (i) adherence to the principles of Sustainable Urban Drainage Systems and the drainage hierarchy set out in London Plan policy 5.13; and
- (ii) all on or off site drainage works

No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed details of the drainage strategy and shall be retained for the lifetime of the Development.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community and to ensure the development meets the requirements of London Plan Policy 5.13

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

Reason: To protect existing & future occupants.

- 16 Prior to occupation of any part of the development a report which demonstrates that air quality mitigation measures have been complied with shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include evidence that the mitigation measures set out in the approved Air Quality Assessment have been fully implemented and shall be retained for the lifetime of the Development.

Reason: To ensure the safe development and secure occupancy of the site for residential use within the Air Quality Management Area.

- 17 Notwithstanding the approved plans, revised plans and elevations of the proposed Denmark Road entrance gate location and boundary treatment should be submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety and visual amenity.

- 18 Prior to first occupation of any part of the development, confirmation from the Building Control body to demonstrate that the relevant building has been designed so that mains water consumption does not exceed a target of 105 litres or less per person per day for the residential flats shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To promote water conservation and efficiency measures in all new developments in accordance with policy 5.15 of the London Plan, and DMP9b of the Development Management Policies

- 19 The Combined Heat and Power (CHP) unit installed shall meet or improve upon the emissions standards and technical details described in the approved Air Quality Assessment Prior to the commencement of the use of the CHP unit details of tests undertaken on the installed unit to demonstrate that the emissions standards have been met shall be submitted to and approved in writing by the Local Planning Authority. The CHP unit shall thereafter be maintained in such a way as to ensure that these standards continue to be met.

Reason: To protect local air quality.

- 20 None of the development, except for demolition and site clearance, hereby permitted shall be commenced until detailed design and method statements for all of the ground floor structures, foundations and basements and for any structures below ground level, including piling (temporary and permanent) have been submitted to and approved in writing by the local planning authority which:

(a) Reasonably accommodate the proposed location of the HS2 structures and tunnels anywhere within the limits of deviation.

(b) Reasonably accommodate ground movements arising from the construction thereof, and

(c) Reasonably mitigate the effects of noise and vibration arising from the operation of the HS2 railway within the tunnels.

(d) Reasonably mitigate the effects on HS2 infrastructure of ground movements arising from the

proposed development; and

(e) Reasonably mitigate the impacts of electromagnetic transmissions arising during operation of the HS2 railway.

2. The method statements to be submitted under condition 1 shall incorporate designs for the HS2 tunnels that allows for maximum SLS bearing stress of 75KPa at the tunnel crown level. The method statements shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the HS2 structures and tunnels in or adjacent to the site of that development, the construction of the HS2 structures and tunnels is not impeded. The development shall be carried out in all respects in accordance with the approved design and method statement, 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 1(a) to 1(e) of this condition shall be completed, in their entirety, before any part of the buildings hereby permitted are occupied.

Reason: To ensure the proposed development does not impede the delivery of High Speed Two, an infrastructure project of national importance and in accordance with paragraph 4.1.9 of the HS2 Information for Developers guidance June 2016.

- 21 No works below ground level comprised within the development hereby permitted shall be carried out at any time when a tunnel boring machine used for the purposes of boring tunnels for the HS2 Ltd railway is within 100 metres of the land on which the development hereby permitted is situated unless otherwise agreed in writing by the local planning authority in conjunction with HS2 Ltd.

Reason: To ensure the proposed development does not impede the delivery of High Speed Two, a project of national importance and in accordance with the HS2 Information for Developers guidance June 2016.

- 22 No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.”

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

- 23 Prior to a Material Start of the Development being made, the developer shall join, and for the period of construction, adhere to the requirements of the Considerate Constructors Scheme for the relevant part of the Development.

Reason: To ensure that throughout the construction process, appropriate regard is given to protecting neighbour amenity and the natural environment

- 24 Within six months of commencement of work on site, detailed drawings showing the photovoltaic panel arrays on the roofs of the proposed buildings shall be submitted to and

approved in writing by the Local Planning Authority.

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 Prior to commencement of above ground works (excluding site clearance or demolition works), details of the design, number and siting of ecological enhancements including but not limited to bat and bird boxes designed into and around the new development shall be submitted to the Local Planning Authority for approval in writing.

The bat boxes shall be submitted under the supervision of a suitably qualified ecologist and confirmation of installation prior to first occupation of any part of the development and accompanying photographic evidence shall be submitted to the Local Planning Authority.

Reason: To enhance the ecological value of the site.

- 26 Prior to the commencement of works (inclusive of site clearance and demolition), emergence surveys shall be undertaken and reported on in accordance with the Bat Conservation Trust's "Bat Surveys for Professional Ecologists: Good Practice Guidelines 3rd edition"

Reason: The buildings and tree identified for removal have the potential to support roosting bats and to ensure that the Council fulfils its duties under the Conservation of Habitats and Species Regulations.

- 27 The tree protection measures as set out within the approved Arboricultural Impact Assessment shall be adhered to through all stages of construction, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect existing trees during the course of construction works in order to ensure that the character and amenity of the area are not impaired.

- 28 The approved cycle storage facilities and bin storage facilities shall be installed and made available for use prior to first 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 development hereby approved.

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

- 29 Notwithstanding the approved plans, prior to occupation of any part of the development the following details shall be submitted to and agreed in writing by the Local Planning Authority

- (i) a plan indicating balcony/amenity spaces requiring privacy screening
- (ii) details of proposed privacy screens, including dimensions and materials

The works shall be carried out in accordance with the approved details for the relevant Phase and shall be retained thereafter for the lifetime of the development.

Reason: To protect the amenity of future occupants.

- 30 Prior to the commencement of above ground superstructure works for each Phase, but excluding demolition, details for the provision of a communal television system/satellite dishes shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be undertaken in accordance with the approved detail.

Reason: In order to mitigate the possibility of numerous satellite dishes being installed on the development hereby approved in the interests of the visual appearance of the development, in particular, and the locality in general.

- 31 Prior to the occupation of the development, the applicant shall submit a report which provides evidence that the mitigation measures described in the approved Noise Impact Assessment (AEC Noise assessment P3626/R1A/PJK) have been implemented. The report is subject to the approval of the Local Planning Authority.

Reason: In the interest of residential amenity.

- 32 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality.

- 33 Prior to the commencement of the use the applicant shall provide details of all domestic boilers installed demonstrating that the rated emissions of Oxides of Nitrogen (NOx) do not exceed 30 mg/kWh, in writing for the approval of the Local Planning Authority.

Reason: To protect local air quality.

- 34 No properties shall be occupied until confirmation has been provided that either:- 1.All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- 2. A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development.

- 35 No properties shall be occupied until confirmation has been provided that either:- all surface water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance

with the agreed housing and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

- 36 No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

- 37 Prior to commencement of works above ground level, a revised Overheating Risk Assessment and Mitigation Strategy with detailed drawings to scale and materials for all external mitigation (where required) shall be submitted to and approved in writing by the Local Planning Authority. 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.

- 38 Prior to commencement of works , a revised Wind and Microclimate Assessment with detailed drawings to scale and materials for all external mitigation (where required) shall be submitted to and approved in writing by the Local Planning Authority. 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.

- 39 Vehicular access to Neville Road shall be restricted to Service/Refuse and Emergency Service vehicles only and shall be controlled via Bollard Entry in accordance with the approved plans/documents unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of proper planning to ensure an assessment of the impact would be considered and in line with the Healthy Streets Principles.

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 Given the age of the buildings to be demolished it is possible that asbestos may be present. The applicant is reminded of hazards caused by asbestos materials especially during demolition and removal works and attention is drawn to your duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 3 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.

- 4 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.
- 5 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 6 The applicant is reminded to ensure that the appropriate Licenses have been granted for food and alcohol.
- 7 The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Any person wishing to inspect the above papers should contact Sarah Dilley, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 2500