

Supplementary Information
Planning Committee on 7 April, 2021

Case No.

20/3149

Location	Willesden Green Garage, St Pauls Avenue, London, NW2 5TG
Description	Demolition of MOT garage and erection of a part eight storey and part four storey building with basement level to provide 86 self-contained flats with ground, third and fourth floor amenity space, provision of basement car parking, cycle and refuse storage, alterations to vehicular accesses and associated landscaping

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Urban Greening Factor

Policy G5 of the London Plan requires that major development proposals contribute towards the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high quality landscaping (including trees) green roofs, green walls and nature based sustainable drainage. It goes on to recommend that a target score of 0.4m for predominantly residential developments.

The applicant has provided an Urban Greening Factor calculation which demonstrates a score of 0.57 and therefore well in excess of the London Plan target. The score has been achieved through the inclusion of green roofs, flower rich planting, hedging, ground cover planting, permeable paving and new tree planting.

Conditions

Condition 4 which relates to the basement layout incorrectly refers to 8 disabled parking spaces. As such this condition is amended to refer to the provision of 7 instead of 8 disabled parking spaces.

Furthermore conditions 17 (detailed design and construction) and 18 (piling and excavation) have now been discharged under application reference 20/3994 and 20/3996. The following revised wording is proposed

17. Unless carried out with the details already discharged under application ref. 20/3994, prior to the commencement of development further details of a detailed design and construction method (in consultation with London Underground) shall be submitted to and approved in writing by the local planning authority which:

- . provides details on the use of tall plant
- . accommodate the location of the existing London Underground structures

The approved details shall be implemented in full and maintained as such for the lifetime of the development.

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

18. Unless carried out with the details already discharged under application ref. 20/3996, prior to the commencement of development further details of piling and excavation works (in consultation with Network Rail) shall be submitted to and approved in writing by the local planning authority which provide details of:

- . Vibro-compaction machinery/piling machinery
- . Ground treatment works

- A method statement to include the proposed methods of piling, excavation and construction

All works shall be carried out in accordance with the approved details and maintained as such for the lifetime of the development

Reason: To ensure that there is no impact upon critical railway infrastructure

Additional S106 obligation

When considering the Section 73 application (reference 20/2257) for variations to the extant consent, members considered it to be necessary to secure an additional planning obligation for the applicant to carry out a traffic safety assessment for on-street servicing and to fund the provision of an on-street loading bay if subsequently deemed necessary. This isn't included within the obligations listed within the committee report for this application as the agenda was published before the Section 73 application was considered by the Planning Committee. This proposal would result in a similar level of servicing and it is recommended that this consent, if granted, is subject to the same obligation.

Recommendation: Remains approval subject to the S106 legal agreement and conditions, including amended conditions 17 and 18 and the additional S106 planning obligation.

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