

 **Planning Committee Map**  
Site address: Alpine House, Honeypot Lane, London, NW9 9RU  
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This map is indicative only.

**RECEIVED:** 10 October, 2012

**WARD:** Queensbury

**PLANNING AREA:** Kingsbury & Kenton Consultative Forum

**LOCATION:** Alpine House, Honeypot Lane, London, NW9 9RU

**PROPOSAL:** Redevelopment of the site with erection of mixed-use scheme to provide 144 residential units (Class C3), 1800sq/m of employment workspace (Class B1), 5 live/work units (Sui generis) and associated parking, amenity space, landscaping and access.

**APPLICANT:** Jaysam

**CONTACT:** Design ACB Ltd

**PLAN NO'S:**  
See Condition 2

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## **RECOMMENDATION**

To:

- (a) Resolve to Grant Planning Permission, subject to an appropriate form of Agreement in order to secure the measures set out in the Section 106 Details section of this report and referral to the Mayor, or
- (b) If within a reasonable period the applicant fails to enter into an appropriate agreement in order to meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document, to delegate authority to the Head of Area Planning, or other duly authorised person, to refuse planning permission

## **SECTION 106 DETAILS**

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- a) Payment of the Councils legal and other professional costs in (i) preparing and completing the agreement; and (ii) monitoring and enforcing its performance
- a) Affordable Housing - 25% based on habitable rooms comprising 19 x 2bed; 6 x 3bed; 6 x 4bed; 5 x live/work;
- a) A contribution of £275,000 due on material start, index-linked from the date of committee for Education, Sustainable Transportation and Open Space & Sports in the local area. Payment of £700K should private sales values of £345 per square foot be achieved; and a pro-rata mechanism for part payment of 700K to be agreed if private sales values are between £325 and £345psf
- a) Five Affordable work-live units to be managed by Association for Cultural Advancement through Visual Art or a similar provider named by the council to be delivered at the price set out in applicants financial viability submission;
- a) Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and BREEAM rating 'Very Good' and minimum Sustainable Homes Code Level 4 (with compensation should it not be delivered) and a further £750K towards further carbon reduction measures beyond CSH4 to be agreed with the council;
- a) Notify Brent 2 Work of forthcoming job and training opportunities associated with the development.
- a) Join and adhere to the Considerate Contractors scheme.
- b) Enter into a S38/S278 Agreement to incorporate (i) the widening of the public highway around the site to accommodate the provision of new adoptable parallel parking bays and 2m footways along the Honeypot Lane and Westmoreland Road perimeters of the site; (ii) the provision of improved pedestrian crossing facilities on Westmoreland Road at the junction with Honeypot Lane and in the vicinity of the Morrison's service yard entrance, including tightening of the junction of Westmoreland Road in the north-eastern corner of the site with an overrun strip; (iii) the provision of speed tables at either end of Honeypot Lane service road, midway along this service road and at the two entrances of the 'home-zone'; (iv) a review of on-street waiting and loading restrictions in the vicinity of the site

(including the introduction of a Controlled Parking Zone if deemed necessary by Brent Council), in accordance with revised site layout plans to be submitted for approval; (v) lighting columns along Westmoreland Road and Honeypot Lane service road.

- c) Provision of a Travel Plan for the site, to include the establishment of a City Car Club with subsidised membership for new residents;
- d) Provision of a Delivery Servicing Plan and Construction Logistic Plan for the development
- e) Provision of a Car Parking Management Plan for the site.

## EXISTING

This application relates to a 1.47-hectare industrial site located in Honeypot Lane.

The majority of the site area was covered in buildings with a floorspace of approximately 10,365sqm, mainly a combination of large one- and two-storey industrial/ warehouses with ancillary office accommodation dating from the 1930s and 1950s. The majority of the office accommodation was located in a two-storey building situated along the Honeypot Lane frontage. The site has been vacant since 8th May 2012 and the buildings on site have recently been demolished. A service road runs along the front of the office block parallel to Honeypot Lane.

To the north and north-west of the site, on the other side of Westmoreland Road, is a Morrison's superstore. To the north-east is an industrial premises currently occupied by a vehicle-repair centre. To the south-east is the former Kingsbury Hospital site which has now been redeveloped to provide a healthcare centre, residential units and a nature reserve, identified as a Site of Nature Conservation Protection. The Willows, a residential care home for the elderly, is located next to the site on Honeypot Lane. The opposite side of Honeypot Lane lies within the London Borough of Harrow and is predominantly residential.

The site is identified as a Site Specific Allocation within the Proposal Map that forms part of the adopted Core Strategy and is also located within the Honeypot Lane Locally Significant Industrial Site. The site is bordered on the south by a Site of Local Nature Conservation Importance.

## DEVELOPMENT SCHEDULE

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

### Floorspace Breakdown

#### USE

Number	Primary Use	Sub Use
1	dwelling houses	

#### FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0	0	0	14381	14381

#### TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0	0	0	14381	14381

Mayoril CIL multiplier is £35 per SQM of total net gain floorspace, therefore Amount Payable is £503,335.00.

## PROPOSAL

Redevelopment of the site with erection of mixed-use scheme to provide 144 residential units (Class C3), 1800sq/m of employment workspace (Class B1), 5 live/work units (Sui generis), associated landscaping, access and provision of **105** parking spaces. The development is divided up into four linear blocks labelled A to D.

A summary of the key aspects of the development is set out below:

**Block A** is five storeys in height (with the top floor recessed) containing 31 social housing residential units (comprising 19 x 3-bed, 6 x 3-bed and 6 x 4- bed units) and a 1-bed work live unit. It also contains a basement running across the whole footprint of this block that will contain underground parking, the studio accommodation for the work live unit and plant and metre equipment for the block.

**Block B** is five storeys in height (with the top floor recessed) containing 33 private residential units (comprising 21 x 2-bed and 12 x 3-bed units) and 2 x 1-bed work live units. It also contains a small basement area to accommodate the studio accommodation for the work live units and associated plant and metre equipment for the block.

**Block C** is five storeys in height (with the top floor recessed) containing 33 private residential units (comprising 21 x 2-bed and 12 x 3-bed units) and 2 x 1-bed work live units. It also contains a small basement area to accommodate the studio accommodation for the work live unit and living space for one of the 2-bed flats and associated plant and metre equipment for the block.

**Block D** reads as a five storey building when viewed from the west within the site and as a four storey building when viewed from the east on Westmoreland Road. This is due to the employment space at ground and first floor level located within the eastern end of this block. Block D will also contain 47 private residential units (comprising 40 x 2-bed and 7 x 3 bed units). It also contains a small basement area to accommodate the CHP unit for the site and associated plant and metre equipment for the block.

## HISTORY

Planning permission was **granted on 13th August 2008 (LPA Ref: 08/1427)** for the redevelopment of Alpine House. The proposal included demolition of existing commercial units and erection of 3 x four-storey blocks and 1 x five-storey block, comprising 120 self-contained flats, 1,823m<sup>2</sup> of commercial floorspace (Use Class B1) and 5 live/work units, with 86 car-parking spaces, bicycle and bin storage and associated landscaping (accompanied by Design and Access Statement, Energy Assessment, Noise Assessment, Flood Risk Assessment, Arboricultural Report, Transportation Assessment and Planning Statement), subject to a Deed of Agreement dated 13/08/2008 under Section 106 of the Town and Country Planning Act 1990 (as amended).

Planning permission was subsequently granted for an extension to time limit of full planning permission ref: 08/1427 on **27th May 2011 (LPA Ref: 11/0156)** [nb. Members visited the site in 2008 when the first application was submitted and in 2011 for the renewal application]

A number of applications have since been submitted in relation to the discharge of condition of planning application ref: 11/0156 which are summarised below:

**12/0280:** Details pursuant to condition 10ii (digital TV cabling), 10vii (pedestrian and vehicle entry points) and 10xi (lighting) - Refused, 29/03/2012.

**12/0278:** Details pursuant to condition 8 (roof plan) - Refused, 29/03/2012.

**12/0277:** Details pursuant to condition 16 (surface water drainage system) - Refused, 29/03/2012.

**12/0276:** Details pursuant to condition 13 (site investigation) - Refused, 29/03/2012.

**12/0634:** Details pursuant to condition 14 (wheel wash facilities), 15 (access and egress points) and 19 (drainage strategy) - withdrawn, 24/05/2012.

**12/0782:** Details pursuant to condition 11i (details of water quality and resource mitigation measures) and 11ii (details of ecology and nature conservation mitigation measures) - under consideration.

**12/0781:** Details pursuant to condition 10 (i) (elevations of buildings showing advertising signage), 10 (iii) (parking spaces for car-club use), 10 (iv) (vehicular and pedestrian access) 10 (v) (finished levels of buildings, roads, landscape works and boundaries relative to adjoining properties), 10 (viii) (loading, unloading and parking of service vehicles), 10 (x) (refuse storage and disposal), 10 (xii) (waste storage for business part of development) and condition 12 (waste management strategy) - Granted, 11/06/2012.

**12/1675:** Details pursuant to condition 14 (fixed wheel washing facility) and 15 (access) - Granted, 10/08/2012.

## **POLICY CONSIDERATIONS**

### **Central Government Guidance**

#### *National Planning Policy Framework*

The National Planning Policy Framework (NPPF) was adopted in March 2012. The NPPF sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

It establishes a presumption in favour of sustainable development: local planning authorities should plan positively for new development, and approve all individual proposals wherever possible. Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight.

Sections 1 (Building a strong, competitive economy), 4 (promoting sustainable transport), 6 (Delivering a wide choice of high quality homes) and 7 (requiring good design) are of particular relevance to this application: The Government recognises that good design is a key aspect of sustainable development.

### **Regional Policy Guidance**

#### *London Plan 2011*

The London Plan 2011 forms the spatial development strategy for London and was adopted in July 2011. The following policies are considered relevant to this application:

#### Chapter 3 - London's People

- Policy 3.3 - Increasing Housing Supply
- Policy 3.4 - Optimising Housing Potential
- Policy 3.5 - Quality and Design of Housing Development
- Policy 3.6 - Children & Young People's Play & Informal Recreation Facilities
- 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 on Individual Private Residential and Mixed Use Schemes
- Policy 3.13 - Affordable Housing Thresholds

#### Chapter 5 - London's Response to Climate Change

- 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 Networking
- Policy 5.6 - Decentralised Energy in Development Proposals
- Policy 5.7 - Renewable Energy
- Policy 5.8 - Innovative Energy Technology
- Policy 5.9 - Overheating and Cooling
- Policy 5.10 - Urban Greenery
- Policy 5.11 - Green Roofs and Development Site Environs
- Policy 5.12 - Flood Risk Management
- Policy 5.13 - Sustainable Drainage
- Policy 5.16 - Waste Self Sufficiency
- Policy 5.21 - Contaminated Land

#### Chapter 6 - London's Transport

- Policy 6.1 - Strategic Approach
- Policy 6.3 - Assessing Effects of Development on Transport Capacity

Policy 6.9 - Cycling  
Policy 6.10 - Walking  
Policy 6.13 - Parking  
Policy 6.14 - Freight

#### Chapter 7 - London's Living Places and Spaces

Policy 7.2 - An Inclusive Environment  
Policy 7.3 - Designing out Crime  
Policy 7.4 - Local Character  
Policy 7.5 - Public Realm  
Policy 7.6 - Architecture  
Policy 7.14 - Improving Air Quality  
Policy 7.15 - Reducing Noise and Enhancing Soundscape  
Policy 7.21 - Trees and Woodlands

#### Chapter 8 - Implementation, Monitoring and Review

Policy 8.2 - Planning Obligations  
Policy 8.3 - Community Infrastructure Levy

#### *Other regional guidance*

#### The Mayor's Housing Supplementary Planning Guidance (adopted November 2012)

This guidance relates to the housing policies within the London Plan and covers policies on housing provision and policies on affordable housing. It gives detailed guidance for boroughs on how to develop sites for housing and how to determine housing mix and density for any individual site.

#### The Mayor's Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance (adopted September 2012)

This guidance supports the implementation of the London Plan Policy 3.6 on 'Children and Young Peoples Play and Informal Recreation Facilities,' and other policies on shaping neighbourhoods (Chapter 7 of the London Plan). Amongst other considerations, it gives detailed guidance on promoting an approach that supports the presence of children and young people in the built environment/public realm and encourages the creation of 'shared public and communal space used by adults and children at the same time; and provides benchmark standards on play requirements that can be used as a reference to secure places to play in new housing developments and provides updated child yield figures to assess child occupancy and play space requirements.

#### Sustainable Design and Construction – Supplementary Planning Guidance (2006)

The SPG provides guidance on the way that the seven measures for sustainable development can be implemented. These objectives are set out below:

- Re-use land and buildings
- Conserve energy, materials, water and other resources
- Ensure designs make the most of natural systems both within, in and around the building
- Reduce the impacts of noise, pollution, flooding and micro-climatic effects
- Ensure developments are comfortable and secure for users
- Conserve and enhance the natural environment, particularly in relation to biodiversity
- Promote sustainable waste behaviour in new and existing developments, including support for local integrated recycling schemes, CHP schemes and other treatment options

#### **Local**

#### *Brent's Core Strategy 2010*

*The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The following policies are considered to be relevant for this application:*

CP 1: Spatial development strategy

CP2: Population and Housing Growth  
CP6: Design & Density in Place Making  
CP17: Protecting and Enhancing the Suburban Character of Brent  
CP 16: Infrastructure to support development  
CP18: Protection and Enhancement of Open Space, Sports & Biodiversity  
CP19: Brent Strategic Climate Mitigation and Adoption Measures  
CP 20: Strategic industrial locations and locally significant industrial sites  
CP 21: A balanced housing stock

*Brent Unitary Development Plan 2004.*

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

BE2: Townscape - Local Context & Character  
BE3: Urban Structure - Space & Movement  
BE4 : Access for Disabled People  
BE5: Urban Clarity & Safety  
BE6: Public Realm - Landscape Design  
BE7: Public Realm - Streetscape  
BE8: Lighting and Light Pollution  
BE9: Architectural Quality  
BE11: Intensive and Mixed-Use Developments  
BE12: Sustainable Design Principles  
BE13: Areas of Low Townscape Quality  
EP2: Noise & Vibration  
EP3: Local Air Quality Management  
EP6: Contaminated Land  
EP10: Protection of Surface Water  
H12: Residential Quality - Layout Considerations  
H13: Residential Density  
H22: Protection of Residential Amenity  
TRN1: Transport Assessment  
TRN3: Environmental Impact of Traffic  
TRN10: Walkable Environment  
TRN11: The London Cycle Network  
TRN15: Forming an access onto a road  
TRN22: Parking Standards - Non Residential Developments  
TRN23: Parking Standards - Residential Developments  
TRN34: Servicing in New Development  
TRN35: Transport Access for Disabled People & Others with Mobility Difficulties

*Brent Supplementary Planning Guidance*

SPG17 – “Design Guide for New Development” adopted October 2001

Provides comprehensive and detailed design guidance for new development within the Borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

SPD “Section 106 planning obligations” October 2007

Provision for a standard charge for planning obligation contributions.

**SUSTAINABILITY ASSESSMENT**

In terms of sustainability, there is a requirement to achieve an exemplar scheme that incorporates a high standard of energy efficiency with inclusion of reduced CO2 emissions. To assess this high standard of energy compliance, the following are required:

- Achievement of Code for Sustainable Homes Level 4 (CSH Level 4)
- Achievement of BREEAM ‘Excellent’ for non-residential units (Core Strategy policy CP19)
- Compliance with London Plan policies for sustainability: policies 5.2 (energy)
- A 50% score on the council’s Sustainability Checklist (TP6 form, SPG19, UDP policy BE12)

### Energy

The development proposes the use of Combined Heat & Power boiler (CHP) for heating through a heat network, and photovoltaic panels to the roof of the 4 blocks to provide electricity. Following assessment of the viability, revisions to the sustainability measures are proposed; this will mean that the reduction in carbon emissions will not be as significant as proposed (£750,000 toward carbon reduction measures as opposed to £1.5m budgeted to achieve an 80% reduction comparable with the previous scheme).

Further details of the CHP plant room is required by condition as it is unclear where the plant room is to be located; this is reflected in the GLA comments which have cited that the plant room will be in Building B, whereas your officers have inferred from the submitted documents that it will be in the basement of Building D. Further information including confirmation that all apartments and non-domestic building uses will be connected to the CHP heat network with a drawing to show the route of the heat network linking all building on the site has also been requested. Comments from the GLA with regard to the submitted energy statement have been forwarded to the applicant to provide further details as necessary.

### Code for Sustainable Homes (CSH)

It is proposed that all the residential units, including the work-live units, will achieve a Code Level 4. This is above the requirements of Core Strategy policy CP19 as the site is not within a growth area; but is compliant with the Council's Site Specific Allocation (SSA) for Alpine House.

In relation to the London Plan, policy 5.2 requires all new developments to achieve a 25% reduction of CO2 emissions above the requirements of the adopted Part-L for buildings regulations. In relation to the existing Part-L (2010), the achievement of CSH level 4 will encompass the 25% improvement required by London Plan policy 5.2. As such, the residential units will be compliant.

### BREEAM

The non-residential units of the scheme will achieve a BREEAM rating of 'very good'. This is contrary to Core strategy policy CP19 which requires all new non-residential developments to achieve BREEAM 'excellent'. The applicant has reasoned that BREEAM 'excellent' is unachievable because of site constraints relating to site location and specific BREEAM credits including management and well being. However, it is noted that the submitted BREEAM pre-assessment states the B1 units will utilise a gas fired heating system and as such will not be connected to the proposed heat network. If the B1 units were to be connected to the proposed heat network and have use of electricity from the PV panels, this would increase the BREEAM score closer to 'excellent'. Nevertheless, given the proposed B1 will have to comply with Part-L and achieve a 25% improvement on CO2 emissions in line with London Plan policy 5.2, the current rating of 'very good' is considered acceptable; and with clarification of the proposed heat network for the site, it may be feasible for the B1 units to connect to this. This information will be provided in the Supplementary Report.

### Council's Sustainability checklist (TP6 form)

In compliance with UDP(2004) policy BE12 and SPG19, all major developments should achieve a score rating of at least 50% of the checklist (TP6 form). The applicants have submitted a completed TP6 form with an overall score of 54%. There are some discrepancies in the calculations provided by the applicant and those carried out by the officer; this will be clarified. The Section 106 agreement will ensure a score of 50% is achieved.

## **CONSULTATION**

**Consultation Period: 11/10/2012 - 01/11/2012**

**Additional consultation period: 12/10/2012 - 02/11/2012**

**Site Notice Displayed on 17/10/2012**

**Advertised in Press on 18/10/2012**

### Public Consultation

149 neighbours consulted both within LB Brent and properties located in LB Harrow which are located close to the border between the two boroughs and in proximity to the application site - no responses received from neighbouring properties

### Internal Consultation

**Transportation** - Proposal can be supported on transportation grounds subject to a Section 106 Agreement to secure the following:

(a) enter into a S38/278 Agreement to incorporate (i) the widening of the public highway around the site to



accommodate the provision of new adoptable parallel parking bays and 2m footway along the Honeypot Lane and Westmoreland Road perimeters of the site; (ii) the provision of improved pedestrian crossing facilities on Westmoreland Road at the junction with Honeypot Lane and in the vicinity of the Morrison's service yard entrance, including tightening of the junction of Westmoreland Road in the northeastern corner of the site with an overrun strip; (iii) the provision of speed tables at either end of Honeypot Lane service road, midway along this service road and at the two entrances of the 'home-zone'; (iv) a review of on-street waiting and loading restrictions in the vicinity of the site (including the introduction of a Controlled Parking Zone if deemed necessary by Brent Council), in accordance with revised site layout plans to be submitted for approval; and

- (b) provision of a sum of £115,000 towards non-car access/highway safety improvements and/or parking controls in the area [secured as part of standard charge];
- (c) provision of a Travel Plan for the site, to include the establishment of a City Car Club with subsidised membership for new residents;
- (d) a Delivery and Servicing Plan for the development
- (e) a Car Parking Management Plan for the site.

Officers in Transportation also requested conditions for details of external lighting for the site and of the proposed basement access ramp. They also recommended that an informative is attached to any forthcoming planning consent advising the applicant of the need to obtain a highway oversailing licence under S177 of the Highway Act for the overhanging terrace to Building D.

**Safer Streets** - The following conditions/information is requested:

- (i) Air Quality - Recommended a condition requiring details of measure to mitigate the impacts of dust and fine particles generated by the development during the construction works as the site is located within an Air Quality Management Area. A condition is also recommended requiring the CHP unit to meet the emissions standards and technical details as set out in the Air Quality Impact Assessment.
- (ii) Soil investigation - Recommended that a condition is secured for details of a site investigation to determine the nature and extent of any soil contamination present on site and if contamination is found, then for any remediation measures to be carried out in full and confirmed through a verification report.
- (iii) Noise - Requires conditions to ensure that internal noise levels are acceptable for residential use.
- (iv) External lighting - required further details to ensure that the external lighting does not cause nuisance to the residential properties.

**Landscape** - Generally the scheme is acceptable in landscape terms. However, concerns are raised with the use of gabions as retaining structures in the private residential gardens. It is recommended that an alternative method of retaining the land is used.

**Tree Protection Officer** - The substantial shelterbelt on the south east boundary of the site made up of mature Hybrid Black Poplars, early mature Limes and Norway Maples has suffered through lack of management resulting in an overcrowded appearance with many of the intermediate canopy limes and maples being suppressed by larger more dominant trees. The proposal to remove seven black poplars that have come to the end of their safe life expectancy and thin out the remaining Lime and maples, will lead to a much more attractive woodland setting with the remaining trees able to fulfill their potential. The removal of the large black poplars is essential primarily on safety grounds, particularly where the site meets Honeypot Lane.

Below the canopy, Plans show a range of native shrubs typically found along a woodland edge. These will enhance biodiversity as well fulfilling a screening roll for residents with private gardens in block A. The thinning of the woodland will no doubt aid establishment of this new and welcome shrub layer.

Elsewhere on the site, tree planting is adequate for a development of this size. Tree species selection is safe, if a little predictable. Space for a larger forest type tree in locations such as the shared surface to the north east of Building C, among the play space in the south east or as part of the linear group which bounds Honeypot Lane, where fewer but potentially larger species could reach their full potential.

The only reservations regarding the placement of trees on this site are the closeness of the first three trees in proximity to the south of Buildings B and C. These should perhaps be relocated along with one of the outer row of four which would allow a significantly more light into adjacent windows. Trees could be relocated within the paved surfaces to the north west of blocks A,B and C.

**Urban Design** - Proposal has been designed to a relatively high standard and the Design Team is generally supportive of the architectural approach.

## External Consultation

**Transport for London** - Proposed development unlikely to result in significant adverse impact to the transport network. However the following issues need to be resolved to fully comply with the London Plan:

- (a) Review of trip generation assessment the undertaking of modal split assessment in line with the TfL Transport Assessment Best Practice Guidance;
- (b) Undertaking of a PRES audit and investigation of safe pedestrian routes to/from the site to improve accessibility to local bus stops and amenities;
- (c) The securing of CLP, DSP and Travel Plan;
- (d) Confirmation of cycle parking, disabled parking provision and electric vehicle charging points of the site.

**Environment Agency** - No objections raised subject to the following conditions:

- (i) Development to be carried out in accordance with the submitted Flood Risk Assessment.
- (ii) Details of drainage design to be submitted prior to commencement of development.

### **Greater London Authority**

London Plan policies on principle of development, housing, residential quality and density, children's play space, urban design, inclusive access, sustainable development and transport are relevant to this application. The application complies with some of these policies but not with others and on balance does not comply with the London Plan; the reasons and the potential remedies to issues of non compliance are set out below:

- **Principle of development:** The principle of a residential led mixed use development in this location is acceptable and in accordance with the London Plan.

- **Housing:** The application would make a reasonable contribution to affordable housing provision; however, an independent assessment of the applicants viability assessment will need to be carried out and justification is needed from the application with regards to the social rented unit provision before the scheme can be acceptable and in line with polices 3.11 and 3.12. Further information and clarification is also sought with respect to the mix of the affordable element, residential quality (single aspect units) and residential density before the scheme can be in full compliant with London Plan policies 3.8 3.5 and 3.4 respectively.

- **Children's playspace:** The applicant will need to provide clarification of child yield calculations and their play space strategy to ensure accordance with London Plan policies 3.6.

- **Urban design:** The proposed design is generally supported in line with London Plan policies 7.1, 7.3, 7.4, 7.6 and 7.7 however, the applicant is requested to provide further information in relation of how animation has been applied throughout the scheme as well as confirmation of the primary entrances as set out in paragraphs 38 to 40 of this report.

- **Inclusive access:** In order for the scheme to comply to London Plan policies 3.8 and 7.2, the applicant is requested to provide further information relating to inclusive design. In doing so, the applicant will need to clarify that the 10% of wheelchair accessible units and ensure is provided across unit types and tenures.

- **Sustainable development:** For clarity the applicant should provide further detail in relation to regulated carbon dioxide emission reductions in tonnes per annum after each stage of the energy hierarchy in Line with London Plan policy 5.2.

- **Transport:** The scheme in generally acceptable; however further information is required from the applicant in relation to the quantum and accommodation of cycle parking numbers and how shower/changing facilities are to be provided for the commercial units. In addition the applicant will need to provide updated information in relation to the transport assessment and TfL welcomes further discussion about this matter.

*Officer Comment:* These matters are discussed in further detail in the *Remarks* section of the report. Further information will be provided on some of these matters in the Supplementary Report to be presented to Members prior to Planning Committee.

## **REMARKS**

### **Introduction**

This application is for the redevelopment of Alpine House with a mixed use development comprising commercial floorspace (use class B1), work live units and residential units (use class C3). This report will consider the principle of the development; the design, scale and massing; density and unit mix; affordable

housing provision; standard of proposed accommodation; impact upon surrounding properties; parking and transportation; landscape features; and environmental health considerations. It will also provide a comparison with the previous planning permission on the site from 2008 which was subsequently renewed in 2011 - see planning history above for further details.

### **Principle of Development**

As referred to in the planning history, there is an extant planning permission for a mixed use development on the site comprising 120 self-contained flats, 1,823m<sup>2</sup> of commercial floorspace (Use Class B1) and 5 live/work units, with 86 car-parking spaces, bicycle and bin storage and associated landscaping.

The National Planning Policy Framework sets out that there should be 'a presumption in favour of sustainable development' (para 14, NPPF). In terms of the current policy status, the site is identified in the adopted Site Specific Allocation adopted 2011 (SSA) as "Industrial and business office unit occupied by a number of small businesses..." suitable for "mixed use development [in line with the 2008 planning permission] including low carbon or zero emission housing and new light industrial managed affordable workspace. The configuration should use the workspace along the north eastern and north western edge to mitigate any conflict between new residential development and existing employment premises, with family housing generally located along the southern edge. Proposals should include the re-provision of existing business where appropriate. Development must conserve and enhance the adjacent Wildlife Corridor".

The allocation goes on to identify and discuss the need for a Flood Risk Assessment and requires applications to be accompanied by a Flood Risk Assessment; it also states that "flood zones are subject to change and modelling and re-modelling is carried out on a quarterly basis by the Environment Agency, therefore any assessment must ensure that the most up to date data is used as part of the Flood Risk Assessment." A Flood Risk Assessment has been submitted with this application and reviewed by the Environment Agency who raise no objection to the proposal subject to conditions.

The justification for redevelopment is explained in the SSA as "the industrial building appears to be reaching the limits of modern employment uses. A mixed use development that also delivers modern commercial space will help to safeguard the site for employment uses, as well as delivering environmentally sustainable residential development." The provision of residential accommodation is supported by London Plan policy 3.3 which seeks to increase London's housing supply. Overall the development is considered to accord with the the SSA and NPPF by providing a sustainable development balancing social, economic and environmental benefits; this is considered in more detail below.

### **Comparison of current proposal with extant planning permission**

The extant planning permission on the site is for the demolition of the existing commercial buildings and erection of 3x four storey blocks and 1 x five storey block comprising 120 self contained flats, 1823 sq m commercial floorspace (Use Class B1) and 5 live/work units with 86 car parking spaces.

Comparing the scheme with the extant planning permission, the block layouts and general massing are similar however changes have been made to the numbers and mix of residential units. This scheme provides 1800 sqm of B1 floorspace which is comparable to the extant permission. In terms of the quantum of development, the most significant difference is the additional number of residential units proposed; previously, the 08/1427 application gave approval for 120 self-contained flats, whereas 144 are now proposed.

In terms of layout, the development follows a similar form of 4 linear blocks, with a 'U-shaped' central 'home-zone'/shared surface service road at the heart of the development. All 4 blocks within the revised proposal are 5 storeys in height whereas within the previously approved scheme comprised 3 residential blocks of 4 storeys in height and the employment block of 5 storeys. There is little variation between the heights of the buildings in the two schemes; the roof height of the previously approved scheme was approximately 16.6 metres and the proposed scheme is up to 16.5 metres. The massing of the current proposal sees the 5th storey element of the three residential blocks recessed.

The level of proposed parking has been increased from 87 parking to 107 spaces and the layout of parking provision has been altered, with a new two-way vehicular access included in the current proposal to serve a ramped entrance to a basement car park within the Block C at the northern end of the site. The previously approved scheme was an exemplar scheme in terms of sustainable development and was a 'Zero carbon' development. The proposed scheme is to be Code for Sustainable Homes Level 4, BREEAM 'Very Good' alongside CO<sub>2</sub> reductions as set out in the Sustainability Assessment.

## **Urban Design**

The proposal comprises 4 linear buildings, 5 storeys in height. Three of the buildings are principally residential and are located perpendicular to Honeypot Lane (Buildings A, B & C); the fourth building (Building D) is located on the eastern side of the site fronting Westmoreland Road and comprises a mix of commercial and residential units. The vehicular and pedestrian access to the commercial floorspace is from Westmoreland Road. Pedestrian and cycle access to the residential units is from the service road adjacent to Honeypot Lane. It is proposed that cars and service vehicles access the site via the service road (proposed to be one way), exiting from the southern access point onto Honeypot Lane.

The amenity spaces are designed with shared surface streets giving priority to pedestrians; this provides a more traditional street frontage with front doors to residential units accessed from this space to the residential units to provide activity and natural surveillance of the amenity areas. The setting of the blocks in a linear and parallel form has presented an opportunity for dwellings to open up onto the 'landscaped streets', creating a sense of place and identity. This is reinforced by the use of a common palette of materials and a coherent architectural language, which in turn has shaped the form of proposed development.

All 3 residential buildings follow a similar design being 5 storeys with the upper floor recessed to reduce the visual bulk. Block D which comprises commercial and residential uses takes a different approach; the building is 5 storeys and no set back proposed on the upper storey. The design approach to this building is considered acceptable as it creates a more visible distinction between the commercial and residential elements of the scheme. The scheme will use a simple palette of materials comprising buff brick, metal cladding and render.

- Building A: Positioned on the southern perimeter. It is principally residential comprising 2, 3 and 4 bedroom apartments with a single live/work unit. The southeast facing ground floor four bedroom units have dedicated private gardens.
- Building B: Centrally located and contains 33 residential units and 2 live/work units. There is a large area of communal amenity space to the southeast of the block proposed. All units have either northwest or southeast facing balconies or terraces.
- Building C: Located parallel to the northern section of Westmoreland Road. The building will contain 33 residential units and 2 live/work units. It is a repetition of Building B with the exception that the ground floor units take advantage of the topography of the site to allow the units to be raised above street level to provide privacy and defensible space. This is particularly important on this elevation due to the relationship of the building to Westmoreland Road. There is also a single storey basement car park located underneath this building providing 25 car parking spaces.
- Building D: Located on the eastern boundary of the site and accommodates 2 storeys of single aspect B1 employment space facing Westmoreland Road. There are four storeys of residential units facing westwards into the site and eastwards externally.

The GLA have provided comments on the proposal and consider that the scheme is generally acceptable in design terms; however, some observations regarding the design remain. They include the need for further consideration to be given to the space between Honeypot Lane and the proposed development; in addition it is advised that the edge of the scheme facing Honeypot Lane should be designed appropriately as the 'front' of the development. Further detail in line with the GLA's comments will be provided in the Supplementary Report. The GLA raise no concerns in relation to the schemes overall height and massing which are considered to be compliant with the London Plan.

## **Housing**

### ***Density and Mix***

The site has a public transport accessibility level of 3 (PTAL 3) and located in an area that would be classed as an urban setting; a density of 200-450 habitable rooms per hectare (hrh) would be acceptable in this type of setting. The applicant has indicated that the density would be 453 (hrh). Your officers have calculated density as being 435 hrh which is below the figure provided by the applicant (nb. the discrepancy may be as a result of a different approach taken to the classification of living rooms and kitchen as habitable rooms). This will be clarified in the Supplementary Report.

Notwithstanding this, even if the scheme marginally exceeds the suggested density range as set out in the

London Plan and SPG17, increased densities are promoted in the London Plan and the UDP where public transport accessibility is good due to the need to use land more efficiently, increase housing delivery and in part due to the sustainability advantages increased density can confer. This is a specific objective of the UDP as stated in policy STR3, which states that development of previously developed urban land will be maximised.

Policy H13 in the UDP relates to density and states that the primary consideration in determining the appropriate density of new development will be achieving an appropriate urban design which makes efficient use of land and meets the amenity needs of future residents. It goes on to say that density should have regard to context and nature of the proposal, the constraints and opportunities of the site and the type of housing proposed. Your Officers are of the view that the proposed scheme meets Policy H13 (UDP 2004) as the proposal is considered to respect the context of the surrounding buildings, provides a satisfactory standard of accommodation and as such meets the design led approach.

The housing mix overall will provide 29.5% family sized units comprising 3 bedrooms or more. Within the affordable housing component, the provision family sized accommodation will be 33% which is also considered acceptable. In particular the provision of 6 x 4 bedroom units will accord with Policy CP21 in the Core Strategy which seeks an appropriate mix of units on the site, including family sized accommodation, to meet housing need in the Borough.

**Affordable Housing**

The application proposes to provide 36 of the 149 residential units for affordable housing, accounting for 25% of the total units. Brent's Core Strategy and the London Plan Policy 3.12 seeks to deliver 50% affordable housing on new housing sites of ten units of greater.

Unit Type	Unit Numbers		Total Units
	Private	Affordable	
1 bedroom	0	0	0
2 bedroom	82	19	101
3 bedroom	31	6	37
4 bedroom	0	6	6
Live/Work	-	5	5
<b>Total</b>	<b>113</b>	<b>36</b>	<b>149</b>

This scheme falls short of this target, and in response to this shortfall the applicant has submitted a viability toolkit to justify this provision. A review of the toolkit has confirmed that the level of affordable housing provided is reasonable however to ensure that this can be delivered, the Section 106 package has been negotiated to make changes to the level of carbon reduction as set out in the *Sustainability Assessment* above.

The applicant has stated that Network Housing Design Group is the RSL who is acting as partners in the development. In terms tenure, it has been confirmed that affordable units will comprise 22 social rented units and 9 shared ownership units however the final proposed mix of the affordable element has not been provided; this will be confirmed in the Supplementary Report. With the introduction of 'affordable rent' as an additional affordable housing product along with social rent and intermediate housing, it is also necessary for the applicant to assess whether the introduction of 'affordable rent' units in the scheme could significantly increase the quantum of affordable housing provided and make changes to the scheme as required. This information has not been provided by the applicant however is a requirement of the GLA. This will be clarified in the Supplementary Report to confirm that the on site affordable housing provision is maximised.

**Quality of Accommodation**

All units meet or exceed the minimum standards for internal floor areas as outlined in SPG 17 and the London Housing Design Guide. The standard of amenity provided is in general compliance with the requirements of SPG17. Buildings A, B & C are 20m apart from one another to ensure acceptable levels of privacy between habitable rooms. Whilst the top floor of the development does marginally breach the 30 degree line measured from the ground floor habitable room window of the adjacent block, given that the breach is not considered significant (2 degrees) and the overall standard of accommodation within the scheme is good, this relationship can be accepted. The ends of the 3 residential buildings which contain the staircores are located 9m from at the closest point to the rear elevation of Block D which contains residential accommodation. This separation is considered to provide an acceptable level of amenity to prospective occupiers given that there are no habitable room windows in the residential blocks facing the units in Block D and that oblique outlook is also provided.

The majority of the proposed units are dual aspect; there are no single aspect north facing units which accords with the standards set out in the Mayors Housing SPG 2012. A total of 64 units in the development are single aspect however none of these units are north facing or comprise 3 bedrooms or more.

The London Plan requires 10% of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair adaptable. It also requires all new homes to be built to 'Lifetime Home' standards. Policy H26 of Brent's Unitary Development Plan advocates a similar approach. The proposed wheelchair units are distributed between the 4 blocks as set out in the Accommodation Schedule.

General guidance suggests amenity space should usually be provided at a rate of 50sqm per family unit, and 20sqm for others. All of the residents units have private amenity space in the form of balconies, terraces and access to shared amenity of site. All four bedroom family units have private rear gardens. Whilst some of the units do not meet the private amenity size standard, the scheme has been designed to maximize the shared amenity space encouraging a community feeling to the development. The total private amenity areas for the project is 3136 sqm (this includes all private balconies, terraces and gardens) The dedicated communal amenity spaces remains at 1290 sqm Two large sunken communal gardens are at the heart of the scheme, identical in design containing raised planters and grass areas. The play-space is located in the south east corner, and will be passively overlooked and readily accessible to all the residents.

Using the methodology within the Mayors SPG 'Providing for Children and Young People's Play and Informal Recreation' it is anticipated that there will be approximately 62 children within the development. In line with SPG guidance, in total the scheme should deliver 620 sq m of children's play space (300 sq m on site for under 5's provision); it should be noted that this is approximate as the final mixes within the affordable housing tenure has not been provided. The application proposed 629 sq m of playspace; in addition the site is located c.300m from a recreation ground which provides play facilities for older children.

### **Commercial Floorspace**

There is 1800sm of B1 light industrial/office accommodation arranged over two floors in building D. The accommodation has been planned as two units with the main access from Westmoreland Road. The 5 x live/work units are each arranged over two floors with double height work spaces. These managed affordable units are proposed to be operated by Association for Cultural Advancement through Visual Art (ACAVA). It is the intention to ensure the long-term viability of the affordable live/work units that this management by ACAVA or a similar named provider is secured through the Section 106 agreement. The units are accessed via the gable ends of Buildings A, B & C which face onto Honeypot Lane.

### **Neighbouring Amenity**

SPG17 sets out general guidance for the massing of new buildings, to ensure they do not have an overbearing impact on the neighbouring properties and avoid unnecessary overshadowing. In general, the building envelope should be set below a line of 30 degrees from the nearest rear habitable-room window of adjoining existing properties, measured from height of 2m above floor level. SPG17 goes on to say that where proposed development adjoins private amenity/garden area, then the height of the new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of 2m.

There is considered to be no significant impact on adjoining properties. This is further enhanced by ensuring that the proposals address the existing patterns of occupation such that the employment section within the Block D faces the existing employment site. The Willows Care Home is located to the south of the site; the proposal complies with SPG17 in terms of its relationship to the proposed development and is considered acceptable.

### **Highways**

The site is located on the north eastern corner of the junction of Honeypot Lane (a London Distributor Road) and Westmoreland Road (a local commercial access road). Westmoreland Road is a one-way road northeastwards, but with a short spur road along the northeastern boundary of the site. Access to the site is currently provided via an adopted service road from Honeypot Lane.

The site is not located within a Controlled Parking Zone but there are waiting restrictions along Westmoreland Road generally prohibiting parking between 8am and midnight. The site has fair access to public transport (PTAL 3), with a bus stop which serves Bus routes 79 and 324 located adjacent to the site and Queensbury Underground Station located within 800m of the site.

Access to the site will be of a similar arrangement to the previous approval through the use of an internal 'U-shaped' central 'home-zone'/shared surface road, surfaced in block paving, with entrance and exit points from the existing Honeypot Lane service road. This application also proposes a basement car park with access from Westmoreland Road.

### ***Car Parking provision***

Car-parking allowances for the proposed development are set out in standards PS6 and PS14 of the adopted UDP 2004 and Policy of the London Plan 2011. The development originally proposed a total of 105 car parking spaces but due to the need to provide footway widths along the boundaries of the site, the total number of parking spaces have been reduced to 102 spaces. Further details are discussed under 'proposed highway works' below. Of the 102 spaces, 86 spaces are for the residential element of the proposal and 16 spaces for the commercial element of the proposal. The residential spaces are located in the basement car park (a total of 25 spaces) with the remaining spaces provided at surface level both within the site and on-street along Honeypot Lane and Westmoreland Road, facilitated by the widening of the public highway into the site; and the provision of integral garages for the 6 no. 4-bed duplex units located within Block A. The commercial spaces are all provided at surface level through the use of on street parking along Westmoreland Road, which is also facilitated by the widening of the public highway into the site, and a separate car park with nine car parking spaces accessed off Westmoreland Road. In addition, two car club parking spaces are proposed within the site. The overall parking provision is consistent with the London Plan standards and the standards set out in Brent's UDP 2004.

As part of the parking provision provided above, 21 of the residential spaces are dedicated as disabled bays and one of the commercial spaces is dedicated as a disabled bay. The residential disabled parking bays are proposed within the basement car park and at surface level within the site. The commercial disabled parking bay is also located at surface level within the dedicated car park. This is sufficient to provide an allocated disabled space to each wheelchair unit in accordance with standard PS15 of Brent's UDP 2004, with the provision of one wide, marked bay within the commercial car park also complying with standard PS15 of Brent's UDP 2004. This provision also complies with London Plan Standards. It is recommended that the car park layout shown within the site and in the basement car park is secured as part of a planning condition.

### ***Proposed highway work***

The highway is proposed to be widened into the site along all three highway boundaries in order to provide sufficient additional width to allow parallel on-street parking. Officers in the Transportation Unit raised a number of concerns with the original layout and revisions have been made in response to these concerns. These amendments include:

- Deletion of three of the proposed parking spaces along the Honeypot Lane service road
- Provision of a continuous 2m wide footway along Westmoreland Road frontage;
- Removal of the protruding wall from the northern end of Building D and amendments to the doors of Building D to open into the site rather than out over the highway – it is recommended that an informative is attached to any forthcoming planning consent to advise the applicant that the oversailing terrace from Building D will require a licence from Brent Council's Transportation Unit under S177 of the Highways Act 1980.

A number of other amendments have also been provided which are discussed in further detail below. All of the works to the highway will be secured through a S38/S278 Agreement as part of the S106 Agreement.

### ***Impact of development on highway network***

Whilst the overall parking provision is consistent with the London Plan Standards and the standards set out within Brent's UDP 2004, consideration does need to be given to the impact of any overspill parking from the site on traffic flow and road safety in the area. In this respect, the parking demand for the larger business units is now estimated to total about 42 spaces (approx. 25% of employees), which would lead to an overspill of about 33 parked cars onto the surrounding public highway during the day. To provide an estimate of residential parking demand at night, it is generally assumed that private housing will create demand at 75% of the maximum allowance, with a figure of 50% in the case of social rented housing. On this basis, 136 cars could be expected to be generated by the residential element of this proposal, leaving 77 cars that could not be accommodated within the site. This figure is comparable with the previously approved scheme.

As before though, the development is proposed to be a low-carbon emission scheme, with a number of mitigating measures proposed to manage car ownership and ensure overspill parking problems are addressed. These includes:

- The provision of the highway being widened into the site along all three highway boundaries in order to provide sufficient additional width to allow parallel on-street parking spaces to be accommodated along the site frontages and along the southwestern side of the Honeypot Lane service road. A total of 44 such spaces are now proposed, with eight spaces annotated as doubling up for loading at certain times. Such works will need to be secured through a s278/s38 agreement as part of the Section 106 Agreement and this is discussed in further detail above.
- As referred to above, there are existing waiting restrictions along the main carriageway of Westmoreland Road currently prohibiting waiting between 8am and midnight. It is recommended that these are amended/revoked through the S278 Agreement to allow the new area of on street parking to be used by staff and/or residents. It is also recommended that the review of waiting restrictions around the site be extended to include the remainder of Westmoreland Road and the main carriageway of Honeypot Lane to prevent parking between 8am and midnight.
- In addition to reviewing and extended the existing waiting restrictions around the site, it is also suggested that consideration should be given to an extension of the existing CPZ around Queensbury Underground Station. Such details shall be secured as part of the S278 Agreement.
- The provision of a Travel Plan which involves the setting up of a Car Club with two dedicated spaces on the site, which will be made available by staff, residents and the wider community. The Travel Plan will also include the appointment of a site-wide Travel Plan Co-ordinator, with measures including the setting up of a car sharing scheme, flexible working hours and the provision of alternative transport information. It is recommended that the Travel Plan is secured as part of the Section 106 Agreement with the requirement for it to score a PASS rating using TfL's ATTrBuTE programme prior to first occupation.

The measures proposed above have sought to significantly reduce overspill parking from the site onto the surrounding road network. Subject to the above measures being secured through the Section 106 Agreement, it is considered that the proposed development is unlikely to result in significant impact upon the surrounding transport network.

### **Cycle parking**

Bicycle storage for the residential units is provided via a secure bike storage area within all four blocks, accessed off the 'home-zone'. Blocks A, B and C will each have a bicycle store which can accommodate 70 cycles through the use of the Josta Double Stack System. Block D will also have a bicycle store which can accommodate 48 cycles through the use of the Josta Double Stack System. In addition, the ground floor duplex units within Block A have private gardens with a garden shed that could accommodate cycle parking for each of these six units. Therefore the total cycle parking provision for the residential element of the scheme is 264 cycle spaces. This provision significantly exceeds the cycle parking standards set out in PS16 of Brent's UDP 2004 which requires one space per unit and Table 6.3 of the London Plan which requires a total provision of 192 spaces (one space per 1 and 2 bed units and 2 spaces for three bed plus units).

16 bicycle parking spaces are proposed for the commercial units, located on the private footway area beneath the terrace overhang on the eastern side of Building D. The location of the bicycle spaces is considered acceptable by officers in the Transportation Unit. The proposed provision exceeds the minimum requirements set out in standard PS16 of Brent's UDP 2004 and Table 6.3 of the London Plan.

It is recommended that the provision of cycle facilities mentioned above is secured by condition. Furthermore, it is recommended that a condition is imposed to secure a shower and changing facility to be provide for the commercial unit to encourage staff to cycle to/from work.

### **Vehicular Access Arrangements**

Vehicular access controls will be provided to most of the parking within the site, using rising bollards at the entrance to the 'home-zone', a roller shutter door at the entrance of the basement car park and a barrier at the entrance to the commercial car park. Further information on how access into these spaces will be managed (e.g. security cards, key pads etc) and how spaces will be allocated, particularly in terms of allowing evening and weekend use of the commercial parking spaces by residents, will be sought through a car-park management for the site, secured through the Section 106 Agreement.

Officers in Transportation have advised that access to the basement car park is generally fine, with sufficient width shown along the ramp to allow two cars to pass with ease and adequate margins proposed to the building structure. They have however advised that the proposed gradient of the access has not been detailed. It must not exceed 5% for a distance of 4 metres from the back of the new highway boundary and should not exceed a gradient of 10% along its length as a whole. Further details of the gradient are recommended to be sought by a planning condition.



### ***Pedestrian Access around and within the site***

The development includes a number of improvements to the pedestrian realm. This includes reducing the existing crossing point width of Westmoreland Road at its junction with Honeypot Lane from 12.2m to 6.7m. This junction is on the key pedestrian route to the north including the Morrisons Store and the nearest Bus Stops. The improvements also include the provision of speed tables across the bellmouth of the junctions at either end of the service road to act as entry treatments; and works to improve pedestrian crossing facilities in the vicinity of the Morrison's service yard entrance. Officers in Transportation Unit have also requested that dropped kerbs and tactile paving be provided just west of the proposed basement access and that an overrun strip with a 4m kerb radius be provided in place of the existing hatch markings between the proposed basement access and the stub road of Westmoreland Road, with dropped kerbs and tactile paving across the stub road. It is also noted that all existing redundant accessed will be naturally reinstated to footway, which is welcomed, and the improvements reduce the overall width of Westmoreland Road (which is currently a one way street east bound with an industrial nature with high kerbs and a wide carriageway) and which will provide a much better pedestrian environment for new residents of the site and all those currently using this route. All of the improvements to the pedestrian realm will be secured as part of a joint S38/S278 Agreement as part of the Section 106 Agreement.

As part of the consultation response, TfL requested the undertaking of a Pedestrian Environment Review System (PRES) audit or similar assessment to assess the quality of the routes between the site and local bus stops, the adjacent Morrisons Supermarket and Queensbury Underground Station. Following on from discussions with the applicant's transport consultants, they have since advised that no further investigation work would be required if the local borough consider that the previously agreed improvement formed as part of the previous planning consent would be sufficient to mitigate the likely highway impact and will bring the needed improvement to the local area in the vicinity of the site under the current situation.

A pedestrian bridge link over the basement access ramp is welcomed in helping to improve the permeability of the site, although the use of steps will not facilitate use by wheelchair users. However, adequate access is provided elsewhere to the site for wheelchair users.

With regards to the internal layout of the site, the proposed 'home-zone' layout is generally considered acceptable, with the use of concrete block paving for the carriageway surface and rising bollards for control of access helping to reduce traffic volumes, speeds and parking, thereby providing a safe environment. Some footways with paving flag surfacing are also proposed within this area, but these are fairly intermittent. Whilst this is generally fine for the main 'home-zone'/shared surface area, it is noted that the entrances to the 'home-zone' area are shown surfaced in tarmac and as such, separate footways are required for the initial 20m lengths of the accesses, in particular to provide a segregated pedestrian route to the entrance to Building A. Officers in Transportation Unit have recommended that entry tables be provided at each entry point with tactile paving, and for the kerb radii at the entrances to the home-zone area be reduced where possible. A revised layout has been provided showing these amendments.

It should be noted that the 'home-zone' does not meet standards for adoption as public highway, so would be expected to remain private. Siting of statutory undertaker's equipment beneath the road should also be considered carefully so that it does not cause disruption during maintenance.

### ***Refuse Facilities***

A refuse store for seven Eurobins is shown at the northern end of Building D for the commercial floorspace, within 9m of the highway boundary to allow easy access.

Ground floor storage rooms are proposed for each of the residential blocks, accommodating a total of 42 Eurobins and 18 wheeled bins plus bulk item storage areas, which is sufficient to meet Brent Council's refuse storage requirements. The stores are shown with access onto the 'home-zone' and tracking has been provided in the accompanying Transport Assessment addendum to show that a 10m refuse vehicle would be able to access this area. As such, refuse carrying distances for collection staff are complied with, although it is noted that carrying distanced for some of the residents exceed the recommended maximum distance of 30m set out in Schedule 1, Part H of the Building Regulations (2000). It is recommended that bin stores are secured as part of a planning condition.

### ***Servicing for the Work Live Units and Commercial Floorspace***

Standard PS19 of Brent's UDP 2004 requires work/live units to be provided with transit sized loading bays, with the larger employment units requiring 8m loading bays. The development does not provide off street servicing provision, but eight of the on street parking spaces around the site have been indicated for dial use as loading bays. A similar arrangement was proposed as part of the previous planning consent, and is considered acceptable in principle, but will require suitable waiting restrictions to be applied to these spaces,

reserving them for loading only during the day (e.g. 8.3am to 6.30pm Mon-Fri), with parking allowed in these bays outside of these hours. The waiting restrictions will also need to be secured through the S278 Agreement that forms part of the S106 Agreement.

To ensure that servicing and deliveries are adequately managed once the development is occupied, it is recommended that a Delivery Servicing Plan is secured through the S106 Agreement. It is also recommended that during the construction stage that a Construction Logistic Plan is secured through the S106 Agreement.

### ***External Lighting***

Lighting proposals for the site include 24 no. 45W lanterns mounted on 5m columns around the home zone and external boundaries of the site, together with 34 no. 35W lanterns mounted on the buildings. These have been calculated to provide average horizontal illuminance levels of 12-15 lux for the home zone and 11 lux for the commercial car park, with uniformity ratios of 0.25. From a highways perspective, the value for the car park is considered acceptable, but as a shared surface 'home zone' area, a higher value of 30lux for this area is considered more appropriate. Consideration also need to be given to the amenity of future residents to ensure that they do not experience light nuisance. As such it is recommended that further details of the lighting are conditioned to provide an adequate level of lighting for the 'home zone' area but with measures to ensure that residential amenity is not compromised.

It is also noted that four of the lighting columns (three columns along Westmoreland Road and one column on Honey Pot Lane service road) is located on publicly adopted highway. Such lighting is required to be vetted separately as part of the S38/S278 highway works process and a separate lighting design for these areas will therefore need to be developed and approved by Brent's street lighting contractors. It is therefore recommended that the condition also requires the removal of these lighting columns from the plans.

### **Conclusions**

Whilst it is acknowledged that the scheme proposed on site will not be zero carbon, taking account of the current economic situation it is considered that the scheme provides an acceptable balance between delivering a development that exceeds the levels of sustainability generally achieved and also delivering a viable mixed used development on site incorporating residential and commercial uses.

## **REASONS FOR CONDITIONS**

**RECOMMENDATION:** Grant Consent subject to Legal agreement

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

Central Government Guidance  
Greater Flexibility for Planning Permissions (2010)  
The London Plan 2011, Brent's Unitary Development Plan 2004  
Brent's Core Strategy 2010  
Brent's Site Specific Allocations DPD  
Council's Supplementary Planning Guidance

Relevant policies in Brent's Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment  
Environmental Protection: in terms of sustainability, protecting specific features of the environment and protecting the public  
Housing: in terms of protecting residential amenities and guiding new development  
Employment: in terms of maintaining and sustaining a range of employment opportunities  
Transport: in terms of sustainability, safety and servicing needs  
Waste: in terms of the development of waste management facilities  
Design and Regeneration: in terms of guiding new development and extensions.

## **CONDITIONS/REASONS:**

- (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):

ACAVA – Aims Activities & Studio Demand  
ACAVA Profile (July 2012)  
Accommodation Schedule – Design ACB  
Air Quality Assessment – WSP 28/09/2012  
Arboricultural Method Statement – Andrew Colebrooj  
BREEAM Pre- Assessment Estimate – Issue 1 Rev B (27/09/2012)  
Code for Sustainable Homes Pre Assessment Estimate – Version 1 Rev C  
Construction Method Statement – ADSS/CJK/JC/TMP/B1  
Design and Access Statement - 102\_REF\_100  
CHP Performance Calculation – Helec Ltd  
Detailed Specification for CHP – Helec Ltd (LT2709201202 Rev 01)  
Aerial Shack – Antiference XG8 A Extra Gain  
Aerial Shack - Blake Astrabeam ABM8 8 Element VHF/DAB Aerial  
Aerial Shack - Triax TD78 78cm Pole Mount Solid Dish  
Evora – Lighting  
Mark Hinsley Arboricultural Consultants – 9 August 2012  
Mark Hinsley Tree Survey – 9 August 2012  
Sharp – PV Panels  
David Unerman Associates- Method of supplying digital TV cabling to all residential  
Vertica lighting  
David Unerman Associates – Door and Vehicle Access Statement  
David Unerman Associates - ENERGY ASSESSMENT REPORT, ALPINE HOUSE, 26th  
September 2012  
Arrowebrook - Fire Strategy Report  
Herrington Consulting Ltd – FRA September 2012  
Arbtech – Habitat Survey  
Landscape Perspective – 26 Sept 2012  
KP Acoustics – Noise Impact Assessment 9117.NIA.01  
SCHEDULE OF COMPLIANCE: London Housing Design Guide  
EAS Transport Assessment Addendum - 298/2012  
SRE Outline Sustainability Statement Issue 1 Rev A  
PINDORIA ASSOCIATES LTD – Structural Strategy  
PINDORIA ASSOCIATES LTD – Strategy for Site Investigation  
Beattie Associates – Statement of Community Involvement  
Surface Water Drainage – 47/SITE 5100A  
Topographical Survey - L 5342/1  
Site Rood Aerial Detail - 47/SITE 6050A

Site Location Plan 102\_PLN\_001 D  
Site / Block Plan 102\_PLN\_002 B  
Existing Elevations 102\_PLN\_004 B  
Existing Elevations 102\_PLN\_005 B  
Existing Site Section 102\_PLN\_006 B  
Ground Floor Site Plan 102\_PLN\_1100 L  
First Floor Site Plan 102\_PLN\_1101 L  
Second Floor Site Plan 102\_PLN\_1102 J  
Third Floor Site Plan 102\_PLN\_1103 K  
Fourth Floor Site Plan 102\_PLN\_1104 J  
Roof Site Plan 102\_PLN\_1105 J  
Basement Site Plan 102\_PLN\_1110 K  
Context Roof Plan 102\_PLN\_1130 F  
Site Section G-G 102\_PLN\_1303 B

Site Elevations A-A / B-B 102\_PLN\_1400 E  
Site Elevations C-C / D-D 102\_PLN\_1401 B  
Site Elevations E-E / F-F 102\_PLN\_1402 D  
Site Elevations G-G / H-H 102\_PLN\_1403 C  
Site Elevations J-J / K-K 102\_PLN\_1404 B

**Unit Types:**

Unit Type Drawing 102\_PLN\_6000 C  
Unit Type Drawing 102\_PLN\_6001 B  
Unit Type Drawing 102\_PLN\_6002 D  
Unit Type Drawing 102\_PLN\_6003 C  
Unit Type Drawing 102\_PLN\_6004 C  
Unit Type Drawing 102\_PLN\_6005 B  
Unit Type Drawing 102\_PLN\_6006 B  
Unit Type Drawing 102\_PLN\_6008 B  
Unit Type Drawing 102\_PLN\_6009 B  
Unit Type Drawing 102\_PLN\_6010 C  
Unit Type Drawing 102\_PLN\_6011 C  
Unit Type Drawing 102\_PLN\_6012 C  
Unit Type Drawing 102\_PLN\_6013 C  
Unit Type Drawing 102\_PLN\_6014 C  
Unit Type Drawing 102\_PLN\_6015 D

**Detailed Bay Elevations:**

Detailed Bay Elevation 102\_PLN\_8000 B  
Detailed Bay Elevation 102\_PLN\_8001 B  
Detailed Bay Elevation 102\_PLN\_8002 B  
Detailed Bay Elevation 102\_PLN\_8003 B  
Detailed Bay Elevation 102\_PLN\_8004 B  
Detailed Bay Elevation 102\_PLN\_8005 B  
Design & access statement 102\_REF\_100 A

**Visualisations:**

3-D Visualisations 1 102\_PLN\_7000 A  
3-D Visualisations 2 102\_PLN\_7001 A  
3-D Visualisations 3 102\_PLN\_7002 A

**Conditions:**

Conditions - Site Setup - Existing 102\_PLN\_150 B  
Conditions - Site Setup - Proposed 102\_PLN\_151 C  
Conditions - Block D Commercial Elevations 102\_PLN\_152 B  
Conditions - Block D Commercial Bay Ele 102\_PLN\_153 B  
Conditions - Block C Live/Work Elevations 102\_PLN\_154 B  
Conditions - Block D Commercial Section 102\_PLN\_155 B  
Conditions - Refuse Collection 102\_PLN\_157 B  
Conditions - Pedestrian Access 102\_PLN\_159 B  
Conditions - Dedicated car club bays 102\_PLN\_160 B  
Conditions - Proposed finished levels 102\_PLN\_161 B  
Conditions - Commercial Waste Strategy 102\_PLN\_162 B  
Conditions - Residential Waste Strategy 102\_PLN\_163 B  
Conditions - Loading Bay positions 102\_PLN\_164 B  
Conditions - Indicative PhotoVoltaics 102\_PLN\_168 A  
Conditions - Indicative PhotoVoltaics 102\_PLN\_169 A

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

- (3) Prior to first occupation of any part of the development hereby approved, no goods, equipment, waste products, pallets or materials shall be stored or deposited in any open area within the completed streets.

Reason: To safeguard the visual amenities of the area and the efficient operation of activities within the site.

- (4) During demolition and construction on site:
- (i) the best practical means available in accordance with British Standard Code of Practice BS5228: 1997 shall be employed at all times to minimise the emission of noise from the site;
  - (ii) vehicular accesses to adjoining and opposite premises shall not be impeded at any time;
  - (iii) no waste or other material shall be burnt on the application site;
  - (iv) a suitable and efficient means of suppressing dust must be provided and maintained, including the adequate containment of stored or accumulated material, so as to prevent it becoming airborne at any time and giving rise to nuisance.

Reason: To protect the amenity of the occupiers of adjoining premises

- (5) All parking spaces (including disabled bays), cycle parking, refuse storage, turning areas, loading bays, access roads and footways shall be constructed/provided and permanently marked out prior to occupation of any part of the approved development, or upon further application within such longer period as may be approved by the Local Planning Authority. Such works shall be carried out in accordance with the approved plan(s).

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, or the conditions of general safety within the site and along the neighbouring highway & amenity.

- (6) Notwithstanding the provisions of Schedule 2, Part 1 (Class H), Part 24 and Part 25 (Classes A to B) of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any future enactment of that Order, no development by telecommunications-code systems operators carried out on the building(s) hereby approved, in the form of telecommunications, satellite antenna installation development shall be carried out, unless a formal planning application is first submitted to and approved in writing by the Local Planning Authority other than that approved as part of this planning application.

Reason: To prevent installations that are prejudicial to the visual amenity.

- (7) During construction on site:-
- (i) The operation of 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 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays;
  - (ii) The hours of demolition and construction limited to 0800 - 1830 Mondays - Fridays, 0800-1300 Saturdays and at no other times on Sundays or Bank Holidays.

Reason: To limit the detrimental effect of demolition and construction works on adjoining residential occupiers by reason of noise and disturbance.

- (8) Details of the roof plan, showing the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, shall be submitted to and approved in writing by the Local Planning Authority, prior to completion of construction work and shall be installed prior to occupation of the development hereby approved.

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

- (9) The remainder of the undeveloped land within the curtilage of the site shall be suitably treated with hard and soft landscaping, including trees/shrubs/grass, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of any construction work on the site; such landscaping work shall be completed prior to occupation of the building(s) or within six weeks of the commencement of the next planting season, if the commencement of construction of the development takes place outside the planting season, in accordance with a program to be first agreed in writing by the local planning authority.

The approved scheme shall be fully implemented during the first available planting season following completion of the development hereby approved and any trees or shrubs which within 5 years of planting die, are removed or become seriously damaged or diseased shall be replaced with others of the same species and size and in the same locations unless otherwise agreed in writing with the local planning authority.

Such a scheme shall also indicate:-

- a) any moundings and contours;
- b) other appropriate matters within the context of a landscaping scheme, such as details of signboards, seating, footways and other paved pedestrian areas;
- c) details of the proposed arrangements for maintenance of the landscaping;
- d) details of childrens play equipment

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

- (10) Further details of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of development and the development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall comprise:-

- a) elevations of buildings showing location of advertising signage
- b) the provision and safeguarding of dedicated parking spaces for car-club use & electric charging points;
- c) the design of the means of vehicular and pedestrian access to and movement within the site;
- d) the finished levels of all buildings, roads (indicating gradients), landscape works and boundaries relative to adjoining properties;
- e) controls at pedestrian and vehicular entry points to provide safe and secure access;
- f) the proposed boundary treatment including all fences, walls and gateways;
- g) the provision of lighting to ensure safety and convenience on roads, footpaths and accesses to buildings;
- h) details of surface treatment through the shared landscaped streets identifying vehicle access routes

Reason: These details are required to ensure a satisfactory development is achieved.

- (11) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. 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.

- (12) A fixed wheel-washing facility shall be provided before commencement and be operational during development, in accordance with the approved details.

Reason: In the interest of the environment.

- (13) The development is within an Air Quality Management Area and construction and works are likely to contribute to background air pollution levels. Prior to commencement of development, measures to mitigate the impacts of dust and fine particles generated by the operation shall be submitted to and approved in writing by the Local Planning Authority for approval. Works shall be carried out in full accordance with the approved details.

Reason: To minimise dust arising from the operation.

- (14) The Combined Heat and Power units installed shall meet or improve upon the emissions standards and technical details described in the Air Quality Assessment. Prior to the

commencement of the use, the applicant shall provide details of tests undertaken on the installed unit to demonstrate that the emissions standards have been met to be submitted to and approved in writing by the local planning authority, and shall maintain the unit thereafter in such a way as to ensure that these standards continue to be met.

Reason: To protect local air quality, in accordance with Brent Policies EP3 and EP4

- (15) a) Prior to the commencement of development, a site investigation shall be submitted to and approved in writing by the local planning authority. The investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present and carried out in accordance with the principles of BS 10175:2011. The report shall include the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination, and an appraisal of remediation options should any contamination be found that presents an unacceptable risk to future site users.

b) Any remediation measures required by the local planning authority shall be carried out in full. A verification report shall be provided to the local planning authority prior to occupation of the development, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

- (16) All residential premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:

Criterion	Typical Situations	Design range LAeq, T
Reasonable resting -23:00) conditions	Living rooms	Living rooms 30 – 40 dB (day: T =16 hours 07:00
Reasonable sleeping conditions	Bedrooms	30 – 35 dB (night: T=8 hours 23:00-07:00)

Prior to the building of the dwelling, the applicant shall submit in writing to the Local Planning Authority details of how the proposed sound insulation measures will meet the above requirements for approval.

**Reason:** To obtain required sound insulation and prevent noise nuisance

- (17) The noise level from any plant (e.g. refrigeration, air-conditioning, ventilation system, CHP, kitchen extraction system) together with any associated ducting, shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises - a positive indication that complaints are unlikely. The method of assessment should be carried out in accordance with BS4142:1997 'Method for rating industrial noise affecting mixed residential and industrial areas'. Should the predicted noise levels of the plant exceed those specified in this condition, a scheme to mitigate the noise shall be submitted to and approved by the Local Planning Authority prior to installation of the equipment and mitigation measures implemented prior to occupation of the residential units.

Reason: To ensure that users of the surrounding area do not suffer a loss of amenity by reason of noise nuisance

- (18) The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) prepared by Herrington Consulting Limited issue 5, rev. 4 dated 26 September 2012 and the following mitigation measures detailed within the FRA:

- *Greenfield run-off rates*

The applicant will achieve Greenfield run-off rates of 4.2 l/s/ha on site, as stated within the

FRA.

Reason: To ensure there is no increase in risk of surface water flooding in the area, in line with the London Plan (July 2011).

- (19) The development hereby permitted shall not be commenced until a detailed drainage design for the site has been submitted to, and approved in writing by the local planning authority. In order for the scheme to meet the Agency's requirements the following information must be provided: In order to ensure that the proposed stormwater system meets the Agency's requirements, we require that the following information be provided prior to development on site:

- a) The applicant will demonstrate that they have fully applied the SuDS hierarchy, as stated within the London Plan (July 2011).
- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and other SUDS features. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- d) Where on site attenuation is achieved through attenuation ponds or similar, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event, with an appropriate allowance for climate change. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. In addition to reducing the risk of flooding to the proposed development

**INFORMATIVES:**

None Specified

**REFERENCE DOCUMENTS:**

Any person wishing to inspect the above papers should contact Victoria McDonagh, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5337