

Committee Report
Planning Committee on 3 February, 2010

Case No. 09/2350

RECEIVED: 16 November, 2009

WARD: Sudbury

PLANNING AREA: Wembley Consultative Forum

LOCATION: Barham Park Estate, Wembley, HA0 2NE

PROPOSAL: Hybrid planning application for the demolition and redevelopment of the entire Barham Park Estate, comprising: Full planning permission for the erection of 1 part four-/part five-storey block and 2 part six-/part eight-storey blocks, comprising in total 119 residential units, 422m² of (Use Class A1/A2) floorspace and a 121m² community facility (Use D1), with associated parking, landscaping, amenity space and including the diversion of the public footpath connecting Central Road and railway footbridge; and Outline planning permission for the erection of a further 216 residential units (matters to be approved: land use, quantum of development and means of access, with layout, scale, appearance and landscaping reserved)

APPLICANT: Notting Hill Housing Trust

CONTACT: PRP Planning

PLAN NO'S: Refer to condition 2 for all approved plans and/or documents

RECOMMENDATION

Approve subject to completion of satisfactory s106 legal agreement, and referral to the Mayor for his Stage 2 response.

SECTION 106 DETAILS

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

- (a) Payment of the Council's legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance
- (b) Affordable Housing - 56% - unless otherwise agreed by the Council's affordable housing officer.
- (c) A contribution of £96,600 for phase 1A
 - £165,000 for phase 1B
 - £194,400 for phase 2
 - £315,600 for phase 3

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

limited new play provision adjoining the site

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

And, to authorise the Director of Environment and Culture, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

(b) If the legal agreement has not been entered into by the application's statutory expiry date of the 15th February 2010, to delegate authority to the Director of Environment and Culture, or other duly authorised person, to refuse planning permission; and

(c) If the application is refused for the reason in (b) above to delegate authority to the Director of Environment and Culture, or other duly authorised person to grant permission in respect of a further application which is either identical to the current one, or in his opinion is not materially different, provided that a satisfactory Section 106 has been entered into.

EXISTING

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

The site currently comprises residential buildings, 214 dwellings in total which include one and two bedroom flats and 3-bedroom maisonettes. These units are arranged in 19 separate 3-storey blocks, these pre-fabricated blocks are in a poor state of repair and in much need of regeneration. Along the eastern side of the site are an existing car show room and MoT garage, and these uses will make way for the redevelopment.

Vehicular access to the site is limited to a single access point on Harrow Road, and the two roads within the site, Roundtree Road adjacent to the northern boundary and Saunderton Road adjacent to the southern boundary, end in cul-de-sacs.

A public footpath (Public Right of Way) also runs north-south across the site linking the public footbridge crossing over the railway tracks to the north with the footpath access towards Maybank Open Space and Central Road.

The existing estate is currently managed by Brent Housing Partnership. The Council embarked on an options appraisal exercise in 2003 and concluded, with residents, that estate redevelopment was the best option. The Council undertook a selection process for an RSL partner. This resulted in the Council selecting Notting Hill Housing Trust and Countryside Properties as its preferred partner.

PROPOSAL

The proposals seek planning permission for a 'hybrid' planning application for the demolition of the existing buildings redevelopment of the entire Barham Park Estate, comprising the construction of 335 residential units, including 56% affordable as follows;

- i. A full planning application for Phase 1A, a part four-/part five-storey block and Phase 1B, a part six-/eight storey block, comprising in total 119 residential units, 422 sq m of (Use Class A1/A2) floorspace and 121 sq m community facility (Use Class B1 and D1), with associated parking, landscaping and amenity space, and including the diversion of the public footpath connecting Central road and the railway footbridge; and
- ii. Outline planning permission for the erection of a further 216 residential units (known as phases 2 & 3 of the development) with matters of land use, quantum of development and means of access to be approved, with Layout, Scale, Appearance and Landscaping reserved.

Key elements of the estate regeneration;

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

HISTORY

No directly relevant planning history

POLICY CONSIDERATIONS

Brent UDP 2004

- BE1** Urban Design Statements
 - BE2** Local Context
 - BE3** Urban Structure: Space & Movement
 - BE4** Access for disabled people
 - BE5** Urban clarity and safety
 - BE6** Landscape design
 - BE7** Streetscene
 - BE8** Lighting and light pollution
 - BE9** Architectural Quality
 - BE10** High Buildings
 - BE12** Sustainable Design Principles
 - BE17** Building Services Equipment
-
- EP2** Noise and Vibration
 - EP3** Local air quality management
 - EP4** Potentially polluting development
 - EP6** Contaminated land
 - EP12** Flood protection
-
- H6** Protection of Existing Affordable Housing (including HMO's)
 - H7** Major Estate Regeneration Areas
 - H8** Resisting Loss of Housing
 - H9** Dwelling mix
 - H11** Housing on Brownfield Sites
 - H12** Residential Quality – Layout Considerations
 - H13** Residential Density
 - H14** Minimum Residential Density
-
- TRN1** Transport assessment
 - TRN2** Public transport integration
 - TRN3** Environmental Impact of Traffic
 - TRN4** Measures to make transport impact acceptable
 - TRN10** Walkable environments
 - TRN11** The London Cycle Network
 - TRN12** Road safety and traffic management
 - TRN13** Traffic calming
 - TRN14** Highway design
 - TRN15** Forming an access to a road
 - TRN16** The London Road Network
 - TRN20** London Distributor Roads
 - TRN22** Parking Standards – non-residential developments
 - TRN23** Parking Standards – Residential Developments
 - TRN24** On-street parking
 - TRN34** Servicing in new developments
 - TRN35** Transport access for disabled people & others with mobility difficulties
-
- PS1** Parking standards – Operation of these parking Standards
 - PS3** Regeneration Exception
 - PS7** Shops (Use Class A1) less than 200m²
 - PS12** Parking standards – Non-residential institutions (Use Class D1) and Hospitals (Use Class C2)
 - PS14** Parking Standards – Residential Developments
 - PS15** Parking for disabled people
 - PS16** Cycle parking standards

PS17 Servicing for shop units less than 2000m²

OS18 Children's play areas

CF5 Community Facilities in Large Scale Developments

CF6 School Places

Brent Council Supplementary Planning Guidance and Documents

SPG12 Access for disabled people

SPG13 Layout standards for access roads

SPG17 Design Guide for New Development

SPG19 Sustainable design, construction and pollution control

SPD Section 106 Planning Obligations

Mayor of London

The London Plan Consolidated with Alterations since 2004

Mayor of London Supplementary Planning Guidance

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

Planning Policy Guidance and Statements

PPS1 Delivering Sustainable Development

PPS3 Housing

PPS9 Biodiversity and Conservation

PPG13 Transport

PPS23 Planning and Pollution Control

PPG24 Planning and Noise

PPS25 Development and Flood Risk

SUSTAINABILITY ASSESSMENT

Sustainability and energy strategy

Policy 4A.1 of the London Plan specifies that the following hierarchy should be used to minimise CO₂ emissions associated with new development:

- using less energy, in particular by adopting sustainable design and construction measures;
- supplying energy efficiently, in particular by prioritising decentralised energy generation, and
- using renewable energy.

The applicants have submitted an energy strategy which commits to the following details and measures:

- To improve energy efficiency of the new dwellings measures such as mechanical ventilation with heat recovery, well insulated building fabric, and dedicated low energy light fittings have been proposed. These result in a CO₂ emissions reduction over 2006 Building Regulations of approximately 20.3% for the dwellings and 15.7% for the retail and community facilities.
- To supply energy efficiently and to meet the intentions of London Plan policy 4A.5 'Provision of Heating and Cooling Networks' a thermal network has been proposed. As this is a high density site with stable year round heat load, Barham Park Estate is considered to be a prime candidate for communal heating network served by a combined heat and power unit (CHP).
- Because of the phased nature of the development it is not possible to provide a full site

wide heating infrastructure from the outset. It is therefore proposed to install communal gas boilers in Phases 1A and 1B. Upon completion of phase 2 and 3 the site wide heating network will come on board, and this will be connected to the energy centre in Block G, H.

- A 100kWe CHP unit will be installed in the Harrow Road Energy Centre. This unit will be designed to supply 100% of the year round domestic hot water requirements.
- The energy strategy proposes the use of solar PV panels to meet London Plan policy 4A.6 'Renewable Energy'. This policy requires that all new developments achieve a reduction in CO2 emissions of 20% from on-site renewable generation.
- Due to the commitment to deliver site wide infrastructure, the applicants state it is not possible to meet the full 20% renewable energy target. Across the entire site the PV installation will meet 1.6% of the renewable target. The applicants have since revised this figure, stating the site wide renewable contribution amounts to 2.4%.
- The CHP and PV option was preferred to an all-PV option due to the limitations in terms of useable roof area. Though CHP does not meet the definition of a renewable energy source, its use in tandem with a PV array achieves CO₂ emissions reductions over and above the GLA target and the applicants believe this provides the best way forward for Barham Park.

The GLA Stage 1 response requests further information on the district heating elements, the proposed CHP, cooling of commercial and renewable options of the proposal. The applicants have responded to the GLA on the above points (under cover of letter dated 20th January 2010) and this will be discussed in further detail within the Supplementary Report.

A TP6 "Sustainability Checklist" has been submitted for this application, this scores a rating of 51% (applicant's score). Compliance with the measures set out in the checklist will be secured as part of the s106 agreement, along with achieving Code for Sustainable Homes Level 3 for phases 1A and 1B, and Level 4 for phases 2 and 3. The applicants commit to these measures in the supporting energy documents. Further scrutiny of these and comments from your Sustainability Officer will be reported in the Supplementary Report, if necessary.

A BREEAM assessment has been undertaken for the community and retail areas in Phase 1B. These areas will meet BREEAM 'Very Good'.

CONSULTATION

Date site notices erected: 17th December 2009

Date advertised in local press: 17th December 2009

Public

460 letters were sent to adjoining and nearby residents on 26th Nov 2009, and again on 14th Dec as the description of development was revised to include the footpath diversion. In addition to this a large number of statutory consultees were notified of the application.

7 individual letters of objection were received, with the following raised as grounds for objection;

- The demolition of 89 Central Road to create an access is unacceptable.
- Will there be assurances that the proposed emergency access will not be used in the future as an access road for the estate?
- The proposal will have a negative effect on the value of properties on Central Road (property values are not a material planning consideration).
- The provision of retail will have a negative impact on existing businesses on Harrow Road, Sudbury.
- The proposals will result in a loss of light, privacy and outlook to properties which are north of the site on the opposite side of the railway.
- The proposal will have a detrimental effect on the quality of residents of Perkin Close.
- The number, size and design of the buildings is unacceptable. The increase in population will have an impact on local traffic.

- The increased population will lead to increased noise in noise.
- Lincoln Harford Solicitors, representing some 50 existing residents write to register residents objections in respect of Notting Hill Housing Trusts proposal to purchase their properties. Residents are unhappy with the purchase offer made [this is not considered to a material planning consideration]
- The proposal fails to improve or enhance the character of the area.
- The increase in population would lead to traffic congestion.
- Public transport in the area is already inadequate.

The Barham Park Resident's Association

As residents the principle of estate regeneration is welcomed but there are concerns they would like to see addressed, as listed below;.

- It is considered the appearance of the buildings are uninspiring and residents feel it to be 'monolithic' in terms of its design and appearance. A 'softer' design that is not so blocky with a finish that is more traditional as opposed to the use of render is preferred.
- There is a concern that the use of render is open to vandalism.
- Residents are concerned with the proposed height (8-storeys) and density.
- It is unclear where all of the disabled units will be located.
- Residents feel the proposal does not adhere to the concept of designing out crime, particularly in relation to the location of car parking spaces in the south western corner of the site.
- There are concerns with the tenure distribution, as it appears private ownership properties have not been integrated with the affordable units.
- There is concern with the undercroft car parking spaces and how spaces will be allocated.
- Residents request that all existing residents have the right to park on the estate protected within the s106 agreement.
- The number of parking spaces is insufficient.
- Access is a concern. Residents would like to see highways works to improve the access from Harrow Road (either through traffic lights or a box junction), and for such works to be secured through the s106.
- It is suggested the bus lane is moved on Harrow Road so that it starts after the entrance to the estate.
- Potential overlooking and loss of privacy of amenity spaces is a concern.
- The proposed layout, including internal kitchen and bathrooms is not supported.
- Residents ask that a construction management plan be submitted up front rather than leave this to condition.
- It is requested the community facility be redesigned. Residents feel that due to its size it is nothing more than a token gesture, and would welcome a larger facility as indicated at consultation stage.

The applicants PRP, Notting Hill Housing and Countryside Properties also undertook lengthy pre-consultation over a long period which involved meetings with the local residents and other interested parties. This took the form of meeting a resident's focus group, staging of public exhibitions, meeting the Barham Park Tenants and Residents Association, distribution of newsletters to estate residents and staging of 'drop-in' sessions. The detailed designs and estate layout has been arrived at with residents concerns taken on board where possible. Further details of the level of public consultation are set out in full in the Statement of Community Involvement.

Internal

Landscape: The Landscape Design officers have no objection to the proposal in principle. Minor amendments are requested to Phase 1A and 1B which relate to mostly to tree sizes at planting stage, layout of communal areas and hard surfacing materials. But generally the detailed landscaping proposal which form part of phase 1A and phase 1B are acceptable to Brent's Landscape Officer's Conditions are recommended in the event of consent being granted.

Environmental Health; Conditions are recommended which relate to contaminated land. Officers have requested the air quality assessment undertaken be amended using up-to-date emissions data. Further conditions are recommended, these require a Construction Management Strategy, post completion testing for noise and details of a site waste management plan.

Transportation: (see remarks section)

Housing; Brent's Housing department fully support the proposed development. With respect to the proposed affordable tenure mix of a social rented to intermediate tenure ratio of 65:35 Housing consider this is broadly in line with London Plan policy 3A.9. With respect to this tenure mix, part of the overall strategy for the Barham Park Estate is to move away from the current mono-tenure housing provision to a more mixed neighbourhood that meets a more varied range of housing needs and residents aspirations. Housing consider that the proposed tenure will deliver this strategy.

The regeneration introduces a stronger element of private and intermediate housing, whilst the amount of affordable increase from 185 to 187 units. A consequence in this is a reduction in the amount of units for social rent. Housing consider this reduction acceptable in terms of meeting the overall ambition of delivering a mixed tenure development and meeting residents aspirations for intermediate housing. Housing provide data which demonstrate that demand for intermediate housing in the borough is both strong and not met by current supply. Also the introduction of more private and intermediate housing is needed for the scheme to be financially viable.

Housing confirm a number of off-site affordable housing initiatives are being delivered to assist in the decant of the estate, that are increasing the supply of social rented accommodation in the borough. Brent Housing has worked closely with Notting Hill Housing on the decant of existing resident's. For Phase 1, Notting Hill have transferred an HCA funding allocation of £5.56m for the purchase and repair and conversion of 28 properties to permanent social rented accommodation. Further funding is to be applied for purchase and repair of properties to assist with later phases of the development.

Housing supports the proposed unit mix and welcome the introduction of much needed 4-bedroom family accommodation.

Urban Design: The overall scale and height of the proposal is acceptable and respects the existing surrounding environment and the proposed mass of the development appears to be acceptable. In terms of elevational design treatment the ground floor of Phase 1B facing Harrow Road should be more identifiable from the rest of the block to distinguish the ground floor retail units.

The proposed entrances to Block AB appear to lack appropriate details and articulation that would make them stand out.

There is little detail with regards to proposed materials (this is to be secured though condition).

External

Network Rail

Network Rail have no objection in principle but due to its proximity to the operational railway they request conditions/informative be attached. They request that in the event of planning permission being granted that at least 6 weeks prior to works commencing on site that an Outside Parties Engineer must be contacted.

Thames Water

No objection subject to informatives.

Environment Agency

An objection has been raised, this is in the absence of an acceptable Flood Risk Assessment

(FRA). In particular the submitted FRA fails to be supported by appropriate data and information showing how Sustainable Drainage Systems (SUDS) such as; green roofs, tanked permeable pavements, detention basins and ponds, filter drains and strips, swales, ponds have been maximised on this site with barriers to their implementation clearly justified.

Further information has been submitted by Brand Leonard to the EA, which sets out measures and justification to address the above objection. The EA's response (dated 19th Jan 2010) is to remove their initial objection, subject to attaching a planning condition requiring further details of drainage.

The Greater London Authority (GLA) and Transport for London

A stage 1 response has been received from the GLA which provides the following comment on the proposal:

- The principle of the estates re-development is supported in strategic planning terms. However, further information is required on affordable housing, children's playspace, urban design, access and inclusion and further clarification is sought in relation to transport and climate change matters before the application is reported back to the Mayor at Stage II.

Their stage 1 report is summarised as follows:

Affordable housing:

- The proposal is for the demolition of the 214 existing properties and their replacement with 335 new residential units. Of the replacement units, 56% by unit will be affordable, although this does not include a like-for-like re-provision of existing social rented properties, with a tenure split of 65:35 between the social rented and intermediate elements.
- There is no intermediate housing on the estate at present, whilst the proposal will introduce an element of intermediate accommodation (19%). The Mayor's Housing SPG notes that *"replacement of social rented units by intermediate provision may be acceptable where this can be justified by a requirement to achieve a wider range of types of provision in a neighbourhood"*.
- The applicants have noted that this comparatively higher intermediate offer is justified due to viability constraints and has been provided to meet the aspirations of local residents wishing to move from social rented to intermediate accommodation.
- The GLA acknowledge the proposals justification in the context of local housing need, but Brent Council's housing team should provide confirmation that the proposed tenure and unit mix are acceptable in terms of local housing circumstances.
- The proposed proportion of family sized units does not represent an overall increase in the proportion of family housing from the current offer (33% existing vs. 27% proposed). Current strategic guidance is that 30% of all units should have 4-bedrooms or more.
- The GLA note the off-site solution to meet the housing needs of existing resident's but state it is not clear how these sites are to be linked to the estate regeneration.
- The GLA request further information from the applicant's on viability.

Children's play space:

- Using the methodology within the Mayor's supplementary planning guidance 'Providing for Children and Young People's Play and Informal Recreation' it is anticipated that the child yield of the development will be 175. Applying the guidance benchmark of 10m² of playspace per child, with under-5 child provision provided on-site the development should make provision for 1750m² of playspace.
- The GLA ask the applicant to confirm the size of the proposed doorstep play area, and confirm that the adjacent play areas of the Maybank public open space are suitable to meet the needs of the older children of the development.

Urban Design:

- The master plan concept for the site generally responds appropriately to the surrounding residential environment. The increased scale of development along the Harrow Road

frontage will create a prominent feature for the site, while the inclusion of the community centre and retail uses at ground floor level in this block will encourage activity along this important frontage.

- The approach to Block AB at the western end of the site is considered appropriate. The quality of public and private amenity space to the residents of this block is good.
- There is concern over the parking provision on the southern corner of the site and whether the parking in this location will function effectively within the wider public realm strategy.
- The GLA support the rationale of applying varying elevational treatments to break down the mass of Block GH, but express a concern with the amount of white render proposed at ground floor level, facing Harrow Road.
- It is appropriate to include taller elements along the Harrow Road frontage and the rationale of including an 8-storey block along Harrow Road is supported.
- The arrangement of blocks C, D, E and F creates a hierarchy of buildings and open spaces which provides interest along the street.
- The GLA note the siting of blocks C and E, which are set back and there is some concern as these are considered to be too close to the railway to the north. The applicant is asked to create a greater set back from the railway to guard against any potential amenity issues.
- The drawings fail to illustrate whether units within these blocks will be single aspect north facing.
- The GLA support the rationale behind terraced housing with flatted blocks forming bookends, as provided for within blocks K, L, M, W, N, J and P, Q, S, T, R, U. Again there is a concern with the excessive use of white render.

Access and Inclusion:

- Given the level change across the site and the proposed outline nature of future phases of the development the landscaping proposals should be developed in consultation with an access consultant, and this should be secured through the use of a planning condition or through s106.

Transport;

- The GLA support the proposed access arrangements and the level of parking (162 spaces / 0.5 spaces per unit) is acceptable given the sites good public transport accessibility.
- Electric charging points should be provided for 20% of the total provision to meet targets within the draft replacement London Plan Policy 6.13.
- It is requested that a PERS Audit be undertaken to identify any deficiencies in the pedestrian environment within the vicinity of the site.
- A plan detailing the local cycle routes will be necessary.
- The draft Travel Plan should be amended to include the provision of car club.
- In summary TfL does not have any objection to the proposal.

Climate Change:

- The GLA request further information on the district heating networks and the commitment to develop a heat network across the site should be secured through s106.
- The applicant is asked to clarify how the 23 individual houses will be heated.
- Further detail is requested demonstrating that the Harrow Road Energy Centre is large enough in size to accommodate the CHP, boilers and associated plant.
- Further details of the approach to minimise cooling demand of the non-domestic buildings should be provided.
- The applicant is asked to consider whether there is further scope to install more PV within the development.

Summary of Response from PRP to the Mayor's Stage 1 report;

1. In response to the GLA's comment that the regeneration does not represent an overall increase in the proportion family housing from the current offer PRP confirm that on a floor space basis the proposal actually offers more 3/4-bedroom accommodation than existing (8949 sqm compared to 4653 sq m). This equates to 36% 3/4 bedroom units compared to 30% 3-bed units

as existing.

2. PRP accept that the proposal does not fully comply with the Mayors requirement for 30% of units to be 4-bedrooms, however there is a generous offer of family units and this will deliver a balanced community. This housing mix has been partly driven by housing needs of existing residents.
3. It is not appropriate to secure the off-site affordable housing through s106. At present 23 units have been secured through HCA social housing grant.
4. Further clarification has been provided on matters of viability.
5. PRP confirm that the proposal has been revised to meet the on site play space needs of older children. The revised proposal provides a total of 1949 sq m of play space on site, which considerably exceeds the London plan requirement of at least 1750 sq m.
6. The issue of railway noise is reflected in the internal layout, where primarily corridors face the railway. other measures are set out in the accompanying noise and vibration report.
7. PRP consider that parking in the south western corner will be well overlooked and this was supported by the Crime Prevention Officer.
8. PRP are currently looking at the amount of render to be used. Revised plans which show greater use of brick on the ground floor are to be submitted.
9. The siting of blocks C and E have been based on the overall urban design principles of the masterplan. Block C is paramount to creating a sense of arrival to the landing area around the footbridge. Block E has been deliberately set back by the architects to create relief along this frontage. Internally both blocks are either dual aspect or south/east/west facing. Any movement of these blocks would have consequences in terms of layout, overlooking distances would be compromised as well as the road layout.
10. It is confirmed there are no north facing single aspect units within blocks C, D, E and F.
11. PRP do not consider the use of an access consultant to be necessary for the later phases of the estate regeneration.
12. The applicant comits to providing 2 electric charging points, as opposed to the GLA's request for 20 points.
13. PRP do not believe there to be a policy basis for the GLA's request for a PERS Audit. The submitted transport assessment follows TfL's own guidance on this.
14. The requirement for a Construction Management Plan and signing up to a residential car club are agreed by the applicants.
15. Originally the contribution of PV resulted in renewable provision of 1.6%. Further calculations show this will in fact result in a provision of 2.4% and that there is no more roof space in phase 1 because of the proposed green roofs. The proposed energy strategy to combine CHP and PV will provide greater CO2 emissions overall.
16. The potential of PV in the later phases can be explored.

REMARKS

The proposed redevelopment of the Barham Park Estate will help to regenerate the estate through the provision of high quality new homes of varied tenure. The existing poor housing conditions and high levels of deprivation within the estate make it a key priority for housing renewal within the Borough. The need to regenerate the estate is also identified in the Brent Unitary Development Plan (2004).

The existing housing tenure and mix on the estate is set out in the following table;

	Rented	Owned leasehold	Total
1-bed flats	78	5	83
2-bed flats	52	8	60
3-bed maisonettes	55	16	71
Total	185	29	214

Masterplan approach

The resulting Masterplan is a response to a wide range of specific issues, brief requirements and consultations pre-planning and is driven by the need to maximise the potential of the site as well as enhancing the public realm and respecting the local context.

19 blocks are proposed which are to be built in 3 phases. Detailed plans are submitted for Phase 1 (Blocks 1A and 1B), with the remainder of the Masterplan area (Phases 2 and 3) submitted in outline form only with appearance, landscape, scale and layout reserved.

	No. of affordable units	No. of private units	Total
PHASE 1	82	37	119
PHASE 2	47	47	94
PHASE 3	58	64	122
Total	187	148	335

The proposed Masterplan layout introduces an urban block structure with perimeter blocks forming edges to streets. A series of four key blocks are located along the northern boundary these taller blocks will give this edge a stronger identity. Blocks C and E along this edge are identified as two taller 6-storey elements.

Block A, B at the western end is to create a landmark edge along the northern boundary. Block G, H is located at the main entrance to the site forming the Harrow Road frontage and will form a landmark edge along the northern boundary. The scale of this block increases from 6 to 8 storeys in height.

Two perimeter blocks (K, L, M, W, N, J and P, Q, S, T, R, U) are located in the centre of the development. Each perimeter block consists of blocks of flats and houses, with the flat blocks to act as bookends and back-to-back terraced housing.

A new loop road will improve vehicular movement within the site and this has been designed to include traffic calming features through its geometry and changes in material.

This Masterplan approach for the site which is to include taller elements, to act as landmarks and the general estate layout is supported by the GLA, as set out in their Stage 1 response.

The Masterplan approach intends to retain a number of trees which are located towards the western site boundary. The public realm strategy for the estate is to introduce street trees in order to create a high quality streetscene. A total of 42 trees will be removed from the site, whilst this number may be considered to be high the proposal seeks to replace these with over 140 new semi-mature trees. A detailed landscaping plan has been submitted for phase 1 of the development and this has been arrived at through consultation with Brent's Landscape Team and Tree Protection Officer. As landscaping is a reserved matter for phases 2 and 3 of the development then further details of landscaping and replacement tree planting will be submitted for approval.

Density

The overall density of the proposed development equates to 119 dwellings per hectare, or 391 habitable rooms per hectare (hrh). This represents an increase from the current density of the estate of 76 dwellings per hectare. The increased residential density is consistent with Government guidance set out nationally through *PPS1; Delivering Sustainable Development*.

A proposed density of 391 hrh is consistent with local density ranges, set out in Supplementary Planning Guidance 17 '*Design Guide for New Development*'. This guidance sets appropriate development for sites within 600m all tube and rail stations and district town centres at a density range of 240 – 450 hrh.

The London Plan density matrix indicates that the site is within an 'urban' setting, and therefore with a PTAL of level 4 the site is capable of accommodating development within a density range of between 200 and 700 hrh. The development is therefore consistent with local Brent and London Plan density requirements.

Affordable Housing provision

The estate regeneration will deliver 335 new residential units, which represents a net increase of 121 units. When considered on a floorspace basis, the proposal results in a comparatively larger amount of residential floorspace, when compared to existing (as indicated in the table below). In this regard the proposal meets with London Plan policy 3A. 15 which seeks to prevent the loss of housing, including affordable housing, without its planned replacement at existing or higher densities.

	Existing		Proposed	
	Num of Units	Floorspace (sq m)	Num of Units	Floorspace (sq m)
Studios			0	0
1 bed	83 (39%)	3548 (30%)	109 (33%)	5604 (23%)
2 bed	60 (28%)	3692 (31%)	135 (40%)	10077 (41%)
3 bed	71 (33%)	4653 (39%)	60 (18%)	5626 (23%)
4 + bed	0	0	31 (9%)	3323 (13%)
Total	214	11893	335	24630

Of the proposed new units 187 will be affordable (representing 56% of the total housing provision on a unit basis). The starting point in formulating the housing tenure has been to ensure there is no net loss on affordable housing provision. Which there isn't because of the existing 214 units in the estate, a total of 185 are affordable, versus 187 proposed.

All 185 units that are existing are for social rent. The estate regeneration proposes a reduced number of 122 for social rent and 65 for intermediate, thus representing 65:35 tenure split which is broadly in accordance with London Plan policy to achieve a tenure ratio of 70:30. This tenure mix and lower provision of units for social rent has been questioned by the GLA, who would like the proposals justified in the context of local housing need.

More detailed comments on the housing offer can be found in the 'consultation' section, however Brent Housing Officer's fully supports the estate regeneration and the offer in terms of tenure mix. Part of the overall strategy for the Barham Park Estate is to move away from the current mono-tenure housing provision to a more mixed neighbourhood that meets a more varied range of housing needs and meets residents aspirations to move from social housing to intermediate housing. The GLA have raised the tenure mix as a concern as it does not deliver a 70:30 split, but the ratio on offer of 65:35 has been justified in terms of local housing need by Brent Housing Officer's.

Housing consider this reduction of social rented units acceptable in terms of meeting the overall ambition of delivering a mixed tenure development and meet the demand for intermediate housing. Notably the proposal introduces much needed 4-bedroom accommodation to meet the need for more larger family accommodation. Also the introduction of more private and intermediate housing is needed for the scheme to be financially viable.

The proposal to provide 187 affordable units will ensure that appropriate replacement provision is made for existing tenants on site. Where residents requiring social rent accommodation cannot be met on site, their needs will be met through off site social rent provision. Notting Hill Housing Trust have purchased a number of additional properties for social rent off site, this is an intrinsic part of the decant strategy for the estate.

FULL APPLICATION –

Phase 1A, Block A, B

Design approach – layout and height

The proposal is for a part 4-/5-storey block configured in a U-shape with central courtyard providing communal amenity space. The height of the block is considered to be appropriate and in keeping with the wider Masterplan approach. The 5-storey element of this block will address Maybank Open Space and is to feature a 'wrap around' element to the top three floors. This will create an interesting architectural feature to the building. The facade facing Maybank Open Space, takes advantage of the views by incorporating balconies and larger windows. The ground floor maisonettes are expressed in two storey recesses and through the use of different materials.

The block will house 51 units all for social rent including a mix of 19 x 1-bed, 15 x 2-bed, 13 x 3-bed and 4 x 4-bed. The approach in terms of layout is to locate the majority of larger family units on the lower levels so that they benefit from direct access to private outside space. These 3 and 4-bedroom units are maisonettes with their own private entrances off the street. One 4-bedroom flat is located on the fifth floor with direct access to a large south facing roof terrace.

The units which previously included internal kitchens have been re-designed so that this has now been eradicated. All habitable rooms within Phase 1A and 1B will be afforded good quality outlook, daylight and sunlight. The majority of units are dual aspect, where single aspect are included north facing units have been avoided.

All the units within the block meet and in some places exceed minimum internal unit size standards as set out in Supplementary Planning Guidance Note 17 'Design Guide for New Development'. The direct back-to-back distances across the internal courtyard are 20m, this is in accordance with SPG17. As result your officers consider the proposed block layout to be acceptable, having regard to overlooking and loss of privacy for future occupiers. All dwellings within this block have been designed to Lifetime Homes standards.

Amenity and landscape

The maisonettes distributed across ground and first floor all benefit from direct access to private gardens or patio's ranging in size between 15m² and 25m², whilst all the flats on the upper floors have direct access to balconies, or in some cases generous roof terraces. In addition all of the units in the block will share the communal amenity space (456m²), which is to be provided in the form of a well landscaped courtyard. In front of the dwellings there will also be areas of defensible space with planting, this offsets the pedestrian footpath from the front of ground floor units.

In addition to the proposed outdoor space within the site it is important to recognise the proximity of Maybank Open Space which provides additional outside space, including sports pitches and a play area for children. Barham Park is also close by being situated on the other side of Harrow Road.

Car Parking

162 spaces are to be provided as a total, of this 22 car parking spaces have been provided in two locations to serve Block A, B. 10 spaces have been sited in the north western corner of the site, close to the railway footbridge landing point. The remainder of the spaces are to be situated in the south eastern corner of the site and will be distributed around the emergency access route. Of these 22 spaces, 2 will be provided as disabled parking bays.

Confirmation of how the parking spaces will be allocated to future residents of this block will be secured through the submission and approval of a parking management plan, and this is to be secured through the s106 legal agreement.

Public Right of Way diversion

The proposed development of Phase 1 will require the diversion of an existing public footpath

running north-south within the western area of the site, connecting Central Road and the railway footbridge. The proposed layout retains the connection and proposes to re-route this footpath around the perimeter of Block A, B, this solution maintain pedestrian links through the site. The development will also result in a safer, more overlooked footpath compared to what is existing.

Phase 1B, Block GH

Design approach – layout and height

With its primary location fronting Harrow Road the Masterplan identifies this as the appropriate location for the tallest building within the development. The height of the block is a maximum 26m high from ground level along the Harrow Road frontage. A linear block, 6 and 8 storeys high is proposed, the ground floor is for commercial retail uses and community uses. Given the pronounced level difference, the ground floor of this building will be restricted to a single aspect onto Harrow Road.

The GLA have expressed their support for this block commenting that it is appropriate to include taller elements along the Harrow Road frontage to emphasise the importance of this built edge, and an 8-storey block is supported as it is adjacent to the elevated railway and opposite Barham Park.

68 residential units are proposed on the upper floors and these are a mixture of intermediate (31 units) and private (36 units). This breaks down as 64 x 2-bed, 3 x 3-bed and 1 x 4-bed. Given the lack of opportunity to provide private outdoor space, the larger 3 and 4-bed units are located on the top floors where they can be provided with generous sized roof terraces. All other units within the block are provided with balconies or private patio/garden areas. From the floor plans submitted of the internal layout of this block it is demonstrated that the majority of units are dual aspect with views towards Barham Park.

The main entrance to the retail unit will be at the junction of Harrow Road and Saunderton Road, forming the gateway entrance to the site. The residential units located on the upper floors and will be accessed via communal stair cores at various levels from Roundtree Road. The block is served by lifts.

The Harrow Road facade is split into two main elements. The lower 6-storey element will have a setback top floor, this helps reduce the massing. From the Harrow Road side, the 8-storey element is articulated by staggered balconies, and rythm of vertically proportioned openings. Colour variations and recessed vertical elements are used to break up the elevation. The 6-storey element uses a variation in the roof and recessed balconies to create a corner emphasis. A similiar approach is repeated on the Roundtree Road elevation.

A similiar palette of materials is proposed for Phases 1A and 1B, this creates a dialogue between these blocks. Further details of materials will be confirmed through condition.

All the units within the block meet and in some places exceed minimum internal unit size standards as set out in Supplementary Planning Guidance Note 17 'Design Guide for New Development'. The direct distances from the rear of the block to front elevation of Block K, L is 20m, this is in accordance with SPG17, and as result there are no concerns regarding overlooking or loss of privacy.

Commercial / community uses

This block incorporates retail floorspace (422 m²) and a community facility (122 m²) on the ground floor. The retail unit will meet the needs of future occupiers of the estate, will provide an active frontage from the 'face' of the development onto Harrow Road, and will provide a continuous frontage in response to existing retail/commercial units to the north and south of the site. The GLA also welcomes the rationale of providing retail facilities along Harrow Road.

The community facility has been designed to be a flexible space, consisting of office space, meeting rooms and facilities. This space is likely to be used for resident meetings and housing management surgeries.

Amenity and landscape

The block is restricted in its ability to provide any kind of communal outdoor space, however, the residents will be able to use Barham Park which is on the opposite side of Harrow Road. All residential units will have private outdoor space in the form of a roof terrace or balcony, with the exception of one 2-bedroom flat on the first floor. The balconies typically range from 6 – 10m², with larger terraces provided on the upper floors approximately 22m².

Car parking

This block is to be “car free”, and the ability of residents to apply for parking permits is to be removed, this measure will be secured through the s106 agreement and will apply to all 68 units within this proposed block. This is dependant on a site wide CPZ being implemented and the roads being adopted by the Council. Should either the road adoption or the CPZ come forward then a requirement of the s106 will be for the submission and approval of a parking management plan, this shall include a plan showing how spaces will be allocated, with a control mechanism written into the lease arrangements of units in Block G, H to prevent occupiers from having a parking space allocated on the estate. Notting Hill Housing Trust will then need to manage this. The site is suitable for part of it to car free as the PTAL rating in this location is 4 which is classified as ‘good’, but this is subject to the implementation of a CPZ.

OUTLINE APPLICATION –

Phases 2 & 3

Outline consent is sought for phases 2 (Blocks C, D, E, Q, R, S, T) and 3 (Blocks F, J, K, L, M, N, W, P, U) of the regeneration, comprising 216 residential units. Matters to be approved are: land use, quantum of development and means of access, **with layout, scale, appearance and landscaping matters reserved.**

Access

The only matter for which permission is sought at this stage to these phases is the means of access.

The main site access is proposed via the existing access onto Harrow Road. Within the site the internal road layout will be re-configured and a new street layout introduced which proposes a loop road serving all properties within the estate. This road layout is considered necessary in order to support the higher densities and will significantly improve vehicular movement around the estate. Roundtree Road is to be relocated further south to allow for the new arrangement of blocks along the northern edge. Along the southern boundary, Saunderton Road will remain at its current location.

This new loop road will improve vehicular movement within the site and the new road has been designed with a varied geometry that incorporates landscaping and changes in material to provide traffic calming measures.

A secondary ‘emergency only’ access is to be provided off Central Road in the south-western corner of the site. Vehicular access via this point will be restricted solely to emergency vehicles and will take the form of a shared surface.

On-street parking is distributed around the site with soft planting and landscaping to avoid the impression of a car dominated environment. An area of undercroft parking is also proposed, and this is to be accessed off Saunderton Road.

The new configuration of the blocks allows for an improved pedestrian arrival point which has clear visibility to the Public Right of Way. This arrival point will be well overlooked by residential units and the buildings active frontages that include private and communal entrances at ground floor. Planting and landscaping are also proposed to enhance this as a pedestrian arrival point.

Phase 2

Phase 2 of the regeneration is to deliver 94 units. The dwelling mix comprises of family sized maisonettes located on the ground and first floors, with smaller flats on the upper floors above.

Based on the proposed Masterplan blocks C (22 units) for private sale, D (15 units), for intermediate and E (16 units), for private sale are to be situated along the northern edge of the site and to the north of (new) Roundtree Road. These blocks range between 4 and 6 storeys high. Block E (16 units), for private sale is recessed from the street, this helps to create relief along this frontage. The primary frontage of these blocks is to be onto the repositioned Roundtree Road with communal and private gardens located towards the railway side.

Block T (9 units), for private sale and R (8 units), for social rent are to be provided on the opposite side of (new) Roundtree Road, the separation distance from blocks on the northern edge of the site is 20 – 24m, ensuring compliance with SPG17 in terms of privacy.

Blocks S (11 units), for social rent and T at the western end of the access form a book end blocks to their respective frontages. These blocks are proposed at 4-storeys high to address the corner and act as more pronounced features. The units within this block will have access to a secure private communal courtyard at the rear approximately 230m². This use of varying heights will help to break up the scale and massing and introduce visual interest. Adjoining these are Blocks Q (13 units), for social rent and R, these are to step down to 3-storeys in height and provide more traditional terraced back-to-back family housing. All family houses have frontages onto the street and a generous private garden to the rear, approximately 50m² in all cases.

Phase 3

This third phase of the regeneration is to provide 122 units of mixed tenure.

Block F (34 units) is 4-storeys high and continues the linear frontage along the northern edge of the site. The majority of units are for social rent, with a small proportion on the ground floor as intermediate. Space to the rear of the block will be to provide private and communal amenity space. The front elevation of this block is a sufficient distance from Block M on the opposite side of Roundtree Road to ensure no loss of privacy. SPG17 requires a minimum distance of 20m, and the distances proposed range from 21m to 24m.

Blocks U, P (18 units) and W, N (17 units) are proposed to be 4-storey's high with frontages onto the shared amenity space in the centre of the site. These units are for private sale. The same approach in terms of build heights is taken here as with other 'book end' blocks throughout the estate, and that is for these corner blocks to be more pronounced. The residents of these blocks will have the benefit of the use of the secure communal space.

These two 'book end' blocks also take advantage of the site topography, using this as an opportunity to provide undercroft parking located underneath the communal space. The undercroft parking will be accessed from Saunderton Road.

Blocks M (10 units) and J (10 units) will provide back-to-back, 3-bedroom terraced housing, which are split 50:50 for social rent and private sale. The direct distances from the backs of these properties are 20m which is in accordance with SPG17.

Blocks K (19 units) and L (14 units) provide a mix of intermediate and private sale units. This block forms the eastern book end and is prominent at the entrance to the estate. In design terms an

opportunity is taken to make this block more pronounced, and the proposed height increases here to 5-storeys. This block is separated from the rear elevation of Block G, H by a distance of 20m, ensuring compliance with SPG17.

Although only matters of access are to be determined at this stage the proposed Masterplan indicates that the site layout is acceptable, the scale of buildings is acceptable, the overall quantum and quality of landscaping is acceptable (subject to submission of detailed landscaping plans) and that these matters will be reserved along with the detailed appearance of the buildings within phases 2 and 3. It is considered that the built form, layouts and relationships of buildings to one another within the site will result in a high quality development which will be broken down through the use of open and private outside spaces.

Transport - parking and access

The scale of the development is such that a full transport assessment has been submitted by Mayer Brown, and a draft Travel Plan. This identifies that the site has a PTAL of Level 4, which is considered to be 'good'. Sudbury Town Underground and Sudbury and Harrow Rail Station are both within 500m of the site. The nearest bus stop is immediately outside the site on Harrow Road, this is served by 6 frequent bus routes. The existing estate benefits from a single point of access from Harrow Road which takes the form of a left-in / left-out only junction. The development will continue to use the existing access onto Harrow Road and provision is to be made for an emergency access only onto Central Road.

The location of a higher density residential development close to public transport is highly sustainable and very much in line with central, regional and local planning policy. The development proposes a total of 164 car parking spaces, and this parking is to be supported by 531 cycle parking spaces. The proposed parking will consist of 162 for residential (40 in undercroft and 122 on street), 2 for retail (on street), of these a total of 16 will be provided for disabled parking, representing 10% of the total provision. The residential development will operate a Travel Plan to promote sustainable travel, including monitoring and reporting. A draft travel plan has been submitted at this stage, however a full travel plan is to be a requirement of the s106 agreement and details of this will need to be finalised prior to first occupation.

The proposed development lies within a position of 'good' accessibility and thus will provide reduced parking levels. 164 parking spaces are proposed, at both street level and an area of undercroft parking. This level of parking is a ratio of 0.5 spaces per dwelling. The front block G, H is intended to be "car free" and the rights of future residents to apply for parking permits will be restricted, this measure will be secured as part of the s106 agreement and will need to be written into the future lease arrangements for these affected units. This permit restriction will relate to 68 units for intermediate and private sale. Transportation will support this approach on the condition that a resident's Controlled Parking Zone is introduced. In the event of this controlled zone not coming forward it is not the intention of the Council's Highway department to adopt the roads (Saunderton and Roundtree), and a measure which is to be secured through the s106 will be to require the submission and approval of a parking management plan. The approved management plan will need to show a strategy for space allocation and will need to include a clause which restricts the units within Blocks G, H from being eligible for an allocated parking space on the estate. This will need to be written into individual leases where required. Priority will also be given to existing residents in terms of future space allocation, and this is secured within the s106 through an agreed parking management plan.

A survey of existing parking levels has been commissioned, the scope of this survey was agreed with the Council's Transportation department. The survey found that there are currently 70 spaces on Saunderton Road and 92 on Roundtree Road. This is a total of 162 spaces for 214 dwellings, a ratio of 0.75 spaces per dwelling. Of these spaces the maximum surveyed occupancy was 121 spaces (75%), this equates to a ratio of 0.57 occupied spaces per dwelling.

The proposed parking at 162 residential spaces equates to a ratio of 0.48 spaces per dwelling,

which is marginally below the surveyed occupancy levels. However the development will bring forward sustainable transport measures through the approval of a residential travel plan, and part of the development will be “car free” so this will reduce and allow greater control of car parking numbers on the estate. Measures proposed within the travel plan are designed to reduce car use and ownership, and ultimately reduce car parking demand. These measures include;

- public transport information packs
- cycle facilities
- cycle/walking equipment discounts
- cycle routeway/footway information
- a car share database
- a residential travel plan (to include a residential car club)

Brent’s own Highways Engineers have been involved in extensive pre-application discussions and are generally happy with the road layout proposed, and the introduction of a new loop road to serve the estate. It is also understood that the parking numbers proposed will be acceptable from a Transportation point of view, subject to the above parking management measures being secured and the development being part “car free”. Further detailed comment is awaited on the technical aspects of the proposed parking layout and access . This along with other Transportation matters will be reported in more detail through the Supplementary Report.

The GLA / TfL supports the level of parking, considering this to be acceptable given the sites ‘good’ level of public transport accessibility. The 10% level of disabled parking bays is also welcomed. They also consider that in terms of trip generation and transport impact that the proposal will not have a significant impact on the operation of the bus, rail and underground network. It is also considered that the development would not result in a significant impact on the highway network.

Cycle parking

Residential cycle parking is proposed at a rate in excess of 1 space per unit this is in accordance with the UDP and TfL cycle parking standards. Further details of the cycle parking will be required through condition.

A loading bay to serve the retail unit has been located in Roundtree Road, the site layout allows for delivery and servicing vehicles to reverse and turn within the site entrance area. This negates the need for vehicles to travel around the loop road in order to leave the site in forward gear. Two retail customer parking bays are also proposed.

Sunlight and Daylight assessment

PRP have submitted an overshadowing assessment. This investigates the potential impact of the proposal on overshadowing levels compared to that currently experienced. This analysis has been based on BRE guidelines on “site layout planning for daylight and sunlight”. The BRE Guide uses a set of parameters to quantify the potential effect on light levels; the Vertical Sky Component (VSC) and the Probable Sunlight Hours (PSH) for windows. The Guide also uses the Hours of Constant Overshadowing (HCO) to quantify the sunlight levels in open spaces.

The assessment finds that there will be overshadowing on the open spaces within the development and on the gardens of both the proposed and adjacent development. However this is a characteristic of the winter season and is not so much a consequence of the proposed development.

The assessment considers the impact during summer months and finds that a small number of gardens to properties to the south west of the site will experience some additional overshadowing, during the early hours of morning, between 0530 to 0630. During autumn and spring periods the same assessment finds that the proposal will have a minimal impact on the garden of one property to the south west, and that this will occur around 0730 hours.

Solar access to open spaces associated with the proposed development was looked at. Properties to the north are separated by the width of a railway line and were therefore considered to be too far away (42-44m away from the closest block to the nearest garden boundary of properties on the other side of the railway) for the proposal to have an unduly detrimental impact on their daylight or sunlight, and for this reason were not studied. The assessment finds that the Hours of Constant Overshadowing analysis that was conducted on the open spaces of the development does not exceed the maximum recommended value of 40% under the BRE guidelines.

The assessment concludes that there will be no problems associated with overshadowing on the adjacent properties and that the open spaces within the proposed development will receive good levels of sunlight.

Noise and Vibration Assessment

The assessment undertaken by Mayer brown looks at potential noise impacts associated with the development. The assessment considers the existing local noise and vibration environment, the impact of the proposed development on local noise levels and the impact of surrounding noise and vibration on the future occupiers of the estate.

The assessment finds that some locations along the northern edge (i.e. railway line side) are found to fall into noise categories B and C on the Harrow Road frontage, as such it is likely that conditions will need to be imposed to ensure an acceptable residential environment. Environmental Health require conditions for post-completion testing (noise), and further details of glazing/methods of ventilation for affected units to ensure appropriate means of mitigation.

Flood Risk

Brand Leonard were commissioned to carry out flood risk assessment for the development site which is more than a hectare in size and within Flood Risk Zone 1.

The EA did initially raise objection, under cover of their letter dated 16th December 2009. This objection was made in the absence of an acceptable flood risk assessment. In particular the FRA fails to be supported by appropriate data and information showing how sustainable drainage systems (SUDS) have been maximised in this site.

Brand Leonard provided a response to this and submitted a revised FRA. The EA have subsequently removed their objection, subject to a condition being imposed.

Phasing

The estate regeneration is to be carried out in 3 phases. The phasing boundaries have been arrived at following consideration of the existing residents, to ensure the number of off-site decants will be minimised. Phase 1 of the development is split into sub-phases, Phase 1A and 1B. These are at opposite ends of the site and this phasing has been arrived after reviewing the most efficient way of constructing units to enable decant of future phases and to work around the existing infrastructure.

Phase 2 which houses Blocks C, D, E, T, R, S and Q has been determined by the number of new build affordable dwellings that can be constructed in Phase 1.

Phase 3 of the development houses Blocks F, U, P, W, N, M, J, L and K.

A condition is recommended requiring the submission of a more detailed phasing plan in order to ensure a proper form of development.

Summary

The principle of the redevelopment of the site for housing at a higher density than currently found on site is considered to be acceptable in policy terms. The proposed development is considered to provide an interesting series of buildings and would provide

an opportunity to re-house residents into good quality accommodation. This would meet a key housing priority to regenerate the estate, and provide a mixed tenure development which will create a balanced community. The Masterplan is considered to set an appropriate standard of architecture and hierarchy of buildings, and proposes a well thought site layout. The quality of accommodation is also considered to be very good, given the internal dimensions of each unit, as is the treatment of external space and Officers consider this will contribute to the creation of a high quality residential environment. The detailed plans for phases 1A and 1B propose interesting, high quality forms of architecture which will set a marker for the redevelopment of the entire estate, detailed plans of the remainder of the estate are to come forward in phases 2 and 3 of the development.

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

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent Unitary Development Plan 2004
Central Government Guidance
Council's Supplementary Planning Guidance

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

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services
Design and Regeneration: in terms of guiding new development and Extensions

CONDITIONS/REASONS:

(1) In the case of any reserved matter, application for approval must be made not later than the expiration of three years beginning with the date of this permission, and that the development to which this permission relates must be begun not later than whichever is the later of the following dates:-

- (i) the expiration of three years from the date of this permission; or
- (ii) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To conform with the requirements of Section 92 of the Town and Country Planning Act 1990.

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

A6212/2.1/01 (1:1250)	A6212/2.1/22, revA (1:200)
A6212/2.1/48 (1:200)	
A6212/2.1/02 (1:500)	A6212/2.1/27 (1:200)
A6212/2.1/50 (1:200)	
A6212/2.1/03 (1:500)	A6212/2.1/28 (1:200)
A6212/2.1/05 (1:500)	A6212/2.1/30 (1:200)
A6212/2.1/06, revA (1:500)	A6212/2.1/40 (1:200)
A6212/2.1/07 (1:500)	A6212/2.1/41 (1:200)
A6212/2.1/08 (1:500)	A6212/2.1/42 (1:200)
A6212/2.1/10 (1:500)	A6212/2.1/43 (1:200)
A6212/2.1/20, revA (1:250)	A6212/2.1/44 (1:200)
A6212/2.1/21, revA (1:200)	A6212/2.1/47 (1:200)

PRP, Design & Access Statement, Nov 2009
Mayer Brown, Noise & Vibration Assessment, Sep 2006
Mayer Brown, Transport Assessment, Nov 2009
Brand Leonard, Flood Risk Assessment, Sep 2009, RevA, Nov 2009
PRP, Tree Assessment Report, Sep 2009
PRP, Overshadowing Assessment, Nov 2009
PRP, Energy Strategy, Nov 2009
PRP, Environmental & Sustainability Strategy, Nov 2009
PRP, Code for Sustainable Homes pre-assessment, Nov 2009
PRP, BREEAM Retail Pre-Assessment, Nov 2009
PRP, BREEAM for Offices Pre-Assessment, Nov 2009
Brand Leonard, Land Contamination Assessment, Nov 2009
Mayer Brown, Air Quality Assessment, Sep 2006

Reason: To ensure a satisfactory development.

- (3) The relevant parts of the development as hereby permitted (excluding Phase 1A, Block A, B and Phase 1B, Block G, H) shall not commence until layouts, plans/sections and elevations for that part of the development, detailing:

- (a) Appearance
- (b) Landscaping
- (c) Scale
- (d) Layout

otherwise known as the **reserved matters** have been submitted to and approved in writing by the Local Planning Authority. The relevant part of the development shall in all aspects be carried out in accordance with the approved plans unless otherwise agreed in writing with the Local Planning Authority:

Reason: In order that the Local Authority is satisfied with the details of the proposed development.

NOTE - Other conditions may provide further information concerning details required.

- (4) The relevant parts of the development as hereby permitted shall not commence until samples of the external materials and finishes to be used for all external surfaces of the buildings (including but not limited to roofs, elevation treatment, glazing and balconies) have been submitted to and approved in writing by the Local Planning

Authority. The relevant part of the development shall in all aspects be carried out in accordance with the approved plans unless otherwise agreed in writing with the Local Planning Authority:

Reason: In order that the Local Authority is satisfied with the details of the proposed development.

- (5) Prior to the commencement of development a detailed Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the different phases of the development shall be implemented in accordance with the approved plan.

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

- (6) The remainder of the undeveloped land within the curtilage of the site, within the relevant parts of the development hereby permitted (excluding Phase 1A Block A, B and Phase 1B Block G, H) shall be suitably treated with hard and soft landscaping, including trees/shrubs/grass (including species, plant sizes and planting densities), in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any work on the site; such landscaping work shall be completed prior to occupation of the building(s) within these phases, 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.

Such a landscaping scheme shall also indicate:-

- (a) full details of the construction of the podium deck between blocks UP and WN
- (b) full details of the proposed play space including equipment, surfacing, boundary treatments and planting
- (c) all existing and proposed levels throughout the site
- (d) other appropriate matters within the context of a landscaping scheme, such as details of signboards, seating, footways and other paved pedestrian areas.
- (e) full details of the proposed arrangements for maintenance of the landscaping for the first 5 years
- (f) full details of the proposed boundary treatments and fencing within the site and around the perimeter of the site. indicating materials and heights
- (g) details of screen planting along and surrounding proposed car parking areas
- (h) areas of hard landscape works and proposed materials
- (i) full details of replacement trees and tree protection measures to be carried in accordance with BS 5837:2005 for any existing trees to be retained within the relevant parts of the development during construction.

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

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

- (7) Prior to first occupation of Blocks AB, C, D, E, F, G and H the applicant is required to submit in writing to the Local Planning Authority the results of post-completion testing undertaken in the noise affected dwellings closest to the railway land and Harrow Road.

Reason; to verify that the internal noise levels specified can be met and safeguard the amenity of future occupants of the development.

- (8) Prior to the commencement of development a Site Waste Management Plan detailing all the waste streams and the measures taken to reduce construction waste generated by the development shall be submitted to the Local Planning Authority for approval, and complied with thereafter in accordance with the agreed plan.

Reason; to ensure that waste generated by the development is minimised.

- (9) Prior to commencement of development a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details.

Reason; to prevent flooding by ensuring satisfactory storage and disposal of surface water from the site

- (10) Further details of secure cycle parking spaces for the relevant parts of the development hereby approved (excluding Phase 1A, Block A, B and Phase 1B, Block G, H) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained.

Reason: To ensure satisfactory facilities for cyclists.

- (11) Prior to the commencement of development a Service Area and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority (save for demolition works)

Reason ; In the interests of highway safety

- (12) The relevant parts of the development hereby permitted shall not be occupied until further details of lighting, have been submitted to and approved in writing by the Local Planning Authority, such details to include details of lighting to all;

- (a) roads; and
- (b) footpaths;
- (c) open spaces

The approved details shall be fully implemented.

Reason: In the interests of safety, amenity and convenience.

- (13) The Use Class B1(a)/D1 floorspace within Phase 1B hereby approved shall be used exclusively for the purpose(s) specified in the application hereby approved and for no other purpose (including any other purpose in Use Class B1(a)/D1 specified in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument

revoking and re-enacting that Order, with or without modification.

Reason: To prevent a number of uses becoming established on the site and to ensure that the standards applied to the consideration of the approved development are maintained in connection with the completed development so approved.

- (14) The relevant parts of the development hereby permitted (excluding Phase 1A, Block A, B and Phase 1B, Block G, H) shall not be commenced on site until details of the following have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority:

- i) infrastructure, including any roads, parking spaces, servicing areas, footpaths, street furniture, including visitor cycle-parking spaces and planters;
- ii) foul and surface water drainage;
- iii) footpath layout, connections and traffic-management measures, including all surface treatments;
- iv) the internal layout of buildings and layout and detailed design of roof terraces or other areas of external space, including internal circulation areas, refuse-storage areas, cycle-storage areas, any plant room, any other internal area and any areas of external space.

The approved details shall be implemented in full.

Reason: In order to ensure a satisfactory development.

- (15) The relevant phases of the development hereby approved shall not be occupied until all parking spaces, turning areas, loading bays, access roads and footways to be constructed (and associated with that phase of development) have been permanently marked out.

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.

- (16) The loading area(s) indicated on the approved plan(s) shall be maintained free from obstruction and not used for storage purposes (whether temporary or permanent) unless prior written approval has been obtained from the Local Planning Authority.

Reason: To ensure that vehicles waiting or being loaded or unloaded are parked in loading areas so as not to interfere with the free passage of vehicles or pedestrians within the site and along the public highway.

- (17) Activities within the Use Class B1(a)/D1 floorspace within Phase 1B shall only be permitted between 0800 - 2230 hours Sundays to Thursdays and 0800 - 2300 hours Fridays and Saturdays, with the premises cleared within 30 minutes after these times.

Reason: To ensure that the proposed use does not prejudice the enjoyment by neighbouring occupiers of their properties.

- (18) Prior to commencement of use of the approved Use Class A1 floorspace details of air conditioning, ventilation and flue extraction systems, that may be required including particulars of noise levels shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the use on site. The approved details shall thereafter be fully implemented.

Reason: To safeguard the amenities of the adjoining residential occupiers.

- (19) A fixed wheel-washing facility shall be provided before commencement and be operational during development, the location and details of which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of the environment.

- (20) The quality of imported soil shall be verified through in-situ soil sampling and analysis, at a minimum ratio of 1 sample per every 50 cubic metres. All structures associated with fuel storage shall be removed from the site and this work must be validated to ensure that no residual hydrocarbons remain on site at levels above agreed concentrations. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use.

Reason: To ensure the safe development and secure occupancy of the site in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

- (21) Prior to commencement of the development the applicant shall submit in writing to the local planning authority, an air quality impact assessment that shall be conducted in accordance with an agreed methodology, must take into account the cumulative effect of all development in the area and detail all mitigation measures. All mitigation measures shall be agreed and approved by the planning authority before implementation and shall be implemented in full.

Reason: To safeguard future and current residents from poor air quality

- (22) Prior to first occupation of Blocks A, B, C, D, E, F, G and H the applicant shall provide a schedule indicating which dwellings will be subject to additional acoustic glazing and the acoustic ventilation or verify that all dwellings will be subject to these measures (meeting BS EN ISO 140-3 and indices derived in accordance with BS EN ISO 717-1 as a minimum).

Reason: To safeguard the amenity of future occupants of the development

- (23) The applicant shall design all residential premises in accordance with BS8233:1999 'Sound Insulation and Noise Reduction for Buildings-Code of Practice' to attain the following internal noise levels as a minimum:

Criterion	Typical situations	Design range LAeq, T
Reasonable resting conditions	Living rooms	30 – 40 dB (day: T =16 hours 07:00 – 23:00)
Reasonable sleeping conditions	Bedrooms	30 – 35 dB (night: T = 8 hours 23:00 – 07:00) LAmax 45 dB (night 23:00 – 07:00)

Reason: To safeguard the amenity of future occupants of the development

- (24) In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, details of communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be fully implemented.

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

- (25) No development shall commence until a detailed phasing plan (to include demolition) has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved phasing plan.

Reason: In order to ensure that the development is correctly phased in the interests of the proper planning of the area.

INFORMATIVES:

- (1) With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or surface water sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water, Developer Services will be required. They can be contacted on 08454 850 2777. Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

- (2) Network Rail requests that at least 6 weeks prior to commencement of works on site the Outside Parties Engineer must be contacted. Contact details are; Territory Outside Party Engineer, Network Rail (London North Western), 11th Floor, The Mail Box, 100 Wharfside Street, Birmingham, B1 1RT.

The applicant/developer should contact Network Rail in relation to this and other matters they wish to be taken into consideration during the construction phases.

- (3) Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
- (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings

REFERENCE DOCUMENTS:

- Brent Unitary Development Plan 2004 (UDP)
- Supplementary Planning Guidance Note (SPG) 17 "Design Guide for New Development"
- Supplementary Planning Guidance Note (SPG) 19 "Sustainable Construction & Pollution Control"

Mayor's London Plan 2008

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



Planning Committee Map

Site address: Barham Park Estate, Wembley, HA0 2NE

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