

 **Planning Committee Map**  
Site address: Land next to Harrod Court, Stag Lane, London, NW9  
© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

**RECEIVED:** 24 July, 2013

**WARD:** Queensbury

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

**LOCATION:** Land next to Harrod Court, Stag Lane, London, NW9

**PROPOSAL:** A hybrid planning application for full planning permission for the erection of a three storey building with a pitched roof to accommodate 11 affordable residential units for shared ownership (5 x 1-bed, 5 x 2-bed and 1 x 3-bed) with associated car parking, cycle storage, landscaping and amenity space; and outline planning permission for the erection of a medical centre of approximately 1,256sqm, including a pharmacy of approximately 90sqm, together with associated car parking.

**APPLICANT:** Network Housing and General Practice Investment Corporation Ltd

**CONTACT:** Jones Lang LaSalle Ltd

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

---

## **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
- (b) 100% Affordable Housing - based on 11 shared ownership units (5 x 1 bed, 5 x 2 bed and 1 x 3 bed units);
- (c) Sustainability - submission and compliance with the Council's Sustainability check-list ensuring a minimum of 50% score is achieved. Compliance with Code for Sustainable Homes Code Level 4 for the residential units and BREEAM rating 'Excellent' for the medical centre, carbon reduction of 25% improvement on 2010 Building Regulation and adherence to the Demolition Protocol (with compensation should it not be delivered);
- (d) Submission of a Travel Plan for the medical centre, including the provision of further mitigation if the targets within the Travel Plan are not met. The Travel Plan should be compatible with the i-trace software, or any successor;
- (e) Join and adhere to the Considerate Contractors Scheme

## **EXISTING**

The application site currently contains the access road from Stag Lane to Harrod Court and a vacant piece of land to the north of Harrod Court. Harrod Court is a care home for the elderly comprising 40 flats. When planning permission was granted for Harrod Court in December 2005, the planning application also included

the provision of a primary care medical centre within the application site. However, this medical centre was never built, and the site is currently vacant.

The Roe Green Village Conservation Area is located on the opposite side of Stag Lane to the west and the site abuts a residential property to the north (366 Stag Lane). Further into the site, it adjoins The Village School both the north and east.

### 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	shops	
2	financial and professional services	
3	restaurants and cafes	
4	drinking establishments (2004)	
5	hot food take away (2004)	
6	businesses and offices	
7	businesses / research and development	
8	businesses and light industry	
9	general industrial	
10	storage and distribution	
11	hotels	
12	residential institutions	
13	non-residential institutions	
14	assembly and leisure	
15	dwelling houses	housing - affordable

#### FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0		0	0	
2	0		0	0	
3	0		0	0	
4	0		0	0	
5	0		0	0	
6	0		0	0	
7	0		0	0	
8	0		0	0	
9	0		0	0	
10	0		0	0	
11	0		0	0	
12	0		0	0	
13	0	0	0	1256	1256
14	0		0	0	
15	0	0	0	890	890

#### TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0	0	0	2146	2146

### PROPOSAL

A hybrid planning application for full planning permission for the erection of a three storey building with a pitched roof to accommodate 11 affordable residential units for shared ownership (5 x 1-bed, 5 x 2-bed and 1 x 3-bed) with associated car parking, cycle storage, landscaping and amenity space; and outline planning

permission for the erection of a medical centre of approximately 1,256sqm, including a pharmacy of approximately 90sqm, together with associated car parking.

## **HISTORY**

**13/0131:** Full Planning Permission sought for erection of three storey building to accommodate 19 residential units (4 x one-bed, 14 x two-bed and 1 x three-bed) and 2 x three storey houses (2 x 4-bed) together with associated car parking, cycle storage, landscaping and amenity space - **Withdrawn, 17/07/2013.**

**05/2716:** Full Planning Permission sought for residential, extra care, sheltered complex for the elderly, comprising 38 one-bedroom flats and 2 two-bedroom flats with communal areas, guest-room, ancillary facilities and offices; and primary-care medical clinic with 13 consulting-rooms, various surgeries, pharmacy, café and ancillary storage and offices, 34 car-parking spaces, cycle-parking and new vehicle crossover. Supplemented by Supporting Statement and a Sustainability check list and subject to a Deed of Agreement dated 15<sup>th</sup> December 2005 under Section 106 of the Town and Country Planning Act 1990, as amended - **Granted, 15/12/2005.**

**03/3084:** Outline Planning Permission sought for the redevelopment of the site to provide a primary care centre and a residential nursing care home, both up to 3 storeys in height, together with ancillary parking and landscaping - **Granted, 19/01/2004.**

## **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 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 3.4 - Optimising Housing Potential

Policy 3.5 - Quality and Design of Housing Development

Policy 3.12 - Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

Policy 3.17 - Health and Social Care Facilities

#### 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 5.7 - Renewable Energy

Policy 5.21 - Contaminated Land

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

Policy 7.2 - An Inclusive Environment

Policy 7.3 - Designing out Crime

Policy 7.6 - Architecture

## 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.

### **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:*

CP6: Design & Density in Place Making

CP17: Protecting and Enhancing the Suburban Character of Brent

CP17: Protecting and Enhancing the Suburban Character of Brent

CP19: Brent Strategic Climate Mitigation and Adoption Measures

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

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

BE12: Sustainable Design Principles

EP6: Contaminated Land

H12: Residential Quality - Layout Considerations

TRN1: Transport Assessment

TRN3: Environmental Impact of Traffic

TRN10: Walkable Environment

TRN11: The London Cycle Network

TRN22: Parking Standards - Non Residential Developments

TRN23: Parking Standards - Residential Developments

TRN35: Transport Access for Disabled People & Others with Mobility Difficulties

CF13: Primary Health Care/GP Surgeries

#### *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.

S106 Planning Obligations SPD, adopted July 2013

Provision for a standard heads of terms relating to matters such as sustainability and other planning obligations.

**CONSULTATION**

**Consultation Period: 01/08/2013 - 22/08/2013**

**Site Notice: 05/08/2013 - 26/08/2013**

**Press Notice: 08/08/2013 - 29/08/2013**

A total of 192 consultation letters were sent out to the flats within Cherry Tree Court, Kenwood Court and Harrod Court, and properties on Grove Park, Goldsmith Lane and Stag Lane. The consultation letter was also sent out to those who previously commented in Kingsbury Road, Rose Glen, North Way and Dryburgh Gardens.

Consultation letters were also sent out to Brent Clinical Commissioning Group, the Willow Tree GP Surgery, Grove Park Residents Association, Roe Green Village Residents Association and the Queensbury and Fryent Ward Councillors.

Two properties responded providing their support for the medical centre. A comment was also received which supports the medical centre but not the residential element of the scheme stating that there is a lot of residential development going on in the area and limited information/lack of car parking provided on site.

A petition on behalf of the Willow Tree Family Doctors & Fryent Medical Centre Patients Group with a total of 459 signatures has been received which supports the application for the medical centre and new affordable housing.

**Internal consultation**

The following comments have also been received internally:

Transportation

There are no objections on transportation grounds to this proposal, subject to:

- (i) a S106 Agreement or condition requiring the submission and approval of a Travel Plan for the medical centre;
- (ii) a condition requiring the submission and approval of further details of the access road, to include a minor realignment of the southern kerbline of the existing access road on the entrance to the site, extension of the footway on the northern side of the road along the front of parking spaces G10-G12 (with associated alterations to the size and siting of parking spaces G7 and G10-G12), provision of suitable block paved surfacing for the shared surface area in front of the residential dwellings and further details of lighting and drainage;
- (iii) a condition requiring reinstatement of the existing temporary crossover to the site from Stag Lane to footway prior to occupation of the development is also sought, in case this is not done upon completion of the adjacent Village School development.

Environmental Health

No objections raised subject to appropriate conditions being secured in terms of air quality and noise levels. Remediation carried out previously acceptable.

*Officer Comment:* Conditions to be imposed as set out above.

Landscape

Full details of hard and soft landscaping to be conditioned

## REMARKS

### 1. Introduction

2. This application is a hybrid application which is a joint application between Network Housing Group and General Practice Investment Corporation Ltd (GPI). Network Housing Group currently have the only interest in the land in terms of a freehold or leasehold interest.

3. The reason why a hybrid application has been submitted is due to timescales and funding. Funding for the affordable housing element is dependant upon monies from the Greater London Authority (GLA). The funding is available on the basis of certain deadlines being met, through to practical completion by March 2015. To meet these deadlines, a detailed planning permission is required to start on site in Autumn 2013.

4. Meanwhile, the timescales for the health care facility is dependant upon further authorisations, which officers have been advised are expected imminently. Additional minor detailing of the plans is also needed to refine the health centre proposals before a detailed planning application can be submitted. The timescales for delivery is also later than the affordable housing element.

5. The hybrid application will allow officers to be given a level of comfort that both elements of the scheme can come forward on the site without prejudicing one another.

6. The application seeks the following elements:

7. Full planning permission to construct 11 affordable housing units for Shared Ownership (5 x 1 bed, 5 x 2 bed and 1 x 3 bed). The residential element will be located at the rear of the site, and will be managed by Network Housing Group.

8. Outline planning permission to provide a new healthcare facility and associated access arrangements on the remainder of the site. GPI are intending to subsequently submit a reserved matters application relating to the healthcare facility in the event that permission is forthcoming for the hybrid application.

### 9. Principle of development

#### *Residential element*

10. The application proposes 11 affordable residential units. There is a shortage of affordable housing within the Borough, and this provision will contribute towards providing more affordable housing within the Borough. As such, it can be supported in principle. The requirement for all units to be affordable will be secured through the Section 106 Agreement.

#### *New healthcare facility*

11. Planning permission was granted in 2005 for the redevelopment of the former Roberts Court site to provide an extra care housing facility for the elderly and a primary medical centre. The extra care housing facility was completed in 2007, and is known as Harrod Court. It is run by Willow Housing and Care, which is a subsidiary of Network Housing Group. The primary medical centre was proposed with 13 consulting rooms but it has not been possible to deliver the primary medical centre to date.

12. NHS Brent Clinical Commissioning Group has since been working with the Willow Tree Family Doctors & Fryent Medical Centre to relocate and build a new medical centre in Kingsbury. The new premises will serve both practices and their combined patient lists of around 13,500 patients. The Willow Tree Family Doctors and Fryent Medical Centre currently provide a range of health services in Kingsbury. Over recent years, service demand has far exceeded capacity with both premises being substantially under-sized, particularly at a time when more services are being transferred from secondary to primary care. The existing medical centres do not comply with current guidance for modern primary care.

13. A business case for the new premises has been approved by the Governing Body of Brent Clinical Commissioning Group. NHS Brent has previously confirmed that they are in full support of the proposed medical centre which will offer a significant improvement to the provision of health services to the local population in addition to the strategic aims of NHS NW London.

14. The medical centre will comply with policy 3.17 of the London Plan 2011 and policy CF13 of Brent's UDP 2004 as the facility will be accessible to the whole community.

## 15. Design

### *Residential Element*

16. The residential block is located to the rear of the site. It is a total of 4 storeys high (including accommodation within the roof). It has been designed to take into account the surrounding context including Harrod Court with gabled pitched roof. The principle of a four storey building can be supported in this location given its position towards the rear of the site with a significant set back from the street frontage. Whilst the total height to the ridge will be 0.8m higher than the ridge of Harrod Court, given that the building is significant set back within the site and provides good separation with Harrod Court, the additional 0.8m is not considered to result in a development that would appear out of scale with the neighbouring development. The reason for the additional height is to provide minimum 2.5m internal ceiling height as specified within the London Housing Design Guide.

17. The bulk and massing of the building is broken up through the articulated building line and roof pitches, use of recessed balconies on the frontage and varied palette of materials.

18. A materials strategy & coding has been included. A simple palette of materials is proposed which has taken on board the surrounding context. This includes brick to be used as the main material, together with metal balconies, glazed areas and bronze anodised aluminium cladding panels within the gabled roofs. Slate is proposed for the roof. It is recommended that samples of external materials are conditioned so that officers can fully assess the quality of the materials proposed, having regard to the surrounding context including the Roe Green Village Conservation Area.

19. All of the ground floor units have their own entrances accessed off the shared accessway. The entrance to the upper floor flats is from the front of the building off the shared accessway. Access to the bin store is also provided from the frontage. To ensure that the main access door is of good design and detailing, it is recommended that further details are conditioned as part of any forthcoming consent.

### *Medical Centre*

20. Indicative plans of the medical centre have been submitted which include floor plans and footprint of the medical centre in relation to the surrounding uses.

21. The medical centre building is part two storeys, part three storeys with the pharmacy next to No. 366 Stag Lane at a single storey. There is a single storey entrance proposed next to the access road shared with Harrod Court. The southern end of the building is proposed at three storeys high and medical centre will not project closer to the Stag Lane frontage than Harrod Court (with the exception of the front canopy), and is sufficiently set in from the Red Oak on the Stag Lane frontage.

22. In design terms, the indicative scale and massing of the medical centre building is considered acceptable being predominantly two to three storeys in height. The primary care facility that was approved in 2005 was of a similar scale, being predominantly two storeys high with a three storey (gabled roof at third level) along the frontage next to Harrod Court; at the rear a four storey element was proposed. The overall height of the scheme along the frontage approved in 2005 was higher than Harrod Court, whereas no part of this scheme will be higher than Harrod Court. It is recommended that suitable conditions are proposed to ensure the outline medical centre closely follows the indicative scale and massing proposals at reserved matters stage.

23. As discussed above, a design code for external materials has been included with the application. It is recommended that suitable conditions are proposed to ensure the outline medical centre closely follows the design code for the external materials, so that there is a consistency between the residential element and the medical centre.

24. The indicative floor plans propose a gross internal area (GIA) of 556sqm on the ground floor, 478sqm on the first floor and 222sqm on the second floor (total GIA of 1256sqm). The uses proposed within the medical centre include 10 consulting rooms, 4 nurse consulting rooms, 2 counselling rooms, treatment/minor surgeries room, phlebotomy and pharmacy, together with ancillary accommodation including toilets, waiting rooms, reception, staff rooms and IT/Staff rooms. Based on the number of rooms that are proposed 50 staff are anticipated to occupy the building. The indicative floor plans have been provided to demonstrate the level of accommodation that can be provided; the final layout will be agreed at reserved matters stage.

## 25. Transportation considerations

### *Car parking provision*

26. An indicative layout of the car parking within the site has been provided. A total of 30 car parking spaces are proposed (22 existing spaces and 8 new spaces). 10 spaces will be allocated for the residential units, 8 spaces for Harrod Court and 12 spaces for the medical centre.

27. Car parking allowances for residential and health uses are set out in standards PS14 and PS12 of the adopted Unitary Development Plan 2004 respectively. As the site does not have good access to public transport services, the full residential allowances set out in the main table of the standard apply to this site.

28. Up to 12.6 spaces would thus be permitted for the residential element of the development. Officers in Transportation have advised that the proposed provision of ten residential spaces would therefore accord with standards, whilst being close enough to the maximum allowance to allay any concerns regarding overspill parking from the development. They have requested that space R1 outside the proposed wheelchair unit should be marked as a disabled space and allocated to that unit. Such details are recommended to be conditioned into any forthcoming planning consent.

29. For the medical centre, up to one space per five staff, plus 20% for visitors, would be permitted. In this case, 50 staff are proposed giving a total allowance of 12 spaces. Your officers in Transportation have advised that the proposed provision of 11 standard width spaces for this use therefore accords with standards, with the provision of a further wide space for disabled drivers being sufficient to satisfy standard PS15. The inclusion of a further space for the setting down of visitors close to the building entrance is also acceptable in principle, but should be marked accordingly. Such details are recommended to be conditioned to any forthcoming planning consent.

30. Eight remaining spaces (incl. four disabled) will be provided for use of Harrod Court. Officers in Transportation have advised that it would be in line with the maximum parking allowance of 12 spaces for 40 units and 40 staff. Surveys undertaken for the planning submission earlier in the year suggested that eight spaces would be sufficient to satisfy demand across 95% of the weekday and with scope for some shared use of spaces between the medical centre and sheltered housing, particularly at weekends, this level of parking is considered appropriate.

31. Full details of the management of the car park are recommended to be secured as part of the Section 106 Agreement.

### *Cycle Parking*

32. A secure space is required for each flat. To this end, eight secure lockers are proposed at the rear of the communal amenity area for the upper floor flats, whilst the three ground floor units have cycle stores along the frontage. Full details are recommended to be conditioned as part of any forthcoming planning consent.

33. The medical centre requires one cycle space per five staff (ten spaces) and one space per five visitors. The proposed provision of 24 spaces is considered acceptable. However, there are concerns with the provision of a large bicycle store sited within the frontage that will result in a loss of a large soft landscaped area. It is recommended that an appropriately worded condition is secured as part of the reserved matters of the outline permission to provide cycle parking in appropriate location(s) within the site.

### *Servicing*

34. With regard to access and servicing, the development will make use of the already constructed shared access road. Transportation have confirmed that this is acceptable in principle, with the road having generally been constructed to a suitable width for this level of development and naturally incorporating a turning area of suitable size for use by refuse and delivery vehicles at the entrance to the parking area for Harrod Court. Refuse vehicles would then need to reverse about 15m to get to within 10m of the main refuse store, but this is considered to be acceptable as the route is straight and relatively wide. An ambulance bay has also been indicated to the side of the medical centre, in accordance with standard PS22, which is welcomed.

35. Transportation have commented that the only concern is a kink in the alignment of the existing access road where it has been realigned northwards close to the junction with Stag Lane has created a slight pinch point down to about 4m. With the likely increase in activity along this access road arising from this proposal, remedial works should be undertaken to a short length of kerb line on the southern side of the road alongside the existing shrub bed to realign it parallel with the northern kerb line, thereby removing the potential for

vehicles to meet one another head on as they enter and leave the site. A condition is proposed to secure revised details to address this concern.

### 36. Impact on neighbouring occupiers

#### *Residential element*

5.1 The residential element is located at the rear of the site. It is not considered to impact upon the occupiers of Harrod Court as there are no windows in the flank wall of Harrod Court that face out onto the residential building. To the north and east is the access road to the Village School and sixth form block. The residential block is not considered to adversely impact upon the medical centre as it will not extend to the north of the medical centre.

#### *Medical Centre*

37. The medical centre is located at the front of the site and will be closer to residential properties. The indicative plans show the relationship of the medical centre in relation to No. 343 Stag Lane. SPG17 requires new development to sit within a line drawn at 30 degrees from rear habitable room windows drawn at a height of 2m above floor level. In this case, whilst the medical centre will not affect rear windows within No 343 Stag Lane, there are windows on the flank wall facing the medical centre that could serve habitable rooms. When measured from these flank wall windows, the medical centre will sit within a line drawn at 30 degrees. In addition, to ensure that an development is not overbearing, SPG17 requires new development to sit within a line drawn at 45 degrees from the boundary with adjoining private amenity space, measured at a height of 2m. The site layout of No. 343 Stag Lane is quite unusual as it has an amneity area around surrounding the house, with the proprsrtly set quite far back in its plot. Therefore as a guide, when measured from the southern boundary of this external space, the new medical centre will marginally breach the 45 degree line. As this breach is marginal, it is not considered to warrant a reason for refusal.

38. There is a flank wall window on Harrod Court that serves a secondary window to a habitable room within one of the flats within Harrod Court. The new medical centre will sit within a line drawn at 30 degrees from this flank wall window, complying with SPG17.

39. The relationship of the medical centre upon the new residential development also needs to be considered. The two storey element of the medical centre will extend further north than the residential development. This element is set in approx. 6.5m from the boundary and extends approx. 4.5m further north. There is a distance of 10m from the middle of the nearest habitable room window within the residential development to the flank wall of the two storey element. As such, the proposed depth of 4.5m complies with 2:1 guidance which is set out in SPG5 which gives guidance on acceptable depth of first floor extensions to residential properties. In addition the two storey element sits within a line drawn at 45 degree from the communal external amenity space for the residential development.

#### *Quality of residential accommodation*

##### *- Unit mix and size*

40. The application proposes 11 self contained flats including 5 x 1-bed units, 5 x 2 bed units and 1 x 3 bed units. Policy CP21 generally requires 25% of units to be family sized (three bedroom plus). In this instance only 9% of units are family sized, but it is considered that the wider benefits of the scheme including all units to be affordable and the provision of a medical centre on the site, can justify a reduction in the percentage of family sized units within the site.

<b>Unit No</b>	<b>Internal Floor Area</b>	<b>Minimum internal floor area required within the London Plan</b>
1 (2 bed 3 person)	78sqm	61sq
2 (1 bed 2 person)	51sqm	50sqm
3 (2 bed 4 person)	78sqm	70sqm
4 (2 bed 4 person)	71.6sqm	70sqm
5 (1 bed 2 person)	50sqm	50sqm
6 (2 bed 4 person)	71.3sqm	70sqm
7 (3 bed 6 person)	108sqm	95sqm
8 (1 bed 2 person)	50sqm	50sqm
9 (2 bed 4 person)	71.3sqm	70sqm

10 (1 bed 2 person)	50sqm	50sqm
11 (1 bed 2 person)	56sqm	50sqm

41. All of the above units exceed the minimum internal floor area set out within the London Plan 2011. Whilst the family sized unit is not located on the ground floor with direct access to a private rear garden, it will have private amenity area in the form of a balcony and exceeds the minimum internal floor area required for this size of unit by approx. 10sqm. As such the location of the family sized unit on the upper floors is considered acceptable.

*- Outlook and privacy*

42. All units with the exception of units 5 and 8 will have dual outlook. However, outlook for units 5 and 8 is in a southern direction, and is therefore considered acceptable.

43. The relationship with the northern boundary of the site is relatively tight at 6.7m at its closest point increasing to 9.1m. In addition, outlook for bedroom 1 is further restricted to 3.1m due to the boundary fence with the cycle store. As each unit has dual aspect with the main source of outlook facing southwards, the restriction to outlook from the northern elevation is not considered to be significantly detrimental as to warrant a reason for refusal.

44. It is not considered that the proposed units will be overlooked by other surrounding developments. A distance of over 11m is maintained with Harrod Court and there are no windows on the flank wall of Harrod Court that overlook the new residential development. To the north and east of the residential development is The Village School and sixth form annex. A minimum distance of 12m is maintained between the buildings and the buildings are separated by the communal amenity space and vehicular access for the school.

*- External amenity space*

45. Each flat will have access to a good sized terrace/balcony that are all south facing. The ground floor terraced area are all 10sqm and the minimum size of the balconies is 5sqm. In addition, all residents have access to a communal garden. The size of the communal garden is 192sqm. The total amount of external amenity space is 280sqm which accounts to approx. 25sqm per unit which exceeds the minimum requirement of 209sqm per unit for residential flats as set out in SPG17.

46. Full details of the hard and soft landscaping within the communal garden together with planting buffers in front of the ground floor rear windows is recommended to be conditioned as part of any forthcoming planning consent.

*Landscaping*

47. An ecological appraisal of the site has been undertaken. It concludes that the site is of low ecological value. It is recommended that the planting scheme should seek to use a mix of native tree planting and shrub species. This will be secured by condition for landscaping around the car park of the residential scheme and around the medical centre. It is also recommended that tree and shrub removal should be undertaken between September to February to avoid the season which birds are most likely to nest, and to provide nest boxes as part of the scheme. Such details are recommended to be conditioned to any forthcoming planning consent.

48. A tree survey has been undertaken that shows the retention of the majority of trees on site including two Red Oaks on the Stag Lane frontage. It is recommended that a Construction Method Statement in relation to the protection of trees during the construction works are secured by condition.

49. Sustainability

50. There is a requirement that all dwellings on site achieve Level 4 of the Code for Sustainable homes, which requires an improvement in regulated CO2 emissions of at least 25% over Building Regulations target emissions. The improvement can either be achieved by passive design measures such as building fabric improvement or through the implementation of on site Low and Zero Carbon technologies. In this case, it is proposed to incorporate photovoltaics in the design in addition to an enhanced building fabric. The medical centre is proposed to achieve a BREEAM Level 'Excellent'. These levels will be secured through the lease agreement.

51. CIL

52. The scheme would be liable for £31,848.43 for Mayoral CIL and £178,000.00 for Brent CIL. However, as an affordable housing scheme, the applicant cant apply for affordable housing relief meaning that the development would not be required to pay CIL.

### 53. Conclusions

54. The proposal is considered to provide an appropriate balance between meeting the objectives of Network Housing to provide social housing whilst also providing for a new medical centre. Overall the scheme is considered to meet the relevant planning policies and approval is accprdaing reccomended.

### **REASONS FOR CONDITIONS**

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

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

Central Government Guidance  
London Plan (2011)

Brent's Core Strategy (2010)  
Brent's Unitary Development Plan (2004)  
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  
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) The development hereby permitted shall be carried out in the following Phases:

- (a) Phase 1: Full planning permission for the erection of a three storey building with a pitched roof to accommodate 11 affordable residential units for shared ownership (5 x 1-bed, 5 x 2-bed and 1 x 3-bed) with associated car parking, cycle storage, landscaping and amenity spac.
- (b) Phase 2: Outline planning permission for the erection of a medical centre of approximately 1,256sqm, including a pharmacy of approximately 90sqm, together with associated car parking.

Reason: In the interests of clarity and proper planning

(2) The development to which the full planning 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.

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

JLL1

1309\_PL\_001  
1309\_PL\_002  
1309\_PL\_100  
1309\_PL\_101  
1309\_PL\_200  
1309\_PL\_201  
1309\_PL\_250  
1309\_PL\_103

#### Supporting Documents

Sustainability Strategy dated July 2013 prepared by Carbon Plan in partnership with John Rowan and Partners

Tree Survey dated 22 July 2013 prepared by SJ Stephens Associates

Ecological Appraisal dated July 2013 prepared by LUC

Planning Statement dated July 2013 prepared by Jones Lang LaSalle

Design and Access Statement dated July 2013 prepared by PCK

Transport Statement dated 23 July 2013 prepared by Waterman Transport & Development Limited

Residential Travel Plan dated 23 July 2013 prepared by Waterman Transport & Development Limited

Affordable Housing Statement prepared by Network Group

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

- (4) Approval of the details of the following reserved matters shall be obtained from the local planning authority in writing in respect of Phase 2 of the development (hereinafter called "the reserved matters") except where details are approved as part of this permission as noted below:
- (a) scale of the medical centre building in accordance with the approved Design and Philosophy (the 'Design Code') set out in the approved Design and Access Statement;
  - (b) layout of the medical centre building;
  - (c) external appearance of the medical centre building in accordance with the approved Design and Philosophy (the 'Design Code') set out in the approved Design and Access Statement;
  - (d) landscaping of private and public space around the medical centre

Reason: To ensure the development is carried out in accordance with the prevailing relevant policy

- (5) Approval of the plans and particulars of the Reserved Matters for Phase 2 (medical centre) referred to in Condition 4 shall be obtained from the local planning authority in writing prior to the commencement of any part of the development to which those Reserved Matters relate except that this shall not prevent works of site clearance, ground investigation and site survey works, erection of temporary boundary fencing or hoarding and works of decontamination and remediation (hereafter 'preparatory works') and shall be carried out only as approved.

Reason: To ensure full details of each phase are provided to ensure an acceptable standard of development

- (6) The details of Phase 2 (medical centre) submitted in relation to Condition 4 shall be in accordance with the Design and Philosophy (the 'Design Code') specified in Condition 3 and any subsequent reviews and updates to that document and the works shall be carried out as approved.

Reason: To ensure the scale, form, massing, appearance and design detail of the development results in a high quality and co-ordinated design for the development and that the

different Phases adhere to that co-ordinated design.

- (7) Application for approval of the Reserved Matters shall be made to the local planning authority before the expiration of three years from the date of this permission

Reason: To ensure planning applications are carried out within a reasonable time period in accordance with Section 92 of the Town and Country Planning Act 1990.

- (8) The development to which the outline planning permission relates be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later

Reason: To ensure planning applications are carried out within a reasonable time period in accordance with Section 92 of the Town and Country Planning Act 1990.

- (9) No works at all including 'preparatory works' shall commence until details of vehicle wheel washing facilities have been submitted to and approved in writing by the Local Planning Authority and such facilities shall be installed prior to the commencement of the development and used by all vehicles leaving the site and shall be maintained in working order until completion of the appropriate stages of development or such other time as may be agreed in writing with the local planning authority.

Reason: To ensure construction activity does not result in waste and spoil on the public highway

- (10) No mechanical plant shall be installed within Phase 2 (medical centre) until further details of such mechanical plant, including but not limited to refrigeration, air-conditioning and ventilation system, have been submitted to and approved in writing by the local planning authority.

Such details shall:

- (i) Include the particulars and or specification of noise levels of each item of mechanical plant;
- (ii) demonstrate that the individual and cumulative predicted noise levels from any mechanical plant together with any associated ducting, shall be 10 dB(A) or greater below the typical background noise level. The method of assessment should be carried out in accordance with BS4142:1997 'Method for rating industrial noise affecting mixed residential and industrial areas'; and
- (iii) include a scheme of mitigation in the event the predicted noise levels of the plant exceed the criteria in part (ii)

The approved apparatus shall be installed in accordance with the approved details and maintained thereafter for the lifetime of the development.

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

- (11) All the 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:

<i>Criterion</i>	<i>Typical situations</i>	<i>Design range LAeq, T</i>
Reasonable resting conditions	Living rooms	30-40 dB (day: T=16hrs 07:00 – 23:00)
Reasonable sleeping conditions	Bedrooms	30-35 dB (night: T= 8hrs 23:00 –

07:00)

L<sub>Amax</sub> 45 dB (night 23:00 – 07:00)

No part of the development shall be occupied prior to submission to and approval in writing of the results of a sound test which demonstrates that the above required internal noise levels have been met. The sound insulation measures shall be retained thereafter for the lifetime of the development.

Reason: To obtain required sound insulation and prevent noise nuisance harming the amenity of future occupants

- (12) Prior to first occupation of Phase 1 (residential development) hereby approved, details of all domestic boilers installed demonstrating that the rated emissions of Oxides of Nitrogen (NO<sub>x</sub>) do not exceed 40 mg/kWh, shall be submitted to and approved in writing by the Local Planning Authority.

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

- (13) Prior to commencement of Phase 1, with the exception of 'preparatory works', further details of the car park and access road layout shall be submitted to and approved in writing by the Local Planning Authority except that the number of vehicle parking spaces for the residential development to provide 10 spaces, medical centre to provide 12 spaces (including one disabled) and Harrod Court to provide 8 spaces. Such details shall include:

(i) minor alignment of the southern kerbline of the existing access road on the entrance to the site.

(ii) extension of the footway on the northern side of the road along the front of parking spaces G10-G12 (with associated alterations to the size and siting of parking spaces G7 and G10-G12)

(iii) a Car Park Management Plan which shall be a plan of the use and management of the car park to include arrangements for the provision of emergency access from the site to The Village School, the allocation of spaces between uses and details of how the residential parking spaces will be protected from use by vehicles associated with the medical centre and Harrod Court and vice versa, with an review of the effectiveness of control measures and imposition of further control measures as required.

The areas designated for car-parking shall be laid out in accordance with the details hereby approved prior to occupation of the Phase One development or any part thereof and the car-parking area shall be retained for the lifetime of the development.

Reason: to ensure the car parking spaces provide a sufficient amount of parking for the uses.

- (14) All parking spaces, turning areas, access roads and footways associated with a relevant Phase shall be constructed and permanently marked out in accordance with the approved plans prior to occupation of any part of the relevant Phase and shall be retained thereafter.

Parking space R1 located outside the wheelchair unit (Unit 1) shall be marked as a disabled space and allocated to the wheelchair unit only and Parking space R2 shall be allocated to the middle ground floor residential unit (Unit 2) and permanently retained for the lifetime of the development.

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

(15) Prior to commencement of the relevant Phase with the exception of 'preparatory works' further details of cycle parking facilities for:

(i) Phase 1

(ii) Phase 2

shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to:

(a) details of the bike store(s) including elevation and floor plans and details of external materials;

(b) relocation of bike store for staff within the medical centre to be relocated to the rear of the building

(c) relocation of bike store for the public within the medical centre to be relocated close to the pharmacy and main entrance of the medical centre

Reason: to ensure the cycle parking spaces provide a sufficient amount of cycle parking for the uses and that staff and visitors are encouraged to cycle to the site

(16) Prior to commencement of the relevant Phase with the exception of 'preparatory works' further details of refuse and recycling scheme for:

(i) Phase 1

(ii) Phase 2

shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include arrangements for the storage and disposal of refuse and recyclable materials. The refuse facilities shall be provided in full prior to first occupation of the relevant Phase and shall be retained thereafter for the lifetime of the development.

Reason: To protect amenity and ensure adequate provision for the storage of refuse.

(17) Prior to commencement of the relevant Phase with the exception of 'preparatory works' further details of all exterior materials including samples and/or manufacturer's literature for:

(i) Phase 1

(ii) Phase 2

shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to:

(i) building envelope materials e.g. bricks, cladding, roof tiles;

(ii) windows, doors and glazing systems including colour samples; and

(iii) balconies and screens

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

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

(18) Prior to commencement of the relevant Phase with the exception of 'preparatory works' further details of the landscape works and treatment of the surroundings for:

(i) Phase 1

(ii) Phase 2

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

Such a scheme shall provide details for the treatment of all areas of hard and soft landscaping in public, private and semi-private/public external space and shall include:

- (i) a planting plan showing all areas of soft landscaping specifying species, plant sizes and planting densities to include native plant species and/or those that are of known wildlife value that will attract insects and birds, together with the provision of nesting boxes;
- (ii) an external works plan showing all areas of hard landscaping specifying materials and finishes: these should be of a permeable construction;
- (iii) details of all materials, including samples and/or manufacturer's literature, for those areas to be treated by means of hard landscape works;
- (iv) details of street furniture including but not limited to raised planters/beds, benches, steps, signs;
- (v) details of means of enclosure and boundary treatments;
- (vi) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows);
- (vii) a programme of works for the implementation of the above landscape works
- (viii) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.

The works shall be completed in accordance with the approved details prior to the occupation of any part of the development or in accordance with the programme of works agreed in writing with the local planning authority and shall be retained thereafter for the lifetime of the development.

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions.

(19) Details of the roof plan for the residential development (Phase 1) , 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.

(20) All residential units within the development (Phase 1) hereby approved shall be built to

Lifetime Home Standards and the ground floor unit (Unit 1) shall be wheelchair accessible, and permanently retained throughout the lifetime of the development.

Reason: In the interests of securing inclusive access.

(21) 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 - 1800 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.

(22) The proposed medical centre shall only be used between 0800 - 2000 hours Monday to Friday, and 0800 - 2000 Saturday, with the premises cleared within 30 minutes after these times, except for routine maintenance or administrative purposes.

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

(23) Prior to commencement of Phase 2, details of signage for the medical centre shall submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (i) details of the design and position of signage and advertising including signs attached to the building fabric or free-standing within the site

The works shall be carried out in accordance with the approved details.

Reason: To ensure the appearance of the medical centre is in keeping with the character of the surrounding area.

(24) The temporary vehicular crossover on Stag Lane shall be reinstated to footway at the applicants expense, in compliance with a scheme to be submitted to and approved in writing by the Highway Authority, with the works carried out and completed in accordance with these approved detail, prior to the first occupation of Phase 2 (medical centre).

Reason: In the interests of highway conditions within the vicinity of the site.

(25) Prior to commencement of Phase 1, a tree protection plan, arboricultural method statement and construction method statement for the proposed works, specifying the method of tree protection in accordance with BS 5837:2012 shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing on site. Works shall not commence on site until the Local Planning Authority has been on site and inspected the required tree protection measures. The approved tree protection measures shall be in place throughout the construction period for both Phases one and Two.

Reasons: To ensure that the existing trees are not damaged during the period of construction, as they represent an important visual amenity which the Local Planning Authority considers should be substantially maintained as an integral feature of the development and locality and kept in good condition.

(26) Prior to the first occupation of the residential development (Phase One), a Travel Plan of

sufficient quality to score a PASS rating using TfL's ATTrBuTE programme, to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented in accordance with the approved details.

Reason: In the interests of reducing reliance on private motor vehicles.

- (27) No windows or glazed doors (other than any shown in the approved plans) shall be constructed in the flank wall of the residential building (Phase One) without the prior written consent of the Local Planning Authority.

Reason: To minimise interference with the privacy of the adjoining occupiers.

**INFORMATIVES:**

- (1) It is important that workers are vigilant for signs of potential contamination in the soil during excavation works. This may include obvious residues, odours, fuel or oil stains, asbestos, buried drums, buried waste, drains, interceptors, tanks or any other unexpected hazards that may be discovered during site works. If any unforeseen contamination is found during works Safer Streets must be notified immediately. Tel: 020 8937 5252. Fax: 020 8937 5150. Email: [ens.licencingandmonitoring@brent.gov.uk](mailto:ens.licencingandmonitoring@brent.gov.uk).
- (2) The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk)

**REFERENCE DOCUMENTS:**

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337