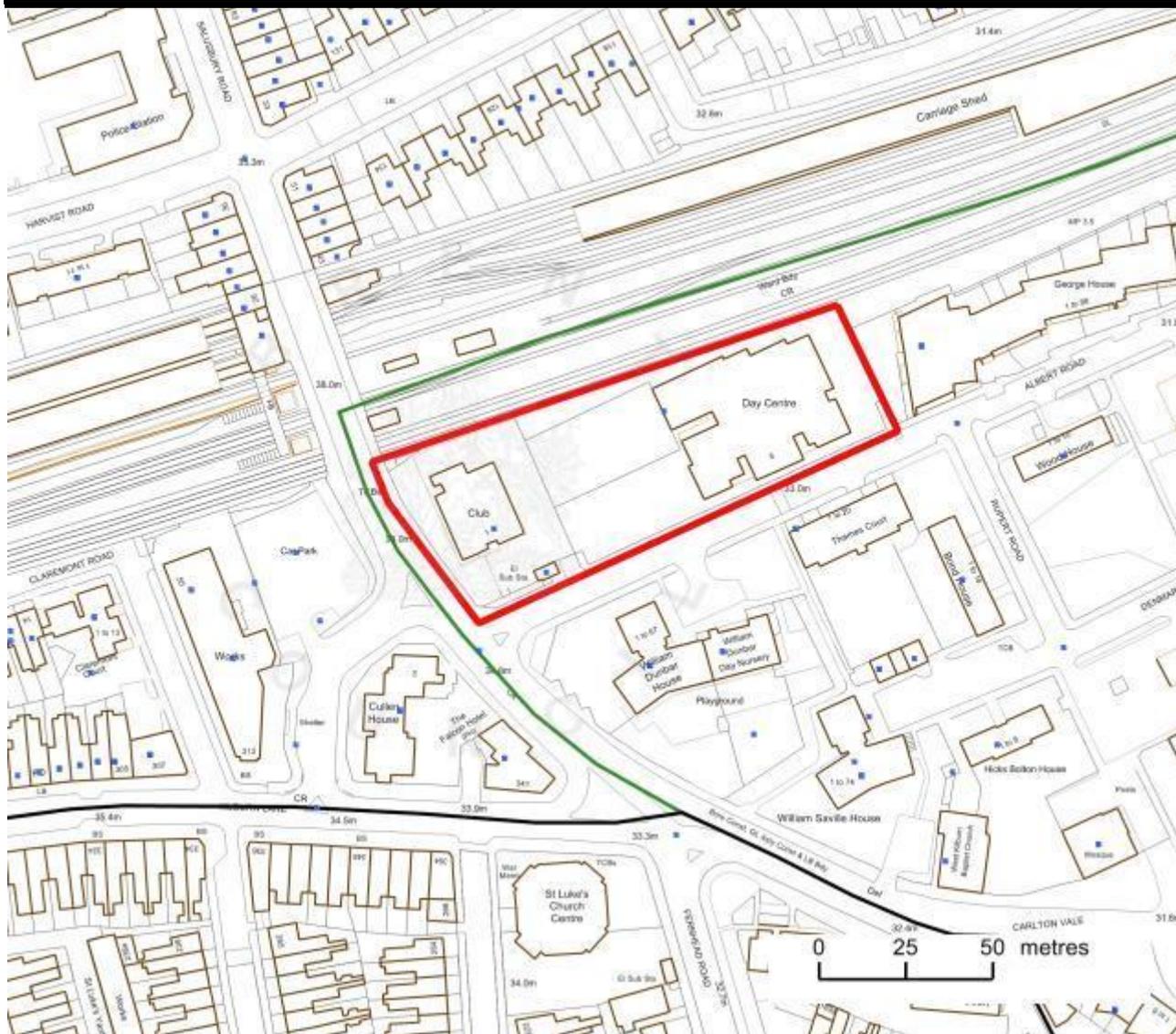




Planning Committee Map

Site address: BRITISH LEGION HALL, 1 Albert Road & 5 Albert Road, London, NW6 5DT

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This map is indicative only.

RECEIVED: 16 July, 2013

WARD: Kilburn

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: BRITISH LEGION HALL, 1 Albert Road & 5 Albert Road, London, NW6 5DT

PROPOSAL: Approval of reserved matters relating to access, appearance, landscaping, layout and scale of outline planning permission reference 12/1516.

Application 12/1516, dated 30/08/2012 for demolition of existing structures on site and erection of new mixed use development comprising of 144 residential units and 480m² of commercial floorspace (Use Class A1/A3/A4) and subject to a Deed of Agreement under Section 106 of the Town and Country Planning Act 1990, as amended or equivalent

APPLICANT: Bouygues Development

CONTACT: DP9

PLAN NO'S:
See condition 1.

RECOMMENDATION

Approval

EXISTING

This site is known as Site 11B within the South Kilburn Regeneration Area. It is sited on the north side of Albert Road, immediately to the east of the junction with Salisbury Road. At present the site comprises two vacant buildings which were formerly used as the West Kilburn branch of the British Legion and the Albert Road Day Care Centre.

PROPOSAL

See description above.

HISTORY

12/1516. Outline application (all matters reserved) for demolition of existing structures on site and erection of new mixed use development comprising of 144 residential units and 480m² of commercial floorspace (Use Class A1/A3/A4) and subject to a Deed of Agreement under Section 106 of the Town and Country Planning Act 1990, as amended or equivalent. Granted 30/08/2012.

POLICY CONSIDERATIONS

National Planning Policy Framework

The NPPF was published on 27th March and replaces Planning Policy Guidance and Planning Policy Statements with immediate effect. It is intended to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication.

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.

Where PPG's, PPS's, LDF Core Strategy, SPD's, SPG's and UDP saved policies are referred to in the report below they have been considerations in the assessment of the application. However, the recommendation is

considered to comply with the NPPF.

London Plan 2011 and Mayor's Community Infrastructure Levy (CIL)

This applies to relevant developments from 01/04/2012. The following local policy documents need to be taken into account in the assessment of this application:

London Borough of Brent Core Strategy 2010

London Borough of Brent Unitary Development Plan 2004 (UDP)

Supplementary Planning Document (SPD) for South Kilburn (Adopted April 2005).

Supplementary Planning Guidance Note (SPG) 17 "Design Guide for New Development"

Supplementary Planning Guidance Note (SPG) 19 "Sustainable Construction & Pollution Control"

The Masterplan for the Regeneration of South Kilburn (2004)

Supplementary Planning Document: Planning Obligations

Unitary Development Plan 2004

The development plan for the purposes of S54A of the Town and Country Planning Act is the Adopted Brent Unitary Development Plan 2004. Within that plan the following list of policies are considered to be the most pertinent to the application.

BE1 Requires the submission of an Urban Design Statement for all new development proposals on sites likely to have significant impact on the public realm or major new regeneration projects.

BE2 Proposals should be designed with regard to local context, making a positive contribution to the character of the area, taking account of existing landforms and natural features. Proposals should improve the quality of the existing urban spaces, materials and townscape features that contribute favourably to the area's character and not cause harm to the character and/or appearance of an area.

BE3 Proposals should have regard to the existing urban grain, development patterns and density in the layout of the development sites, and should be designed to ensure that spaces are satisfactorily enclosed by the built form; its layout is defined by pedestrian circulation; emphasis is placed upon prominent corner sites, entrance points etc; it respects the form of the street of which it is part by building to established frontages unless there is a clear urban design justification; connections are established where appropriate to open space.

BE4 Access for disabled people.

BE5 Development shall be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.

BE6 High standards of landscape design is required as an integral element of development schemes.

BE7 A high quality of design and materials will be required for the street environment.

BE9 Creative and high-quality design solutions specific to site's shape, size, location and development opportunities. Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.

BE13 Particular regard will be had to the design and attractiveness of all development proposals in Areas of Low Townscape or Public Realm Quality (such as the majority of South Kilburn).

H7 In the Major Estate Regeneration Areas, refurbishment and/or redevelopment is sought and supported, and should; demonstrate the full involvement of local residents; be according to the masterplan; involve the minimum loss of existing affordable housing; include a mix of house types and tenures; ensure through an overall landscape design framework; be exemplars in terms of their approach towards design, energy/renewables and water use, re-use of materials and measures to reduce the use of the car.

H9 Requires a mix of family and non-family units on sites capable of accommodating 10 units or more, having regard to local circumstances and site characteristics.

H12 Seeks to ensure that all residential development has a high quality layout, has an appropriate level of car parking and features housing facing onto streets.

H13 The density of development is design led, where higher density developments are more appropriate in areas where there is very good public transport accessibility. Surrounding densities should be at least matched unless this would harm residential amenity.

TRN3 Environmental Impact of Traffic

TRN10 Walkable Environments

TRN23 Parking Standards – Residential Developments

TRN35 Transport Access for Disabled People and others with Mobility Difficulties

PS14 Car Parking Standards – Residential Development

PS15 Parking for Disabled People

PS16 Bicycle Parking

Core Strategy 2010

CP1 Spatial Development Strategy

CP2 Population and Housing Growth

CP5 Place Making

CP6 Design and Density in Place Shaping

CP9 South Kilburn Growth Area

CP14 Public Transport Improvements

CP15 Infrastructure to Support Development

CP16 Town Centres and the Sequential Approach to Development

CP 19 Brent Strategic Climate Change Mitigation and Adaptation Measures

CP 21 A Balanced Housing Stock

SUSTAINABILITY ASSESSMENT

Compliance with the relevant sustainability policies and requirements was secured through an appropriately worded legal agreement at the time of the application.

CONSULTATION

A comprehensive external consultation procedure has been undertaken for this application. This has included notifying over 400 local properties and businesses by letter, installing 2 site notices around the site and serving notice in the local press.

No comments have been received.

Transportation Engineers

Subject to the submission and approval of further details of electric vehicle charging points within the car park and the traffic light control system on the access ramp, there would be no objections on transportation grounds to these detailed proposals.

Officer Comment

A condition will be attached to the application requiring the submission of further details of electric vehicle charging points within the car park and details of the traffic light control system.

Landscape Design

No objections to proposed landscape scheme, which overall is excellent. Further details of the landscaping and hard-surfacing materials will be provided to satisfy the landscaping condition on the outline permission.

Urban Design and Regeneration

No objection

Environmental Health

No objections.

Network Rail

No comment received.

Officer Comment

There are existing planning conditions on the outline planning permission which will have to be satisfied in consultation with Network Rail prior to development commencing on site. Applicants have confirmed that they have already had discussions with Network Rail.

HS2

It has been a requirement since July 9th 2013, when the first HS2 safeguarding direction was issued, that any application for development (apart from a few exempted) within the relevant zone be referred to HS2. The relevant zone crosses the south of Brent.

No comment received.

REMARKS

APPLICATION BACKGROUND

1. This proposal forms part the ongoing attempts on behalf of the Council to regenerate the South Kilburn Estate. The New Deals for Communities (NDC) programme is no longer in existence and an alternative approach to regeneration is being progressed by the Council. An update is provided below, by way of background.

SOUTH KILBURN CURRENT PLANNING CONTEXT

2. The original South Kilburn Masterplan SPD was adopted in 2005, based on a strategy of comprehensive redevelopment of 1400 dwellings, subsidised by the delivery of 1500 private dwellings. The Council appointed a consortium of housing organisations, which included Hyde Housing, Bellway and Taylor

Wimpey, to redevelop South Kilburn. The business case was predicated on the consortium running the whole redevelopment from start to finish. In 2007 the Council submitted a bid to Central Government for £100m to fund the project, but was awarded only £50m. This lack of funding, coupled with the impact of the housing recession meant the Consortium was no longer able to deliver the regenerative development programme. As a result, Members will be aware that the Council itself has been leading the regeneration programme bringing individual sites forward with a number of different partners with a wide range of different funding opportunities. However, the key objective remains the delivery of the overall regeneration programme.

3. To date 362 new homes have been completed as part of '**Phase 1a**' (defined as Texaco Garage Site, Macdonald House, Marshall House Albert Road Zone 11a and the Carlton Vale Roundabout Site Zone 3C) of the South Kilburn Regeneration Programme. 264 of these new homes are affordable and have been occupied by South Kilburn households.
4. On 13th February 2012 the Executive authorised the disposal of the land at Cambridge Court, Wells Court and Ely Court and Bond Hicks Bolton and Wood House together defined as '**Phase 1b**' to Catalyst Housing Group. On 13th July 2012 the Phase 1b sites were handed over to Catalyst Housing Ltd (formally Catalyst Housing Group) and a capital land receipt was obtained. Construction works are now underway on site. This development will deliver 208 new homes in summer/autumn 2014, 107 of these new homes will be affordable.

MASTERPLAN & PRINCIPLE OF REDEVELOPMENT

5. The redevelopment of this site represents a departure from the previous approach of obtaining detailed planning approval for each site prior to the disposal of the site to an appropriate development partner. As explained above, this approach has been successful in ensuring high quality redevelopment of a number of sites across the regeneration area. The original application was submitted in outline form only, seeking consent for the quantity and type of development proposed, which in this case is for 144 residential units and 480m² of commercial floorspace (Use Class A1/A3/A4). The current application considers all the matters that were reserved as from the outline application. The matters which were reserved from the previous application and which will be assessed in this application are:
 - (a) access;
 - (b) appearance;
 - (c) landscaping;
 - (d) layout; and
 - (e) scale
6. Site 11b falls within Phase 2 of the South Kilburn Masterplan and also forms part of a Site Specific Allocation within the Council's Local Development Framework document adopted in 2011. This sets out an indicative development capacity for this site of 173 units to be completed between 2014-2016. As explained, the approved level of development for the site is for 144 residential units, with a split of 20% social rent and 80% market housing, as well as 480 sq metres of flexible commercial space on the Salisbury Road frontage.
7. The application has a site area of 0.69ha and with the level of development proposed the approved outline permission will result in a density of 209 units per hectares, in accordance with London Plan requirements for Urban Areas with a very good, or excellent, public transport accessibility (PTAL 5 & 6). It would also accord with the South Kilburn SPD which identifies the site as one where a density of 900-1500 habitable rooms per hectare. The proposals will also involve the demolition of all existing buildings on the site to make way for the re-development of the site for the mixed use residential and commercial scheme. The existing buildings are not of any architectural merit in their own right, but do provide accommodation for the British Legion Social Club and the Albert Road Day Care Centre. Both of these uses have been re-provided elsewhere with the Royal British Legion Club re-located to Peel Precinct within the South Kilburn Area. The existing adult day care services provided at the Albert Road Centre have been re-provided in the John Billam Centre in the north of the Borough which opened in Autumn 2012. This new centre was purpose built for the provision of care services and forms a key part

of the Day Opportunities Strategy agreed by the Council in 2010.

8. Following the approval of the outline planning permission the site was put out to tender and details planning and design statements were prepared by planning officers to form part of the tender information. Planning officers also met with the different tender groups and reviewed their proposals prior to the tender submission. The South Kilburn Board then selected the preferred bidder. Council planning officers were then involved in further detailed design discussions with the bidder to suggest alterations and to clarify planning requirements. Alterations and amendments made following the involvement of planning officers include:
 - Changing the material of north and west public elevations from metal cladding to brick to provide a building less commercial in appearance and more in keeping with local character.
 - Introduction of additional architectural detailing to break down the massing of the proposed buildings
 - The proposed cantilever has been shifted up by one storey to appear more prominent within the streetscene
 - Improvements to the outlook of the affordable units adjacent to the basement access road with the introduction of a soft landscaping and a trellis over the access.
 - Details of additional tree planting and parking provision on Albert Road
 - Alterations to the ground floor layout of flats to ensure that there are no habitable room windows directly next to pedestrian pathways or entrances.
 - Introduction of pedestrian access points to Albert Road.
9. The application for the Reserved Matters was submitted in July. Additional minor amendments were then submitted in August. This report will now consider how the detailed plans comply with the relevant policies in relation to the Reserved Matters.

Layout

10. The proposed development site is laid out in 3 separate blocks in keeping with the outline planning consent. Block A is the block which runs parallel with Salusbury Road to the west, Block B is the central L-shaped block and Block C is the eastern L-shaped block. The west flank of both the L shaped blocks is splayed so that block B is set between 8.25m-11m from Block A at its closest point and Block C is 8.75-11.45m from Block B at its closest point. The gaps between the buildings helps breakdown the overall massing of the proposed development and ensures that there is not a continuous wall adjacent to the railway to the north.
11. This arrangement of buildings is in accordance with the parameters of the outline permission and ensures that the proposed residential units comply with the privacy requirements of SPG 17. The elevations of the building with facing habitable room windows are over 30m apart while block C is set over 20m from the nearest facing elevation on the neighbouring building.
12. Block A fronts onto Salusbury Road and is a mixed use building with a 480sqm of commercial floorspace on the ground floor and 43 residential flats above. The rear elevation of this block faces Block B and the first communal garden area. The two flanks are also prominent in the streetscene when viewed from south and north from Salusbury Road. This block is part 5/part 6/part 8 storeys in height and its maximum height is a storey higher than blocks B and C (although it appears higher due to its raised ground level).
13. The 43 residential units are full private. Block A is on a raised ground level which steps down to the east. There is a graded pedestrian access to both the residential and retail entrances on Salusbury Road along with additional soft landscaping. The main residential entrance is set back 12m from the pedestrian pathway and the retail entrance is 8m from the pedestrian pathway. The groundfloor south elevation is set in between 3.7m and 5.02m from the pavement edge on Albert Road. The first floor is set in between 3.91m and 5.55m from the ground floor edge and is stepped up from Albert Road to the boundary with the railway. This provides an appropriate setting for what will be a prominent building when viewed from north and south.

14. Block B is the central block and is L-shaped with a west and south wing arranged around a central courtyard. The flank wall of the southern wing is set in 3m from boundary with Albert Road. The west elevation of the southern wing is 32.77m from the east elevation of Block A. The north elevation facing the railway line is set in 3m from the boundary. This unit contains 56 residential flats all of which are private units. The groundfloor residential units are all laid out with a 2.5m deep area of defensible space. The west elevation of the west wing is splayed and has a distance of between 8.3m and 11m from the east wall of Block A. There are no directly facing habitable room windows between these elevations.
15. Block C is also L-shaped with a west and south wing arranged around a central courtyard. This building contains 53 residential units of which 28 are affordable residential units. The flank wall of the southern wing is set in 1m from boundary with Albert Road. The west elevation of the southern wing is 34.9m from the east elevation of Block B. The north elevation facing the railway line is set in 3m from the boundary. This unit contains 56 residential flats all of which are private units. The groundfloor residential units are all laid out with an area of defensible space to maintain privacy with a minimum depth of 2.5m. The west elevation of the west wing is splayed and has a distance of between 8.5-11.5 from the east elevation of block B. There are no directly facing habitable room windows between these elevations. The east elevation of the south wing faces the access ramp to the basement car park and the neighbouring development at George House over 20m beyond.
16. The proposed flat layouts are such that there are no single aspect north facing units and that all residential units have acceptable levels of daylight sunlight and privacy. This includes ensuring and appropriate area of defensible space for each of the groundfloor residential units adjoining the communal open space.
17. At the ground level there are two central communal amenity spaces. The Courtyard 1 situated between the east elevation of Block A and the south and west elevations of Block B and Courtyard 2 is between Block east elevation of block B and the south and west elevations of block C. The quality of the landscaping will be set out in the landscaping section below. To the north of the blocks B and C is an access path between the north elevation of the building and the boundary with the railway line with a width of 3m. This will not be for general use but will be retained for waste and general maintenance servicing for the development and access for Network Rail for boundary maintenance.
18. The north boundary is 3m in height and is formed by a perimeter wall with fencing on top. This will be the sole outlook for 13 habitable rooms (all bedrooms). While this will not be a particularly attractive view as the rooms affected are all bedrooms and the units are all dual aspect the impact of the limited outlook is not considered to be significant when considered in light of the scale of the development as a whole, which provides 144 residential units and 379 habitable rooms.
19. There are pedestrian pathways through the courtyards providing routes from Block A to the entrance of Block B and from Block B to the entrance to Block C as well as pedestrian routes from Blocks B and C to Albert Road. Each groundfloor residential unit has defensible space of approximately 2.5m.
20. At the basement level is a 57 space car park for the private residential including the provision of 6 disabled parking bays. The access to the car park is provided to the east of Block C. This is also set in from the north boundary to ensure that it does not interfere with Network Rail operational land. While there is no requirement to provide this the outline permission allow for its provision and the applicants have insisted on providing it.
21. The layout of the proposed development is considered to be in accordance with the parameters of the outline permission and complies with Regional and Council policies and guidelines.

Scale

22. As set out above the proposed development involves the construction of three separate buildings. The building on the Salusbury Road frontage is the largest building at 5-8 storeys in height. The Salusbury Road frontage has a length of 44m and a depth of 16.8m. The proposed building steps up from the Albert Road flank wall to 5 storeys where it is set in 3.12m from the ground floor flank wall, to 6 storeys where it is set in 8.52m from the fifth storey and to 8 storeys where it is set in 11.9m from the sixth storey. This is generally below the height of the indicative outline proposal except for part of the eight storey element. The outline permission envisaged the building stepping up to the junction of Albert Road from the railway rather than to the railway as is now proposed. The groundfloor projects out towards the Albert Road. The

indicative scheme is not binding as permission was granted for up to 8 storeys without the final scale and massing being agreed. The proposed increased height on the boundary adjacent to the railway is considered to be acceptable and will not have an unacceptable impact on streetscene or amenity of nearest residential properties on the other side of the railway line.

23. The concentration of the greatest height adjacent to the railway line is considered to be acceptable although the success of the elevations in terms of appearance will be reliant on high quality materials being used for the finish. The quality of the materials will be considered in the *appearance section* below. Block A also has a four storey cantilevered element which projects out 6m from the main elevation for a width of 11.5m above the ground and first floors. This is on the north part of the Salusbury Road frontage and is a feature that addresses visual interest to the building while also breaking down its scale.
24. Both blocks B and C are predominantly 5 storeys in height with a recessed upper floor to six storeys. The top floor on both blocks is set back a minimum of 7m from the south elevation of the south wing and is set in 2m from the south elevation of the west wing. The scale of blocks B and C ensures they are appropriately subservient to the main frontage building on Salusbury Road and the neighbouring buildings on Albert Road.
25. The upper floors are flush with the main on the north elevation with the railway line however there are additional gaps between the upper storeys on separate wings of the same building which in conjunction with the different materials proposed for the upper floors serves to breakdown the overall scale and give the buildings a five storey appearance. Projecting balconies, roof terraces and winter gardens on all elevations help to breakdown the massing and scale of the proposed buildings.
26. The proposed buildings are of a scale appropriate to their context and will make a positive contribution to the streetscene in accordance with Regional and Council planning policy.

Appearance

27. A similar palette of materials is proposed for the material finishes of the 3 blocks. The north elevations of each block are finished in brick. These elevations are articulated using a grid of recessed window reveals and brick panels. The windows are arranged irregularly across these elevations and the window and brick panel recesses introduce a vertical emphasis which helps to break down the massing of these elevations. The module width of these recesses varies along the length of the elevations due to internal space planning of the residential units which they relate to and minimum window area requirements for north facing windows. The windows will have white powder coated aluminium frames with the upper openings and fixed lights below.
28. The Council's planners have consistently emphasised the importance of north elevation as a result of view of the site from Salusbury Road, Kilburn Conservation Area and the railway. As a result of this emphasis amendments were sought throughout the pre-planning process which have resulted in higher quality materials and greater articulation of these elevations. The brick that has been submitted is Wienerberger 'Marziale' which is a grey coloured brick. This brick will be used with a dark coloured mortar to ensure that the prominent north and west elevations are of a high quality and will be in keeping with the character of the conservation areas to the north and other high quality brick built buildings within the Conservation Area. The details submitted with the application are considered to provide this level of quality.
29. The south and west elevations of Block A are treated in the same manner with the main material finish being the Wienerberger Marziale brick. There are projecting balconies on both elevations from the second floor upwards and a four storey 6m projecting cantilever from the second to fifth floor also containing a projecting balcony. The balconies will have a solid concrete floor with 1.1m high glazed panels and full height sliding perforated zinc panels.
30. The proposed cantilever with the 6m projection creates a dramatic elevation on the main frontage particularly when viewed from north on Salusbury Road and from Queens Park Station. This will act as a prominent gateway building emphasising the importance of high quality design within the South Kilburn Regeneration Area while also creating a continuity in the streetscape which physically links the Regeneration Area to the successful Queens Park and Kilburn areas to the north.
31. The ground floor retail frontage and main residential entrance will be predominantly glazed with full height clear glazing panels on the ground floor and opaque glazing panels above. This frontage will have a powder coated aluminium frame. The shop front signage can be accommodated within the proposed

shop front although a separate advertising application will be required for any signage.

32. The elevations of the proposed blocks facing the courtyards are treated differently from the brick clad north elevations. The east elevations of Blocks A and B and the west and south elevations of Blocks B and C are clad in standing seam zinc arranged in vertical panels from the ground floor to the 5th floor. There are also projecting balconies from the first floor to the fifth floor. The elevation behind these is to be clad in timber cedar panelling with the same balcony treatment as that on the Salisbury Road frontage. There is also a double height glazed section on the lower ground and ground floor levels which links to the main residential entrance on Salisbury Road. The lower ground floor section of this elevation also includes a brick wall at the courtyard ground level.
33. The top floors of block B and C and the upper two floors of Block A will be finished in standing seam zinc used in conjunction with full height glazed panels. This treatment of the upper floors along with their set in from the main frontage will ensure that they appear subservient to the main building. '
34. The flat roofs of the buildings will be used as green and brown roofs while the projecting roofs of the fourth, fifth and sixth floors on Block A and the fourth floor roofs of Blocks B and C will be used as roof terraces to provide additional amenity space. The terraces will have glass panelled boundary railings with planters around the edges.
35. To the east of Block C is the access road to the basement car park. This has a width of 5.5m and will appear prominent in the Albert Road street scene. planter beds are proposed with a width of 0.5m either side of the access road. A timber trellis is also proposed over the access ramp where it curves under block C to soften the impact of the ramp between Block C and the neighbouring development on Albert Road.
36. The boundary treatment between the development and Albert Road is also an important consideration when reviewing the appearance of a development. An evergreen hedge is proposed along this frontage, which will be kept to a maximum height of 1m behind this a 1.8m high steel railing fence is proposed. To the north a timber panelled acoustic barrier is proposed at a height of 3m along the boundary with the railway.
37. The proposed treatment of the elevations, materials and landscape design demonstrate that the proposed development will be of the high quality required for a site which has been identified as a gateway to the South Kilburn Regeneration Area while also being of design which complements the more traditional residential Conservation Areas of Queens Park and Kilburn to the north. As such it is considered to comply with the requirements of the Council's Planning Policies and Guidelines and the South Kilburn Masterplan.

Access

38. The principal pedestrian access to the site is from the north west corner on Salisbury Road. This is defined under the prominent cantilever and is highlighted by the double storey glazed panelling. This will provide access to all the private residential units within the site and is located close to the Queens Park Underground/Overground Station. Additional pedestrian access points are provided on Albert Road which will provide access to the flats in Blocks B and C. The affordable housing residents will have a separate entrance from Albert Road as they do not have access to the communal gardens.
39. Block A will have one core located in the north part of the building at the ground floor level there is a large atrium with a service/reception desk with access to the central core and lift which will provide access to the basement car park and upper floors. There is also a stepped access from the atrium to the rear access to Courtyard 1.
40. Blocks B and C will both have two cores each one serving the south wing and the other serving the west wing. Within Block C the core serving the west wing will provide the sole access to the affordable accommodation. residents of this wing will only be able to access the site from Albert Road and will have no access to the courtyards or the basement car park.
41. Servicing for the retail unit will be undertaken from a proposed servicing bay on Salisbury Road. This is consistent with the outline planning permission and will provide space for vehicles up to a 10m rigid Heavy Goods Vehicle. The use of this space will be controlled by a servicing management plan, which has been sought by condition as part of the outline consent and should be used outside of peak travel times. This will seek to ensure that deliveries to the retail unit occur outside peak travel times to stop the

space having a detrimental impact on congestion.

42. The refuse storage space has been difficult to provide given that the proposed stores should be within a 30m carry distance from each dwelling while being within 9m of the nearest access point as 9m is the maximum distance refuse collectors will travel to collect bins. Given the depth of the site and the location of the residential blocks away from the Albert Road frontage it is not possible to provide a bin store which meets both these parameters. To resolve this issue planning recommended a management solution which involves the bin stores located within close proximity to the residential units so that the 30m carry distance is met and the bins being moved by a caretaker on bin collection day to an agreed point within 9m of the highway. Two collection points on the plans, one in Courtyard 1 and the other in Courtyard 2. A refuse management plan has been sought by condition as part of the outline consent and will have to be agreed with the Council's Waste Management Services.
43. A basement car park is proposed providing 57 spaces include 6 disabled bays. The basement also provides space for 7 motorcycle and 122 cycling parking spaces. Tracking diagrams have been provided with a transport assessment to show that vehicles will have adequate space manoeuvre in the basement. As this does not meet the parking standard for the site spaces will be allocated through a management scheme. A car free agreement was also secured as part of the outline permission which removes the rights of residents of the private residential accommodation to access parking permits for the local controlled parking zone.
44. The car park is to be accessed via a ramp from Albert Road between the east elevation of Block C and the neighbouring development on Albert Road. Transportation have reviewed the access arrangements and do not object to these. Where the ramp curves round into the basement it is single carriage to ensure that it provides for safe vehicle movements a traffic light system will be installed to ensure safe vehicle movements. This is considered acceptable in principle, with sufficient space proposed at the top of the ramp to allow two cars to wait clear of the highway whilst waiting for cars to exit the car park. Tracking diagrams have been provided to show the curve in the ramp would be able to accommodate cars. The proposed 10% gradient (easing to 5% at either end) of the ramp meets design standards and ensures cars enter the highway on a reasonably level platform.
45. This access point was identified as a potential concern in terms of its impact on the streetscene and the amenity of overlooking residents. The applicants have insisted on retaining this and the outline permission did permit a basement car park and this position is considered to be the least intrusive. The applicants have sought to overcome the identified concerns in relation to its impact through additional boundary planting and a trellis covering part of the ramp. Council officers consider that this is the most appropriate means by which to address these issues.
46. 15 on-street parking spaces are provided on the north side of Albert Road. Only the residents of the affordable unit will have access to parking permits as this is needed to ensure that residents who are moved from other flats scheduled for demolition within the Regeneration Area have access to parking spaces in accordance with the terms of their transfer agreement. At the Outline stage Highways raised concerns with the impact of the proposed development on on-street parking however this was a worse case scenario based on a proposed development with no on-site parking provision. The Council's Highways Officer has reviewed the current proposal and is satisfied that the proposed development will have an acceptable impact on local parking.
47. Cycling parking for the affordable units is provided in the form of cycle shelters along the pedestrian access to the affordable units from Albert Road. 4 Sheffield type cycle stands will also be proposed for the Salusbury Road frontage to provide for visitors to the commercial unit.
48. The Council's Highways Officers have assessed the Transportation Statement and the details submitted to support this. They have confirmed that the highways issues are in accordance with current transportation standards and that there will be no detrimental impact on local highways conditions and safety as such the proposals are in accordance with the relevant planning policies.

Landscaping

49. The landscaping proposals for the site play an important role in integrating the site within its urban environment while also helping to create a high quality urban environment for prospective residents. The site has two frontages with public highway on Salusbury Road and Albert Road. Salusbury Road is a London Distributor Road and a local shopping centre and contains the Queens Park

Underground/Overground station entrance while Albert Road is a quieter residential street.

50. The Salisbury Road frontage which is intended to act as an extension to the Queens Park town centre shopping frontage will be predominantly hard landscaped with hard surfacing to the entrance to the residential (under the cantilever) and retail frontage. The hardstanding will be a mix of high quality natural concrete, paving stones and with the kerbs and edging provided by natural stone trim and panels. There will be 3 areas of soft landscaping along this frontage one in the north east corner and one to form a visual break between the residential entrance and the retail frontage and one more centrally in front of the retail frontage. This will be mainly shrub planting with some small trees.
51. The Albert Road frontage is more domestic and as it contains a public path to other residential properties along Albert Road. The pavement will be paved to match the existing. Soft Landscaping is limited to the provision of 6 London Plane trees between the proposed on-street parking bays. The Council's Landscape Designers have requested that these be London Plan trees as they will complement the wider strategy for tree planting within the South Kilburn Area. The proposed public realm interventions are considered to be of a high quality and will complement the character and appearance of the proposed development and surrounding streetscene.
52. The southern boundary of the site is next to the pedestrian pathway on Albert Road. This boundary will be treated with a low boundary hedge to be trimmed at a height of 1.2m a proposed 1.5m high fence will act as another level of security behind this hedge. The low rise hedge and open railings will ensure that the communal landscaping within the site provides visual amenity for the surrounding area.
53. The outline planning permission includes a condition that the proposed development will provide a minimum of 20sqm of amenity space per flat. The applicants have demonstrated that the scheme will provide approximately 2000 sqm of communal amenity space and a minimum of 6sqm private space for each residential unit. This would comply with this condition. The amenity space within the site is provided in the form of 2 communal courtyards, private gardens, roof terraces and balconies.
54. The communal courtyards will be landscaped with a pallet of high quality materials and soft landscaping. The hard standing will include areas of paving, resin bound gravel and timber decking while the soft landscaping will be a mix of shrub planting, grass lawns and small and large trees. A childrens playspace is proposed within the courtyard incorporating level changes, greenery, tree planting, sculpture, seating and boulders providing a total of 300sqm of space.
55. The area between Block C and the neighbouring residential site on Albert Road includes areas of landscape space around the entrance to the basement car park. The entrance road will be bounded by a concrete retaining wall while the road will be bonded gravels. The walls will contain planters into which a winter green hedge will be planted to the rear where the road curves into the basement a trellis will be installed with a grid mesh over the roof to allow for climbing plants to cover this section of the entrance. To the east of the access road will be a small area of planting of small plants and shrubs. To the west will be the rear gardens of the affordable units. It is considered that the proposed access road will be suitably screened from the neighbouring residential and from the streetscene and will ensure a high quality development. Further details of landscaping and its maintenance are required as condition of the original outline permission.
56. The roof of the blocks will be a mix of "green" and "brown" roofs with some solar panels as well. The green roof will be a light weight roof system with sedum planting which will not be generally accessible. The highest roofs will be brown roofs in which crushed stone will be used as a substrate capable of supporting windblown plants and invertebrates. While these roofs will not be visible from the streetscene and with access limited to maintenance they will help to attenuate surface water run off while providing for increased bio-diversity.
57. The proposed landscaping details accord with the requirements of local planning policy and will help to integrate the development into the local area while also provided a high quality of amenity space for each of the prospective residents.

Conclusion

58. The proposed development represents a high quality development which will act as a gateway to the South Kilburn Area and contribute to the Council's on-going efforts to regenerate South Kilburn. The proposals are considered to accord with the policies set out within the Brent UDP 2004, South Kilburn SPD and Masterplan, and on this basis, it is recommended that the details submitted pursuant to

condition 3 of Outline Planning Consent 12/1516, the Reserved Matters, are acceptable and recommend that this application is approved.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

- (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 17

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
Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness
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
Waste: in terms of the development of waste management facilities
Design and Regeneration: in terms of guiding new development and Extensions

CONDITIONS/REASONS:

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

7301-A-G100-XP-00-099
7301-A-G100-P-00-099 Rev 01
7301-A-G200-P-B1-099
7301-A-G200-P-B0-099
7301-A-G200-P-00-099 Rev 02
7301-A-G200-P-01-099 Rev 02
7301-A-G200-P-02-099 Rev 02
7301-A-G200-P-TY-099 Rev 02
7301-A-G200-P-05-099 Rev 02
7301-A-G200-P-06-099 Rev 02
7301-A-G200-P-07-099 Rev 02
7301-A-G200-P-RF-099 Rev 02
7301-A-G100-E-N-099 Rev 01
7301-A-G100-E-S-099 Rev 02
7301-A-G100-E-E-099 Rev 02
7301-A-G100-E-W-099 Rev 01
7301-BA-A-G200-E-N-099 Rev 01
7301-BA-A-G200-E-S-099 Rev 01
7301-BA-A-G200-E-E-099 Rev 01
7301-BB-A-G200-E-W-099 Rev 01
7301-BB-A-G200-E-S-099 Rev 01
7301-BB-A-G200-E-E-099 Rev 02
7301-BB-A-G200-E-N-099 Rev 01
7301-BC-A-G200-E-N-099 Rev 01
7301-BC-A-G200-E-W-099 Rev 02
7301-BC-A-G200-E-S-099 Rev 02

7301-BA-A-G200-S-AA-099
7301-BB-A-G200-S-BB-099
7301-BC-A-G200-S-CC-099
7301-A-G100-S-DD-099
7301-BA-A-G200-S-DD-099
7301-BB-A-G200-S-DD-099
7301-BC-A-G200-S-DD-099
7301-A-G251-D-001-099
7301-A-G251-D-002-099
7301-A-G251-D-003-099
7301-A-Z200-X-001-099
7301-A-Z200-X-002-099 Rev 01
7301-A-Z200-X-003-099
7301-A-Z100-X-001-099 Rev 01

Design and Access Statement by Ian Simpson Architects July 2013

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

- (2) Notwithstanding the plans hereby approved further details of the proposed basement car park and access ramp shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the residential element of the development. The details shall include:
- (i) details of the operation traffic light control system on the access ramp
 - (ii) a minimum of 12 of the proposed basement parking spaces with electric vehicle charging points.

The development shall be completed in accordance with the approved details.

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

INFORMATIVES:

None Specified

Any person wishing to inspect the above papers should contact Robin Sedgwick, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5229