

**Supplementary Information  
Planning Committee on 24 February,  
2010**

Item No.                   **13**  
Case No.                   09/2500

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Location       South Kilburn Regeneration Roundabout Site, Carlton Vale, London, NW6  
Description    Demolition of garages adjacent to Bronte House and erection of two single to seven-storey blocks to provide 133 dwellings (comprising flats & maisonettes, including 75 affordable units) with associated landscaping and amenity space on roundabout adjoining Kilburn Park Road and Carlton Vale, NW6, including removal of pedestrian footbridge and stopping-up of western side of existing roundabout

**Agenda Page Number: 89**

**SITE VISIT**

During the Member's site visit, a number of comments were raised and clarification was sought on a variety of issues. General issues were raised regarding the principle of the proposed development including concerns that proper consideration had not been given to whether it would be right for the area to lose the existing green areas and trees to enable development and concerns that the proposal would divide the estate rather than act to connect it together. The main report gives general consideration to the principle of the proposed development but it is important to highlight that the concept of redeveloping the existing roundabout was included in the original South Kilburn Masterplan and Supplementary Planning Document. Whilst it is acknowledged that the proposed buildings may be perceived as a visual barrier it should also be recognised that the existing roundabout already acts as a significant physical barrier to non-vehicular movement in the surrounding area. The proposed development would introduce a new public route, designed to cater for non-vehicular forms of transport, which it is considered would provide improved pedestrian connectivity between Kilburn Park Road and Carlton Vale whilst providing a more efficient arrangement for accommodating traffic flows in and around the surrounding area.

Other issues relating to transportation, landscaping and the impact of the development on adjoining occupiers were also raised. These issues are considered below.

**TRANSPORTATION**

**TRAFFIC**

During the site visit, general concerns were again raised regarding the impact of the proposed development in terms of traffic generation and the capacity of the proposed signalised junction to cope with predicted traffic levels. Concerns were expressed that if traffic problems were to arise that this would have a negative impact on air quality within the locality. The likely impact of the proposed development, and proposed Masterplan, on traffic generation and traffic flows have been considered, in detail, in the Transport Assessment submitted as part of the application. The conclusions of the Transport Assessment, which suggests that the predicted impact on traffic flows would be acceptable, have been set out in the main report. It should be noted that the Transport Assessment has been inspected by the Council Transportation Unit and Transport for London (TfL) who have found the findings of the assessment sound. The applicant has also submitted an air quality assessment which

suggests that the predicted traffic flows would not cause significant harm to the air quality in the surrounding area.

## TRAFFIC FLOWS IN CAMBRIDGE ROAD

In addition to general concerns regarding the impact on local traffic conditions, specific concerns have been raised regarding the impact of the proposed development on traffic flows along Cambridge Road. Objectors are concerned that if the proposed signalised junction were to result in queuing traffic eastbound along Carlton Vale that motorists heading in the general direction of Kilburn High Road, towards the north, would be likely to turn left into Cambridge Road in order to bypass the proposed junction

In response it should be noted that there has always been an opportunity for eastbound traffic on Carlton Vale to turn left into Cambridge Road, and the scheme will not prevent this manoeuvre. The new signal junction will take a similar volume and routing of traffic that currently exists at the present signal junction, and so there is no need to suppose that the queues will lengthen. A traffic calming treatment will be applied to the entry into Cambridge Road under the proposed scheme and additional measures can be introduced later if needed. The Council's Transportation Unit have stated that It would not be advisable to propose a one-way operation on Cambridge Road at this time, but instead to review the operation of the scheme once it has been operational for a period of time.

## WIDTH OF KILBURN PARK ROAD

Clarification has been sought with regards to the proposed width of Kilburn Park Road. The distance between the front boundary of existing properties along Kilburn Park Road and the front boundary of the proposed development would be approximately 18m, with the road accounting for approximately 11.5m of this distance. At present, towards the south of the site the two-way section of Kilburn Park Road has a width of approximately 12m.

## HIGHWAY SAFETY

Concerns have been raised that the proposed replacement of the existing roundabout with a signalised junction would compromise highway safety. Statistics have been submitted by one of the objectors which indicates that there have been 32 casualties as a result of road traffic accidents on the roundabout between 1999 and 2009. However, this information does little to suggest that the proposed signalised junction would give rise to a significant increase in accidents within the vicinity of the junction. The Council's Transportation Unit have confirmed that whilst conventional roundabouts may have road safety advantages in more rural locations, where there are less likely to be implications for pedestrians and cyclists, that in urban areas like South Kilburn, where there are a greater number of vulnerable road users, the appropriateness of their use needs to be more carefully considered.

## LANDSCAPING

### REPLACEMENT TREES

A query was raised regarding the time scale for the planting of replacement trees. In respect of the subject site, it should be noted that condition 4 requires all landscaping works, including tree planting, to be completed prior to occupation or in accordance with a programme to be agreed with the Local Planning Authority. It is therefore envisaged that all tree planting directly associated with the proposed development would be carried out prior to the occupation of the development unless, on the advice of the Borough's Tree Protection Officer, the seasonal timing of the planting would harm the health of the proposed trees. In

the event of such a conflict, it is envisaged that the proposed tree planting would be completed within the earliest available planting season.

## **AMENITY SPACE & BALCONIES**

The overall amenity space provision has been queried and concerns have been raised that private balconies will be used for alternative purposes, such as storage, and will not be used to provide outside space for potential occupiers. Concerns have been raised that should this happen that the proposed balconies would become unsightly.

As discussed in the main report (under 'AMENITY SPACE & CHILDREN'S PLAY AREA'), the proposed amenity space provision would comply with the Council's usual guidance set out in SPG17. Private balconies would make up approximately 17% of the total provision which, whilst significant, is not considered to dominate the overall provision which also includes communal gardens, play spaces and terraces. The proposed units would comfortably exceed the Council's internal floor space standards (see main report 'UNIT SIZES') and it is considered that there is likely to be reasonable space provided for storage without potential occupiers having to rely upon the space provided by balconies. It is also noted that, whilst not directly related to the planning application, that in many cases tenancy or management agreements can be used by landlords/freeholders to ensure that balcony areas are kept tidy.

## **REVISED DAYLIGHT ASSESSMENT**

During the site visit clarification was sought on the difference in height between the proposed development and the existing terrace along Kilburn Park Road. In general, the five storey element of the proposed L-Block along Kilburn Park Road would be approximately 2.5m-3m taller than the terrace opposite although it should be noted that this additional height would be set further back than the floors below. As the building turns the corner into Carlton Vale at the end of the terrace the height difference increases to approximately 5m-5.5m.

Concerns were raised regarding the impact of the proposed development on the light to basements along the eastern side of Kilburn Park Road. As indicated in the main report (under 'DAYLIGHT/SUNLIGHT & OUTLOOK'), the applicant has submitted a revised daylight assessment which sets out to provide further analysis of the impact of the proposed development on the daylight to properties at the northern end of Kilburn Park Road (57 & 59 Kilburn Park Road). The revised daylight assessment now takes account of the L-Block having been set back by a further 1m from its original position along Kilburn Park Road.

In terms of 59 Kilburn Park Road, the revised assessment now confirms that all rooms to the front of the property would have at least one window with a Vertical Sky Component (VSC) in excess of 27% which, according to the Building Research Establishment (BRE) guidance, means that they would enjoy adequate daylight.

In terms of 57 Kilburn Road, the revised assessment confirms that windows to the front of the property at first and second floor level would have a VSC in excess of 27% and would enjoy adequate daylight. The windows to rooms on the ground and basement level of these properties would not have a VSC in excess of 27% so analysis of the Average Daylight Factor (ADF) is required to confirm whether adequate daylighting is achieved. If an ADF in excess of 2% is not achieved the room will have a generally dull appearance.

The dimensions of the room to be assessed is a consideration in the calculation of the ADF. As access to the properties in question has not been possible, reasonable assumptions have been made regarding the dimensions of the affected rooms based on a range of normal room sizes. The analysis finds that the room on the ground floor would have an ADF of 3.2% whilst

the room at basement level would have an ADF of 2.2%. Both rooms would have an ADF in excess of 2% and adequate daylighting should be maintained.

Whilst not normally a planning consideration, the issue of Right to Light has been considered in the revised daylight assessment. The assessment concludes that Right to Light issues are unlikely to arise as a result of the development.

## **CONSULTATION UPDATE**

### **PUBLIC CONSULTATION**

Four additional letters of objection have been received bringing the total number of objections letters to 35. These additional letters of objection do not raise any new issues beyond those already set out in the main report.

Following the recent site visit Ward Councillor Anthony Dunn has submitted comments on the application and has sought clarification on a number of points. These points have generally been addressed in the main and supplementary reports.

Westminster Councillor Alistair Moss has asked that copies of Westminster's Planning Committee report be provided to Members of Brent's Planning Committee.

### **STANDARD CONSULTATION**

#### Environment Agency (EA)

As discussed in the main report (under 'DRAINAGE & FLOODING'), the EA had raised some initial concerns regarding the capacity of the proposed Sustainable Urban Drainage System (SUDS) to sufficiently attenuate surface water run-off. In response the applicant has proposed to increase the capacity of the SUDS and written confirmation has been received from the EA that the revised capacity would meet with their requirements. The EA have formally withdrawn their initial objection subject to the attachment of the following condition:-

*"The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) revision B for the proposed residential development, zone 3C, South Kilburn, prepared by Ardent Consulting, dated Feb 2010, ref:G491-01B and the following mitigation measures detailed within the FRA:*

*1. Limiting the surface water run-off generated by the 1:100 year critical storm to 50% the run-off from the undeveloped site as mentioned within the FRA*

*Reason: To reduce the risk of flooding to the proposed development and future occupants."*

On the advice of the EA, Officers recommend the attachment of the above condition.

#### Transport for London (TfL)

TfL have now provided written confirmation that they do not wish to raise any objection to the application as the proposal would be unlikely to have an unacceptable impact on the Strategic Road Network (SRN).

**Recommendation:** Remains approval subject to s106 legal agreement and the additional EA condition