

**Supplementary Information  
Planning Committee on 3 February,  
2010**

Item No.

Case No.

09/2350

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Location	Barham Park Estate, Wembley, HA0 2NE
Description	Hybrid planning application for the demolition and redevelopment of the entire Barham Park Estate, comprising: Full planning permission for the erection of 1 part four-/part five-storey block and 2 part six-/part eight-storey blocks, comprising in total 119 residential units, 422m <sup>2</sup> of (Use Class A1/A2) floorspace and a 121m <sup>2</sup> community facility (Use D1), with associated parking, landscaping, amenity space and including the diversion of the public footpath connecting Central Road and railway footbridge; and Outline planning permission for the erection of a further 216 residential units (matters to be approved: land use, quantum of development and means of access, with layout, scale, appearance and landscaping reserved)

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Members visited the site on Jan 30th 2010, and were met by Cllr Wharton, members of the estate Resident's Association. Robert Johnson (Brent Housing) and Rosemary Houseman (Notting Hill Housing).

***Members asked if there was any scope for improving the estates junction with Harrow Road, and whether or not full vehicular access could be provided onto Central Road.***

A full Transport Assessment has been submitted as part of this application, this tested the junction capacity at Saunderton Road/Harrow Road and found that the junction will continue to operate well within capacity even when accounting for increased flows that might be expected from the development. There is no requirement to upgrade the junction in order for the estates redevelopment to be acceptable on transport grounds. The close proximity of the junction to the roundabout and pelican crossing to the south of the site makes a right-turn movement out of the estate unacceptable on road safety grounds, whilst the amount of traffic entering and leaving the estate is not sufficient to justify the provision of an alternative junction design.

The only alternative would be to provide a vehicular exit from the site onto Central Road. The Transport Assessment does not find that this is necessary and finds the existing single point of access onto Harrow Road as being satisfactory. Furthermore it is envisaged that an access onto Central Road would be met with significant public opposition from Central Road resident's.

**Transportation comments;**

Detailed comments have been received from Transportation. Within this response it is confirmed that the existing estate roads are unadopted, and the responsibility for parking enforcement lies with Brent Housing. Beyond the estate, on-site parking in Harrow Road is generally prohibited (7am - 7pm, Mon to Sat). Otherwise the majority of nearby residential streets are within a CPZ, the exception to this is Central Road and District Road immediately to the south. Neither of these streets are subject to parking restrictions at the present time.

The existing levels of car ownership, established from the 2001 Census at 0.56 cars/household accord with parking surveys carried out in December 2009, which showed a

maximum accumulation of 121 cars within the estate after midnight.

The estate currently has 214 units so the December car parking survey reveals a ratio of 0.57 vehicles per flat. The proposed redevelopment of the estate will create 335 flats. It has always been the developers intention that 65 of these, the private blocks A & B located along the Harrow Road, would be permanently car free, restricted from parking in surrounding streets or within the rebuilt estate. This leaves 267 units for which 165 parking spaces are to be provided giving a ration of 0.61 parking spaces per dwelling. With other measures including a parking management plan, design measures to prevent unauthorised parking around the estate and the introduction of a car club officer's are satisfied that sufficient parking is being provided.

### **Revised drawings:**

#### *Design;*

Members should note the elevations of Block A, B (phase 1A) and Block G, H (phase 1B) have been revised, this changes are in direct response to comments received from the GLA and concerns raised by existing residents on the design, specifically with the amount of white render proposed. The amount of render used on Block G. H has been significantly reduced, the proposal is to use a facing brick (red multi stock brick) and window frames have been amended to timber. The facing brick on the elevations of Block A, B has been amended to a yellow multi stock.

#### *Landscape;*

Revised plans for phases 1A and 1B incorporate trees in raised planters, along Saunderton Road. At the request of your Landscape Officer's all intermediate boundaries within the site have all been reduced in height to 1.8m. In addition to this details of bird and bat boxes for use in Phase 1 have been submitted.

A plan demonstrating the provision of play space has been submitted. This confirms there will be 3 areas for formal/informal play space.

### **Conditions:**

Since the completion of the main Committee Report the applicants have submitted a detailed Construction Management Plan (28th Jan 2010), and have requested that condition 5 subsequently be removed. Your Officer's do not consider it appropriate to remove the condition at this stage as we need to consult internally with Environmental Health and Transportation for their comment on the construction management plan.

PRP have submitted a letter (1st Feb 2010) providing comments on the Officer's Committee Report and list of conditions. PRP have suggested re-wording of a number of conditions, especially those which relate to all phases of the development. On further consideration Officers are recommending the re-wording of the following conditions;

Following the submission of revised plans Condition 2 should be amended to refer to the following revised plans received;

A6212/2.1/10, revA

A6212/2.1/20, revB

A6212/2.1/27, revE

A6212/2.1/28, revE

A6212/2.1/30, revA

A6212/2.1/40, revA

A6212/2.1/41, revC

A6212/2.1/42, revC

A6212/2.1/43, revC  
A6212/2.1/47, revE  
A6212/2.1/48, revE  
A6212/2.1/50, revA  
A6212/2.3/300, revB

Condition 8; - As there is a legal requirement for a Site Waste Management Plan it is recommended that this should not be a pre-commencement condition but rather the condition should read;

*'Submission of a Site Waste Management Plan detailing all the waste streams and the measures taken to reduce construction waste generated by the development shall be submitted to the Local Planning Authority ,and complied with thereafter in accordance with the submitted plan'.*

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

Condition 19; - Officer's recommend that this condition should be deleted as this issue is addressed within the Construction Management Plan, submission of which is required by condition 5.

Condition 20; - This soil remediation condition should be amended to read as;  
*Soil remediation shall be carried out in accordance with a scheme that shall be submitted to the local planning authority for approval. No phase of the development shall be occupied until a satisfactory verification report has been provided to the local planning authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use.*

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

Condition 23; - In the original report the condition is shown blank, this is down to a formatting error and the condition should read as;

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

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

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

Condition 26; - Transportation requests the following condition be added to address concerns relating to the emergency access route from Central Road.

*'Notwithstanding the plans hereby approved prior to first occupation of Phase 1A further details shall be submitted to and approved in writing by the Local Planning Authority which show the re-alignment of the public footpath within the south western corner of the site, and a*

*revised access arrangement for emergency vehicles accessing the site'.*

*Reason; In the interests of highway safety*

Condition 27; - Transportation require a condition to secure details of speed tables along Saunderton Road as rumble strips (proposed) do not achieve sufficient speed reduction. The following condition is recommended;

*'Notwithstanding the plans hereby approved further details for the provision of speed tables along Saunderton Road shall be submitted to and agreed in writing by the Local Planning Authority and the road shall be constructed fully in accordance with such details'.*

*Reason: To ensure a satisfactory design in the interests of the free-flow of traffic and the conditions of general safety along the highway.*

**s106 Heads of Terms (amended wording):**

Part (c) of the s106 agreement should be amended to incorporate delayed payments and should read as follows;

- A contribution of £96, 600 for phase 1A due 6 months after material start of this phase.
- A contribution of £165, 000 for phase 1B due 1 year after material start of this phase.
- A contribution of £194, 400 for phase 2 due 1 year after material start of this phase
- A contribution of £315, 600 for phase 3 due 1 year after material start of this phase

Part (d) of the s106 agreement should be amended so that it reads *'prior to first occupation of Phase 1B, provision of a community centre of not less than 121 sqm'.*

Part (f) should be re-worded to *"a contribution toward play provision on Maybank Open Space of £60, 000 due within 1 year of material start on Phase 3".*

Part (l) should be amended to read as *"In the event a CPZ is established, submit and gain approval for a Car Parking Management Plan, limiting the number of units able to apply for Parking permits".*

Legal advises an additional clause (m) to say *" a requirement not to commence construction of Phase 1B until a development agreement and section 106 agreement has been entered into covering the entire estate".*

**Comments from Legal:**

Amend the recommendation section to say *"satisfactory section 106 or other legal agreement".*

At the end of paragraph (c) on page 174 after the words *"satisfactory Section 106"* add the words *"or other legal agreement".*

Condition 6 - need to amend the final sentence in the first paragraph to say *"the approved Maintenance arrangement shall be fully implemented".*

Condition 11 - need to add the wording *"and the approved plan shall be fully implemented"* to the end of this condition.

Condition 23 - need to insert the following additional wording *"if the above internal noise levels are not achieved then further works, in accordance with details specified by the Local Planning Authority, shall be carried out in order to achieve such levels".*

Condition 24 - add the end of the first sentence, after the word "*Authority*" add the words "*before commencement of the development*".

**Recommendation:** Remains approval subject to the completion of a satisfactory section 106 agreement and request that Members delegate authority to the Director of Environment and Culture, or duly authorised person, to agree the exact terms thereof on advice from the Borough Solicitor, having referred the application to the London Mayor under Article 5 of the Town & Country Planning (Mayor of London) Order 2008 in order for him to confirm that the application is in compliance with the London Plan, and subject to the re-wording of conditions 2, 6, 8, 11, 20, 23, 24 (as above), the deleting of condition 19 and the addition of conditions 26 and 27.

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