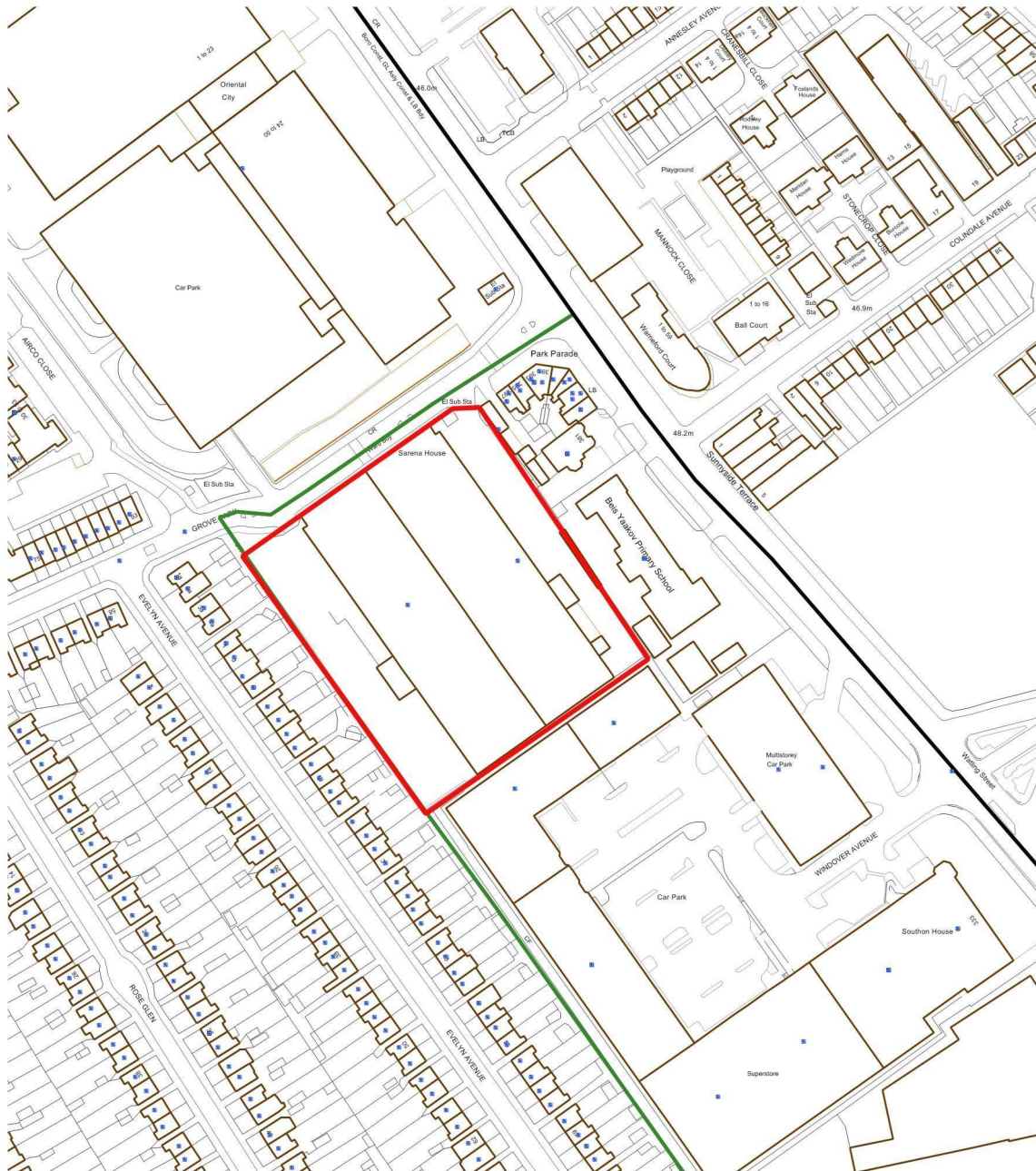




**Planning Committee Map**

Site address: Sarena House and Allied Manufacture, Grove Park, London, NW9 0EB

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This map is indicative only.

**RECEIVED:** 24 July, 2014

**WARD:** Fryent

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

**LOCATION:** Sarena House and Allied Manufacture, Grove Park, London, NW9 0EB

**PROPOSAL:** Demolition of all existing buildings and the erection of 2 to 6-storey buildings providing 227 residential units (10 x 4bed houses, 58 x 1bed, 101 x 2bed, 31 x 3bed and 27 x studio flats), 256 sqm of affordable workspace for research and development (Use class B1(B), proposed vehicular access from Grove Park, provision for car/bike parking on the basement and ground level and associated landscaping and amenity space

**APPLICANT:** Galliard Homes Ltd

**CONTACT:** Maddox and Associates Ltd

**PLAN NO'S:**  
Refer to Condition 2

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## **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, subject to conditions listed after paragraph 116. and referral to the Mayor of London, 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 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:-

1. Payment of the Council's legal and other professional costs in a) preparing and completing the agreement and b) monitoring and enforcing its performance
2. Minimum of 21 affordable rented units (5x1 bed, 7x2 bed, 5x3 bed and 4x4bed) and 15 intermediate units (5x1 bed, 8x2 bed and 2x3 bed) representing 18.57% affordable housing on a habitable rooms basis
3. An appropriate financial review mechanism for providing an offsite contribution towards affordable housing provision following completion of the development should market conditions improve
4. A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to the piling of foundations for the development hereby approved. This shall demonstrate:
  - a. How the development will achieve Code for Sustainable Homes Level 4 in relation to residential homes (Use Class C3);
  - b. How the indicated Brent Sustainability Checklist measures will be implemented within the scheme (or other such measures approved by the Council which meet a level of at least 50%).

- c. How the scheme will achieve a minimum CO2 reduction of 35 % from 2013 TER (regulated) including a minimum of reduction of 22% through on-site renewables (after "be lean" and "be clean" measures have been applied) or other such revised measures as approved by the Council which achieve the same levels of CO2 reduction;
  - d. The applicant shall implement the approved Sustainability Implementation Strategy and shall thereafter retain those measures.
5. On completion, independent evidence (through a BRE Post-Construction Review and completion certificates) shall be submitted on the scheme as built, to verify the achievement of Code for Sustainable Homes Level 4
6. If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required:
  - a. The submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
  - b. The submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.
7. To provide measures to establish and promote a Car Club on the site from first occupation of the development, including the setting aside of two parking spaces for Car Club vehicles and the funding of three years' free membership for all new residents;
8. To implement the Travel Plan from first occupation of the development, to include a strict binding penalty of £12,500 per percentage point by which car ownership exceeds 60% cars/household (assessed by surveys undertaken 3 and 5 years from first occupation of the development) to be used towards reviews of waiting restrictions in the area including potential Controlled Parking Zones;
9. That the scheme is "parking permit restricted" whereby the future owners and occupiers of the development are not eligible for on-street parking permits if a Controlled Parking Zone is introduced within 300 m of the site in the future.
10. Highway works along Grove Park to be undertaken at the developer's expense under S278 of the Highways Act to provide new accesses to the development (incl. raised entry tables and tactile paving), reinstatement of the existing access at the western end of the site to footway/loading bay with associated amendments to the adjoining pedestrian refuge;
11. Details to be provided for safeguarding of future pedestrian/cyclist/emergency access from the development to any future redevelopment of the adjoining MFI retail park site to the south;
12. Submission and approval of a Car Park Management Plan (potentially as an appendix to the Travel Plan);
13. A contribution of £90,000 to TfL towards enhancing bus services within the local area.
15. Provide the affordable workspace to shell, core and utilities prior to Occupation of the residential units. Should the unit(s) not be occupied within a 2 year period starting 6 months after being provided, to make the unit(s) available for community use (use class D1) at a subsidised rate;
16. Training and employment
  - a. To prepare and gain approval of a Employment Enterprise and Training Plan prior to commencement and to implement the Plan
  - b. To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
  - c. To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
  - d. From material start, to provide monthly verification of the number of Brent Residents employed or

provided training during construction and if the above targets are not being met, to implement measures to achieve them

e. Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.

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

## CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£3,503,256.65** of which £2,974,016.63 is Brent CIL and £529,240.02 is Mayoral CIL.

### CIL Liable?

Yes/No: Yes

## EXISTING

The application site comprises single and two storey light industrial/warehouse buildings, which were formally occupied by a kitchen manufacturer. The site has been vacant since December 2013. The application site is 1.14 hectares. There are two existing vehicular accesses off Grove Park with areas of hardstanding for car parking and servicing to the north east and south west boundaries of the site.

The application site is located approximately 50m from Edgware Road (A5) which forms part of the Strategic Road Network. It is surrounded by a mix of uses which includes a small parade of shops with two storeys of residential flats above and Beis Yaakov Primary School fronting Edgware Road to the north east of the application site. To the south east Colindale Retail Park is located which comprises large retail sheds and associated car parking. To the south west, there are two storey residential properties with large rear gardens which front Evelyn Avenue. On the opposite side of Grove Park is Former Oriental City site which has recent planning permission to be redeveloped to provide a mixed use development comprising a 7,817sqm foodstore, 5,207sqm of 'New Oriental and Far Eastern' floorspace to include shops, financial and professional services, restaurants and cafes, and non-residential institutions; and outline planning consent for 183 residential units and a two form entry primary school and nursery (LPA Ref: 12/2166).

The application site is located within the Burnt Oak/Colindale Growth Area as allocated within Brent's Core Strategy where mixed use regeneration is promoted along the axis of Edgware Road, including the provision of at least 2,500 new homes by 2026. It also forms part of Site Specific Allocation (SSA) B/C.2. This SSA seeks to redevelop the application site together with Colindale Retail Park, Beis Yaakov School and the parade of shops with residential flats above for a mixed use development to include residential and workspace, a proportion of which to be managed affordable. At a regional level, the site is located within the Colindale/Burnt Oak Opportunity Area which also supports residential led mixed use development, with a minimum 12,500 new homes.

## 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

Primary Use	Existing	Retained	Lost	New	Net Gain
assembly and leisure	0		0	0	
businesses / research and development			0	256	
businesses and light industry	7056	0	7056	0	
businesses and offices	0		0	0	
drinking establishments (2004)	0		0	0	

financial and professional services	0		0	0
general industrial	0		0	0
hot food take aw ay (2004)	0		0	0
hotels	0		0	0
non-residential institutions	0		0	0
residential institutions	0		0	0
restaurants and cafes	0		0	0
shops	0		0	0
storage and distribution	0		0	0

### TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	7056	0	7056	256	

### Monitoring Residential Breakdown

#### Existing

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
Houses										
Flats û Market										
Bedsits/Studios & Market										
Houses û Social rented										
Flats û Social Rented										
Flats û Intermediate										

#### Proposed

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
Houses				6						6
Flats û Market	48	86	24							158
Bedsits/Studios & Market	27									27
Houses û Social rented				4						4
Flats û Social Rented	5	7	5							17
Flats û Intermediate	5	8	2							15

### PROPOSAL

This application seeks planing permission to demolish all existing buildings and erect a total of 8 blocks which range from 2 to 6-storeys in height providing 227 residential units (10 x 4bed houses, 58 x 1bed, 101 x 2bed, 31 x 3bed and 27 x studio flats), 256 sqm of affordable workspace for research and development (Use class B1(B), together with proposed vehicular access from Grove Park, provision for 86 basement car parking spaces and 50 ground floor car parking spaces, 276 residential cycle spaces and 20 visitor cycle spaces and associated landscaping and amenity space.

### HISTORY

No recent planning history.

### POLICY CONSIDERATIONS

#### National policy guidance

*National Planning Policy Framework 2012*

This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

## **Regional policy guidance**

The London Plan 2011 and Revised Early Minor Alterations to the London Plan published on 11 October 2013

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London to 2031. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications.

### *Chapter 3 - London's People*

Policy 3.3: Increasing Housing Supply

Policy 3.4: Optimising Housing Potential

Policy 3.5: Quality and Design of Housing Development

Policy 3.6: Children and Young People's Play and Informal Recreation Facilities

Policy 3.8: Housing Choice

Policy 3.9: Mixed and Balanced Communities

Policy 3.10: Definition of Affordable Housing

Policy 3.11: Affordable Housing Targets

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

### *Chapter 4 - London's Economy*

Policy 4.4: Managing Industrial Land and Premises

### *Chapter 5 - London's Response to Climate Change*

Policy 5.2: Minimising Carbon Dioxide Emissions

Policy 5.3: Sustainable Design and Construction

Policy 5.6: Decentralised Energy in Development Proposals

Policy 5.7: Renewable Energy

Policy 5.9: Overheating and Cooling

Policy 5.13: Sustainable Drainage

### *Chapter 6 - London's Transport*

Policy 6.3: Assessing Effects of Development on Transport Capacity  
Policy 6.5: Funding Crossrail and other strategically important transport infrastructure  
Policy 6.7: Better streets and surface transport  
Policy 6.9: Cycling  
Policy 6.11: Smoothing Traffic Flow and Tackling Congestion  
Policy 6.13: Parking

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

Policy 7.2: An Inclusive Environment  
Policy 7.3: Designing Out Crime  
Policy 7.4: Local Character  
Policy 7.5: Public Realm  
Policy 7.6: Architecture  
Policy 7.14: Improving Air Quality  
Policy 7.15: Reducing Noise and Enhancing Soundscapes  
Policy 7.19: Biodiversity and Access to Nature

#### *Chapter 8 - Implementation, Monitoring and Review*

Policy 8.3: Community Infrastructure Levy

### **Local policy guidance**

#### 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 relevant policies for this application include:

CP1: Spatial Development Strategy  
CP2: Population and Housing Growth  
CP11: Burnt Oak/Colindale Growth Area  
CP19: Brent Strategic Climate Change Mitigation and Adaption Measures  
CP21: A Balanced Housing Stock

#### Brent's 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:

#### *Built Environment*

BE2: Townscape - Local Context & Character  
BE3: Urban Structure - Space & Movement  
BE4: Access for Disabled People  
BE5: Urban Clarity & Safety  
BE6: Public Realm - Landscape Design  
BE7: Public Realm - Streetscape  
BE8: Lighting & Light Pollution  
BE9: Architectural Quality  
BE10: High Buildings  
BE11: Intensive and Mixed Use Developments  
BE12: Sustainable Design Principles  
BE17: Building Services Equipment

#### *Environmental Protection*

EP2: Noise & Vibration  
EP3: Local Air Quality Management  
EP4: Potentially Polluting Development  
EP6: Contaminated Land  
EP14: New Energy, Renewable Energy and Fuel Storage Development  
EP15: Infrastructure

### *Housing*

H12: Residential Quality - Layout Considerations  
H13: Residential Density

### *Employment*

EMP9: Development of Local Employment Sites

### *Transport*

TRN3: Environmental Impact of Traffic  
TRN4: Measures to make Transport Impact Acceptable  
TRN10: Walkable Environments  
TRN11: The London Cycle Network  
TRN22: Parking Standards - Non Residential Developments  
TRN23: Parking Standards - Residential Developments  
TRN34: Servicing in New Developments  
TRN35: Transport Access for Disabled People and Others with Mobility Difficulties

### Brent's Site Specific Allocations DPD adopted July 2011

The above document forms part of Brent's Local Plan and sets out the planning policies and guidance for the future development of over 70 key opportunity sites around the borough. One of these site is known as B/C.2 (Sarena House/Grove Park/Edgware Road).

### Supplementary Planning Guidance and Design Guides

Mayor's Housing SPG, November 2012  
S106 Planning Obligations SPD, July 2013  
Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001  
The Burnt Oak, Colindale and the Hyde Placemaking Plan (2014)

## **CONSULTATION**

**Consultation Period: 11/08/2014 - 01/09/2014**

**Site Notice: 07/08/2014 - 28/08/2014**

**Press Notice: 08/08/2014 - 29/08/2014**

533 neighbours consulted - 6 neighbouring properties responded raising the following concerns:

- Too much development already taking place in the area. This proposal would further increase population density and destroy the character of the area.
- Insufficient car parking provided on site leading to increased traffic, congestion, pollution and safety problems on surrounding roads.
- Construction work will be noisy and disruptive to existing residents - problem already experienced with other large developments in the area.
- The height of the whole blocks nearest to Evelyn Avenue should not be higher than the top of roof at Evelyn Avenue
- Lack of additional infrastructure (doctors, schools, hospitals, open spaces) to support large residential



developments

- Existing residents who apply for planning permission for a residential extension have more obstacles to address in order to obtain planning permission.
- Lack of regeneration of existing open spaces such as Grove Park Open Space

**QARA GROUP of ASSOCIATIONS (Queensbury / Kingsbury Branch)** - The following comments have been provided:

- Insufficient and inaccurate details provided regarding the density calculation of the proposal.
- Overdependant on nearby Grove Park Open Space to justify lack of on site amenity space.
- Insufficient parking provided on site. The introduction of a CPZ would be detrimental to existing residents who currently have the right to freely park on surrounding streets. Further consideration of basement car parking should be explored.

The above comments have been responded to within the remarks section of this committee report.

### External Consultation

**Greater London Authority** - A number of comments have been provided. A summary of the main considerations are set out below:

- Loss of employment space does not raise any strategic concerns.
- Principle of residential led development supported subject to exploring the potential to increase the proportion of family sized units and provide further justification for the mix of units proposed.
- Explore the option for more play and recreational space within the scheme
- Further consideration and justification to be provided for the level of affordable housing proposed.
- Further work to be provided regarding the level of public access to the courtyard space to the south west of the site.
- Noted that all units are designed to meet Lifetime homes standards and 10% to be wheelchair accessible or adaptable. The location of disabled parking spaces to be reconsidered.
- Further details on sustainability to be provided (overheating risk, CHP and district heating and surface water management)

**Transport for London** - The following comments have been provided:

- TfL support the reduction in car parking provision on site and would expect this to be complemented with residents's car club membership and CPZ monitoring and implementation.
- Contributions to be secured through Section 106 Agreement towards bus, London Underground and walking and cycling improvements
- Cycle parking to be increased to comply with Further Alterations to London Plan
- Construction Management Plan to be secured as condition.

**The Environment Agency** - No objections raised subject to a condition being secured to provide a detailed surface water drainage scheme for the site.

**Barnet Council** - Objects to proposal unless a contribution provided for CPZ alterations within London Borough of Barnet and contributions towards the identified highways improvements at the Colindale Avenue and A5 junction.

In response to this comment, both officers in Transportation and TfL are satisfied with the proposal in terms of car parking provision subject to a series of mitigation measures as set out in the remarks section below. Contributions will be secured as part of the Community Infrastructure Levy for local highway improvements and a sum of £90,000 has been agreed with TfL for enhancing bus services within the area.

### Internal Consultation

**Environmental Health** - No objections subject to appropriate conditions being secured in relation to contaminated land, air quality, sound insulation, noise control from the energy centre and workspace

**Transportation** - No objections raised on Transportation ground subject to a revised site layout to be provided to include minor amendments to the site layout to ensure adequate segregated footway widths of at least 2m are provided to all building entrances and a legal agreement to be secured to provide points 7 to 12 of the Heads of Terms as discussed in the "Section 106 Notes" above.

**Landscape** - Overall scheme is of good quality landscape design. A few minor points queried regarding variety of planting and treatment of eastern terraces.

## **REMARKS**

### **Introduction**

1. The proposed development would involve the demolition of the existing buildings and the redevelopment of the site to provide a residential led mixed use scheme comprising 8 blocks ranging from 2 to 6 storeys high providing 227 residential units (10 x 4bed houses, 58 x 1bed, 101 x 2bed, 31 x 3bed and 27 x studio flats) and 256 sqm of affordable workspace for research and development (Use class B1(B)). It is considered that the main planning consideration in relation to the determination of the application are:-

- Whether the loss of a local employment site can be supported
- Whether a residential led mixed use development can be supported and impact on the future redevelopment of the wider SSA
- Whether the design and layout of the scheme is acceptable
- Whether an appropriate amount of affordable housing has been provided
- Whether the proposed residential units provide an acceptable quality of residential accommodation and amenity for future occupiers.
- Whether the buildings would have an acceptable impact on the amenity of adjoining residents
- Whether the proposed development would have an acceptable impact on local highways and parking condition

2. The above is a summary of the main planning considerations to be taken into account when assessing the current proposal. The application should be determined in accordance with the development plan and any other material planning considerations.

### **Principle of Development**

#### *Residential led development*

3. At the regional level, the application site is located within the Colindale/Burnt Oak Opportunity Area, which the London Plan identifies as having capacity for residential-led mixed use development, with a minimum of 12,500 new homes. At a local level, Policy CP1 of Brent's Core Strategy seeks to concentrate housing growth in well located areas that provide opportunities for growth. One of these areas is identified as the Burnt Oak/Colindale Growth Area in which the application site is located within. Policy CP11 relates to the Burnt Oak/Colindale Growth Area and seeks to provide mixed use regeneration within this growth area, including at least 2,500 new homes by 2026 and ground floor commercial frontages.

4. The site also forms part of a Site Specific Allocation (B/C.2) which includes Sarena House, Colindale Retail Park, Beis Yaakov School and Nos. 381 to 397 Edgware Road. This SSA is allocated for a residential led mixed use development. The overall SSA is identified with an indicative development capacity of 745 residential units up to 2020. Sarena House takes up approximately half of the SSA and proposes 227 residential units.

5. In summary, the proposal for a residential led development would be consistent with both London Plan and Brent policies and is supported in principle.

#### *Loss of employment space*

6. The application site previously contained an employment use (kitchen manufacturer workshop) falling within use class B1(C)/B8. The existing floorspace is 7,056sqm. The SSA seeks any redevelopment to provide an element of affordable workspace. This application proposes 256sqm of affordable workspace accommodation

located in the northeast corner of the site close to the Edgware Road/Grove Park junction. As the SSA does not specify the amount of affordable workspace required, consideration needs to be given to the quality of the new affordable workspace and comparison with the former Sarena House and number of employees that could be attracted to the new workspace.

7. Whilst it is noted that the replacement employment space is significantly less than the existing employment floorspace, the applicant has provided supporting information comparing employee numbers and quality of the employment accommodation. Sarena House, when in use as a kitchen manufacturer, employed 15 persons on site when the site was at full capacity. This proposal for 256sqm of affordable workspace is anticipated to provide 21 full time employees, which has potential to have a higher number of employees on site than the previous use. The anticipated employee numbers has been based on English Partnerships Employment Densities Guide.

8. The Council commissioned an Employment Land Demand Study which notes that there is demand for flexible workspace for micro and small enterprises particularly within creative industries. The affordable workspace will be secured as part of the Section 106 Agreement to any forthcoming consent to ensure that its future use meets the guidance as set out in the Employment Land Demand Study. It is also noted that the Employment Land Demand Study has identified that Sarena House is in a 'poor or very poor' condition.

9. In summary, given the condition of the existing employment floorspace and that the replacement affordable workspace will meet an identified need within the Borough together with a potential higher number of employees, the replacement employment floorspace is of sufficient quality and quantity to be supported, meeting the objectives of the SSA.

10. In the event that the employment floorspace is not occupied within a 2 year period following 6 months post completion, it is recommended that a clause is secured within the Section 106 Agreement to allow it to be used as a community facility (use class D1) at subsidised rate.

### **Layout, Design, Scale and Massing**

11. This scheme proposes eight individual blocks located around a shared surface 'Homezone' incorporating perpendicular parking, pocket gardens and play space, linking to vehicular access on Grove Park. Additional communal amenity space is proposed along the south east boundary of the site adjacent to Colindale Retail Park. There is a second vehicular access point to the basement car park at the north corner of the site and a separate pedestrian access route to the site from Grove Park.

12. The layout of the site is well thought out with the proposed new street on the north east side of the site legible and relating well to the adjacent buildings. The layout allows this new street to be continued through to the adjacent Colindale Retail Park for pedestrian and cycle access, and thus not compromise the redevelopment of the wider SSA in the future. Officers in Transportation have advised that there is only a need for pedestrian/cycle access and not vehicular access into the adjoining Colindale Retail Park site. Such arrangement will be safeguarded as part of the Section 106 Agreement. There are a number of front entrances which front this new street allowing it to feel safe and be well used. A strong building line is also created along Grove Park frontage, animated by the entrances to the residential cores, accessed from Grove Park. Landscape buffers are proposed in front of residential units to act as defensible space both to the shared surface 'Homezone' and Grove Park frontage. It is noted that in parts the depth of this landscape buffer is only 1m deep. However, given that the level changes on Grove Park allow the residential properties to be raised from pavement level and that the 'home zone' will have limited access, the buffer is considered sufficient and no concerns have been raised by the GLA regarding this matter.

13. The layout of the scheme was generally welcomed by the GLA. They did however raise concerns with public access into the south-west courtyard due to the lack of natural surveillance. In response to this concerns, the plans have been amended by the applicant to include two play areas on either side of the terraced houses in Block F. Blocks D, E, F and H do have windows, terraces and balconies that face onto these courtyard areas allowing these to be informally overlooked.

14. Blocks A, H and G front Grove Park. Block A contains the affordable workspace at ground floor with residential flats above and is located at the north end of the site ranging from 3 to 4 storeys high. Block H

contains residential units at all levels and is centrally located. It is 6 storeys high. Block G contains residential units at all levels and is located at the south end of the site ranging from 3 to 5 storeys. Blocks E, D and C are located at the south east end of the site next to the boundary with Colindale Retail Park. These blocks are sited in similar arrangement to Blocks A, H and G and reflect the scale of Blocks H and G with Blocks E (located closest to Evelyn Avenue) and C (located closest to Edgware Road) being 3 to 5 storeys high and Block D (centrally located) 6 storeys high. There are also two rows of terraces located along the north and south ends of the site known as Blocks B and F. Block B, sited between Blocks A and C, is located at the north end of the site next to Edgware Road and is 3 to 4 storeys high. Block B contains residential units. Block F, sited between Blocks E and G, is located at the south end of the site next to Evelyn Avenue and is 2 to 3 storeys high. This row of terraces contains the dwellinghouses.

15. In design terms, the scale of the development is considered acceptable. The scale reflects the level changes across the site and the character of surrounding developments with the scale reducing at the edges of the site. The maximum height of 6 storeys is considered acceptable reflecting the scale of development fronting Grove Park approved at the former Oriental City site. Further consideration of the relationship with neighbouring properties and between the blocks in terms of amenity and daylight/sunlight is discussed in further detail below. The GLA have advised that the overall height and massing of the scheme presents no strategic concern.

16. A simple palette of materials is proposed. The main material is brick using a dark and buff brick to provide articulation and break up the massing of the blocks. Other features include glass balconies, canopies, cladding panels and deep window and door reveals. Consistency between the materials is proposed for the main blocks and houses in Block F to provide a harmonious streetscene between the blocks. It is recommended that further details of the depth of window reveals, proportion of window openings and other detailing are conditioned to any forthcoming consent to allow the massing to remain simple and elegant.

### **Density**

17. London Plan Policy 3.4 'Optimising Housing Potential' states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2, taking into account local context and character, design principles and public transport capacity. This site is located within PTAL 4 and is considered to be within an urban location rather than a suburban location given its proximity to Edgware Road and the surrounding mix of uses. As such table 3.2 sets a guideline of up to 200-700 habitable rooms per hectare, or 45-260 units per hectare.

18. The density of the proposed scheme is 574 habitable rooms per hectare or 200 units per hectare which is at the upper end of the density matrix, and therefore is a relatively high density development. Whilst higher density developments are supported in principle in the Growth Areas, the scheme is still required to provide a high quality development taking into account factors such as high quality living environment for occupiers, adequate provision of amenity and play space, an appropriate level of affordable housing, good mix of unit sizes, high quality design, and addressing any transport and climate change issues. These factors are discussed in detail below.

### **Affordable Housing**

19. Policy CP2 of Brent's Core Strategy requires 50% of new homes within the Borough to be affordable. This is in line with the London Plan. Policy 3.12 of the London Plan requires the maximum reasonable amount of affordable housing to be sought on private schemes. The application is accompanied by a viability assessment which concludes that the scheme can accommodate 36 affordable units, equating to 18.57% affordable housing on a habitable room basis.

20. Officers have instructed an independent assessor to undertake an Appraisal of the Viability Assessment. They have recommended that the affordable housing provision is secured as part of the Section 106 Agreement: (1) Minimum of 21 affordable rented units and 15 intermediate units representing 18.57% affordable housing on a habitable rooms basis, (2) An appropriate financial review mechanism on an open book basis for providing an off site contribution towards affordable housing provision following completion of the development should market conditions improve

21. The affordable units include a mix of 21 affordable rent (5x1 bed, 7x2 bed, 5x3 bed and 4x4bed) and 15 intermediate units (5x1 bed, 8x2 bed and 2x3 bed). The affordable rent units will be located in Block E and four of the houses in Block F. Block C is proposed to be intermediate housing with one affordable rent unit. The proposed tenure split is 65%/35% affordable rent/intermediate. The London Plan requires a tenure split of 60%/40% and Brent's Core Strategy seeks a tenure split of 70%/30%, taking into account the specific needs of Brent. The proposed tenure splits meets London Plan requirements but falls short of Brent's requirements. However, it is considered that given that there is a high proportion of family units within the affordable rented units (accounting for 25% of the affordable units), the proposed tenure split can be supported as it contributes towards provided good quality family accommodation in the Borough.

### **Quality of proposed accommodation**

#### *Size and mix of units*

22. The application proposes a total of 227 residential units located in 8 blocks. As discussed above, Blocks C, E and four of the houses in Block F are to be affordable. A breakdown of the unit mix is set out below:

	Affordable Rent	Intermediate	Market	Total
Studio	0	0	27	27 (12%)
1 bed	5	5	48	58 (25%)
2 bed	8	7	86	101 (44%)
3 bed	4	3	24	31 (14%)
4 bed	4	0	6	10 (5%)
<b>Total</b>	<b>21 (9%)</b>	<b>15 (7%)</b>	<b>191 (84%)</b>	<b>227</b>

23. Policy CP21 of Brent's Core Strategy seeks an appropriate mix of unit sizes within a scheme including a proportion of 25% of units to be three bedrooms or more. In this case, a total of 19% of units are proposed as family sized units (three bedrooms or more). Whilst the scheme falls short of the target of 25%, your officers are of the opinion that this shortfall can be supported in this case. The family sized units that are proposed as part of this scheme include good quality 10 x four bedroom family houses with private rear gardens. In addition 31% of the affordable units are family sized, which exceeds 25% target for the affordable units, contributing towards the housing needs within Brent.

24. The London Plan requires residential units to provide the following internal floor space standards:

- 1 bed studio - 38sqm
- 1 bed 2 person - 50sqm
- 2 bed 3 person - 61sqm
- 2 bed 4 person - 70sqm
- 3 bed 4 person - 74sqm
- 3 bed 5 person - 86sqm
- 3 bed 6 person - 95sqm

25. Further guidance on the internal room sizes within the residential units are set out in the Mayor's Housing SPG that states that a minimum area of 8sqm should be provided for a single bedroom and 12sqm for a twin/double bedroom. The floor space for living/dining and kitchen is recommended to be:

- 1 person/2 person - 23
- 3 person - 25
- 4 person - 27
- 5 person - 29
- 6 person - 31

26. The majority of units within the scheme either meet or exceed the minimum internal floor space standards and internal room sizes as set out in the mayor's Housing SPG. The three bedroom 5 person units in Blocks C, E and H fall marginally short of the internal floorspace standards but meet or exceed the recommended internal room sizes, and as such this overall shortfall is not considered significant to warrant a reason for refusal.

### *Outlook and privacy*

27. The majority of units are dual aspect and where there are single aspect units these do not face in a northerly direction. The overall level of outlook is considered acceptable meeting the objectives of policy BE9 of Brent's UDP 2004.

28. Blocks F, D, H and D do have windows that face one another looking out onto the shared homezone. A minimum distance of 19.25m is provided between these units. Whilst this distance in parts falls marginally short of 20m as set out in SPG17, this shortfall is marginal and will not result in undue overlooking.

29. There are flank wall windows to the blocks that serve secondary windows to habitable rooms. These windows overlook communal pathways and landscaped areas within the development, acting as informal surveillance. A minimum distance of 6m is provided between the flank walls of the blocks, and the windows have been designed so that they are not directly opposite one another. As such, the scheme is not considered to be harmful in terms of loss of privacy between the units and meet the objectives of SPG17.

30. The ground floor units have good landscape buffers between them and the communal garden/access pathway.

### *Wheelchair units and lifetime homes*

31. Twenty three units within the scheme are proposed to be designed as wheelchair housing, accounting for 10% of units as set out in policy CP21 of Brent's Core Strategy. . These are all located on the ground floor, within both the affordable and private unit. In response to concerns raised by the GLA in their Stage 1 response, the location of the disabled parking bays have been relocated to be closer to the wheelchair accessible units. This is discussed further the Transportation section below.

32. All homes will be built to lifetime home standards, meeting London Plan requirements and policy CP21 of Brent's Core Strategy.

Level access is provided to the site from Grove Park including ramped and stair access to Block H. The ramp and all level changes within the site are below 1:20, meeting the requirements of the Hosing SPG.

### *External amenity space*

33. SPG17 requires all flats to have a minimum of 20sqm of external amenity space and for all family housing and ground floor flats suitable for a family to provide 50sqm of external amenity space. This scheme requires a total of 5080sqm for external amenity space based on the 227 units.

34. The proposed layout includes ground floor level community amenity space totalling 2,780sqm, which represents a shortfall of 2,300sqm. SPG17 states that where amenity space fails to meet the standards, this shortfall can be offset through the provision of more generous balconies and roof terraces. All of the one, two and three bedroom flats have access to a balcony or terrace that meet the London Plan Housing SPG standards for balconies and terraces. All of the houses in Block F and the ground floor units in Block B have access to private rear gardens which are a minimum of 50sqm each. The overall shortfall in external amenity space is 45sqm, which represents 0.19sqm per unit. This shortfall is very marginally and is not considered to warrant a reason for refusal as the overall external amenity space provision provided on site will be of high quality including private gardens for the houses in Block F and ground floor flats in Block B.

### *Children's play space*

35. London Plan Policy 3.6 'Children and Young People's Play and Informal Recreation Facilities' requires development proposals to provide suitable provision for play and recreation. Further details are set out in the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a bench mark of 10sqm is usable child play space to be provided per child, with under-five child play space provided on site.

36. This scheme produced a child yield of 56 children, requiring 560sqm of play space, with 25 under-fives requiring 250sqm of on-site play space as a minimum. Discounting the private rear gardens, the scheme is

required to provide 190sqm of on site play space for under-fives. The scheme originally proposed 100sqm of play space within the scheme for under-fives. The GLA have raised concerns with the lack of on site provision for under-fives within the Stage 1 response. The applicant has provided a revised site layout that has provided an additional area of play space for under - fives, in the south west corner between Blocks D, E and F, increasing the total amount of on site playspace to approx. 226sqm, meeting the requirements of the London Plan.

37.It is also noted that the site is located within 100m of Grove Park Open Space. This park has a range of play facilities including a children's play ground and multi use games area.

### **Impact on neighbouring occupiers**

#### *Privacy*

38.To ensure that the neighbouring properties do not experience a loss of privacy SPG17 requires new developments to provide a distance of 10m from rear habitable room windows to the site boundary, 5m from flank wall (secondary) habitable room windows to the site boundary and 1m for obscured glazed windows to the site boundary. A distance of 20m is required between directly facing habitable room windows.

39.The site is located next to residential rear gardens of properties on Evelyn Avenue. Blocks G, F and E are closest to this boundary. Each block and its relationship to Evelyn Avenue is discussed below:

- Block G is set in a minimum of 6.1m from the rear boundary with the gardens of Nos. 1a to 3a Evelyn Avenue and a minimum of 5.3m from the rear boundary with No. 4a Evelyn Avenue. . Windows are proposed on the flank elevation facing the rear gardens of Evelyn Avenue. The majority of these windows serve as secondary windows to habitable rooms. As a distance of over 5m is maintained to these rear gardens, these windows comply with SPG17. In addition there is a bedroom in Block G at ground to third floor levels which face the rear gardens on Evelyn Avenue. At ground floor a distance of only 6.1m is maintained but it is considered that given that views will be restricted by boundary fences, this window will not result in overlooking to the properties on Evelyn Avenue. At third floor level there is a bedroom window which has been designed at a splayed angle to allow only oblique views across the site, achieving a distance of over 10m.
- Block F (houses) provides a distance of 9.2m at ground floor and 10.2m at first floor to the rear gardens of properties on Evelyn Avenue. Whilst the ground floor falls marginally short of SPG17 views will be restricted by boundary fences and as such this marginally shortfall is not considered significant to warrant a reason for refusal.
- Block E is set in a minimum of 7.85m from the rear boundary with the gardens of Nos. 23 and 25 Evelyn Avenue. Windows are proposed on the flank elevation facing the rear gardens of Evelyn Avenue. The majority of these windows with the exception of a bedroom at ground floor level serve as secondary windows to habitable rooms or non habitable room windows. As a distance of over 5m is maintained to these rear gardens, these windows comply with SPG17. The bedroom at ground floor in Block E provides a distance of 7.85m to the rear gardens of Evelyn Avenue. It is considered that given that views will be restricted by boundary fences, this window will not result in overlooking to the properties on Evelyn Avenue, and is not considered significant to warrant a reason for refusal.
- In all cases a distance of over 20m is maintained to rear habitable room windows to the properties in Evelyn Avenue, thus complying with SPG17.

40.While the Council's policies do not protect the privacy for the neighbouring non residential uses, these sites are included in the Colindale/Burnt Oak Growth Area and the Site Specific Allocation and as such, some consideration of the potential impact on those sites is considered to be necessary. The relationship with Colindale Retail Park, and the properties on the Edgware Road frontage are discussed below:

- In terms of the relationship with Colindale Retail Park Blocks C, D and E maintain a

distance of 10m to this boundary at all floor level, thus complying with SPG17.

- Block C is set in a minimum 5.2m from the boundary with Beis Yaakov School. Windows are proposed on the flank elevation facing Beis Yaakov School. The majority of these windows with the exception of a bedroom at ground floor level serve as secondary windows to habitable rooms or non habitable room windows. As a distance of over 5m is maintained to the adjoining site, thus not comprising the wider SSA. The bedroom at ground floor level will have views restricted by boundary fences, and as such will not result on overlooking to the neighbouring site.
- Block B provides a minimum distance of 10m to the site boundary, thus complying with SPG17 and not comprising the wider redevelopment of the SSA. distance of 9.2m at ground floor and 10.2m at first floor to the rear gardens of properties on Evelyn Avenue. Whilst the ground floor falls marginally short of SPG17 views will be restricted by boundary fences and as such this marginally shortfall is not considered significant to warrant a reason for refusal.
- Block A has no windows on the flank wall.

### *Overshadowing and overbearing*

41.SP17 sets out general guidance for the massing of new buildings, to ensure they do not have an overbearing impact on the neighbouring properties and avoid unnecessary overshadowing. In general, the building envelope should be set below a line of 30 degrees from the nearest rear habitable-room window of adjoining existing properties, measured from height of 2m above floor level. SP17 goes on to say that where proposed development adjoins private amenity/garden area, then the height of the new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of 2m.

42.In this case the development sits within 30 degree line from rear habitable rooms windows to the residential properties on Evelyn Avenue. Blocks G and F sit within 45 degree line from the rear gardens of the properties on Evelyn Avenue. Block C does marginally breach 45 degree line by approx. 0.5m. This shortfall is minor and the accompanying Daylight/Sunlight report advises that the development will not adversely impact on daylight/sunlight for the properties on Evelyn Avenue. As such this minor shortfall is not considered significant to warrant a reason for refusal.

43.While the Council's policies do not protect daylight/sunlight for the neighbouring non residential uses, these sites are included in the Colindale/Burnt Oak Growth Area and the Site Specific Allocation and as such, some consideration of the potential impact on those sites is considered to be necessary. The relationship with Colindale Retail Park, and the properties on the Edgware Road frontage are discussed below:

44.Block A sits within the 45 degree line from the boundary with Nos. 381 to 397 Edgware Road. Blocks B and C sit within the 45 degree line when measured from the boundary with the buildings fronting Edgware Road including Beis Yaakov School. Blocks C and E also sit within 45 degree line when measured from the boundary with Colindale Retail Park.

45.The upper storey of Block D does breach 45 degree line. It is noted that this is principally the c. 9.5m wide rear projection, with the impacts of the remaining bulk of the new building being less significant. It is considered that this would not compromise the potential future development of the neighbouring site.

46.As such, it is not considered likely that the effects of the proposed development on the levels of daylight and sunlight received by the adjoining retail park will have a significant impact on their development capacity.

### **Transportation considerations**

47.The application site is located on the southeastern side of Grove Park (a traffic-calmed local access road within a 20mph zone), about 40m west of its junction with Edgware Road. The junction itself is currently a priority junction, but proposals are progressing to convert it into a signalised junction in association with the redevelopment of the Oriental City site on the northern side of Grove Park.



48. The site is not located within any Controlled Parking Zone. However, on-street parking is prohibited at all times along the site frontage due to the commercial nature of this length of Grove Park.

49. Public transport access to the site is good (PTAL 4), with Colindale Underground station (Northern line) and seven bus services (32, 142, 204, 292, 302, 303 & 324) within 640 metres (8 minutes walk).

#### *Car parking, consideration of overspill parking and mitigation measures*

50. The application proposes 136 car parking spaces. 86 of these spaces are proposed within the basement car park and a further 50 spaces are provided at ground floor level within a central shared 'homezone'. Access to the basement car park is provided from the existing vehicular access on the north eastern corner of the site on Grove Park (closest to Edgware Road) and access to the surface car parking will be via a new vehicular access on Grove Park located at the centre of the site.

51. 23 of the car parking spaces are to be widened to be used as disabled parking spaces. This accounts for one parking space per wheelchair accessible unit, this complying with standard PS15. All disabled spaces are located at ground floor level, so can be readily accessed by high-top conversion vehicles. The GLA raised concerns with the position of the disabled parking spaces in relation to the wheelchair accessible units. In response to this concern, a revised car parking layout has been provided that has relocated the disabled parking spaces closer to the entrances of the ground floor wheelchair accessible units.

52. Of the 136 proposed spaces, 20% are shown with electric vehicle charging points, with another 20% shown with passive provision for electric vehicle charging, in line with requirements.

53. Car parking allowances for the proposed uses within the site are set out in standards PS6 and PS14 of the adopted UDP 2004. As the site is not located within a CPZ and has only good access to public transport services, the full residential allowance applies along with relaxed allowances for the workspace units. As such, up to 275 car parking spaces would be permitted for the 227 residential units, with two further spaces permitted for the workspace units, giving a total allowance of 277 spaces.

54. Your officers in Transportation have advised that the proposed provision of 136 parking spaces would accord with standards, although with just 0.6 spaces proposed per unit, further information is sought on how these spaces would be allocated amongst residents. Officers in Transportation have requested that a Car Parking Management Plan is secured as part of the Section 106 Agreement.

55. Where full residential parking standards are not met within new developments though, policy TRN23 of Brent's UDP 2004 requires the impact of overspill parking from the development to be considered. In general, it is estimated that developments will generate car ownership at 75% of the maximum allowance (50% in the case of affordable housing) and on this basis, the proposal is estimated to generate demand for 200 spaces, giving a predicted overspill of up to 64 cars from the site.

56. To verify whether this is a realistic estimate for this area, your officers in Transportation examined car ownership data from the 2011 Census for flats at nearby Westfield Close, Airco Close and Mannock Close. The results indicate average car ownership levels of about 0.65-0.7 cars/household for the relevant output areas, suggesting that it is not unreasonable to assume that at least 150 cars would be owned by residents of the proposed development.

57. However, opportunities to safely accommodate overspill parking on-street in the surrounding area are limited. Extensive waiting restrictions along the Grove Park frontage of the site prohibit parking in this area, whilst the nearby residential streets (Evelyn Avenue, Grove Crescent etc.) are already heavily parked at night. The scope for safe overspill on-street parking within a reasonable walking distance (100m) of the site is therefore extremely limited.

58. In the absence of a Controlled Parking Zone (CPZ) to regulate overspill parking from the site on surrounding roads, this proposal gives rise to concern over the impact of overspill parking, with the likelihood being that instances of dangerous and obstructive parking on footways, at junctions, across accesses etc. would be likely to increase as a result of the development.

59. The applicant's Transport Statement has confirmed a willingness to provide funding to subsidise the introduction of a CPZ in the area if the development is observed to be causing parking stress and to place restrictions on the development to prevent future residents from obtaining on-street parking permits, in the event that a CPZ is introduced in the area in the future.

60. Given that there is no existing Council budget for new or extended CPZs in the Borough, this approach is supported by your officers in Transportation and it is suggested that the level of contribution provided be based upon future surveys of car ownership within the development, with a penalty sum payable for every percentage point by which car ownership (cars/household) exceeds the 60% level at which parking can be accommodated within the site. To be consistent with the nearby development of the Wickes site on Capitol Way (where a similar approach was taken), a sum of £12,500 per percentage point is recommended. Monitoring of car ownership should thus form part of the Travel Plan and be undertaken over a five year period from occupation of the development. The Travel Plan will be secured as part of the Section 106 Agreement.

61. Transport for London have also advised that they support the lower parking provision, which is in accordance with policy 6.13 of the London Plan. To assist in reducing car ownership within the site, a Travel Plan has been submitted. This sets out a range of measures, including the provision of information on walking, cycling and public transport through a Welcome Pack and noticeboards, promotion of sustainable travel amongst residents, setting up and promotion of a Car Club on the site and promotion of car sharing schemes. Both your officers in Transportation and TfL particularly welcome the introduction of a Car Club on site. An approach has been made to Zipcar (one of Brent's preferred car club operators), who have agreed to base two cars at the development (one initially and a further car once utilisation levels rise) subject to the developer providing funding of £23,000 towards three years' free membership for future residents. Two spaces are therefore shown reserved for Car Club vehicles within the courtyard area, which is supported. As the site is not proposed to be gated, this would allow access by other residents in the area. The provision of the Car Club will be secured as part of the Section 106 Agreement.

#### *Site layout, vehicular and pedestrian access*

62. The internal access roads for the development ensure that emergency services can penetrate the development and that fire appliances can reach within 45m of all block entrances and turn safely. The width of the access roads will also allow access by delivery vehicles, with appropriate 6m kerb radii shown at the site entrance to ease turning into and out of the site by refuse and delivery vehicles.

63. Roads and footways are proposed to be surfaced in block paving, with parking spaces delineated by contrasting colour blocks. Officers in Transportation have advised that this is generally acceptable, but footways do need to be clearly delineated along the entrance to the site, either by contrasting materials/colours or preferably with a slight (50mm) upstand kerb, to help to ensure they are not parked on and to provide a water check for drainage purposes. Such details are recommended to be conditioned as part of the landscape plan.

64. Similarly, the width and gradient of the proposed basement access ramp meets requirements and will allow cars to pass one another, with the gates being set back sufficiently from the highway boundary to allow cars to stand clear of the Grove Park footway whilst they are opened and closed.

65. Sightlines from both vehicular accesses are acceptable, with the footway along the site frontage proposed to be widened as part of the highway works for the Oriental City development opposite. Officers in Transportation have requested for raised entry tables and tactile paving to be provided at both vehicular access points, with the basement car park access requiring reduced kerb radii of just 2m to accommodate car access. They have also requested for the proposed right-turn ghost lane in Grove Park for the Oriental City development to be shortened to accommodate right-turning movements into this site. All works to form the accesses in the existing adopted highway will need to be undertaken through a S278 Agreement.

66. The closure of the existing vehicular access opposite the Oriental City retail car park entrance is supported in highway safety terms. This application proposes to provide a parking/loading bay within the existing highway boundary of Grove Park in its place to service the commercial units. In its current location officers in Transportation have advised that it would impede use of the adjacent central refuge by pedestrians, so it should be repositioned further eastwards. However, the removal of the site access in this location does present the

scope to modify/enlarge the central island anyway, which would help in deterring illegal right-turning movements out of the Oriental City development. Further consideration of the optimum highway layout in this area is therefore required, with the works to be incorporated into the scope of the S278 works.

67. With regard to pedestrian access, the proposed introduction of a network of footpaths throughout the development is supported both by officers in Transportation and the GLA, ensuring there are fully segregated routes available for pedestrians. In response to concerns raised by your officers in Transportation, the footpath widths have been widened to a minimum of 1.5m, to allow access for push chairs and wheelchair users.

68. The design also retains the potential to link footpaths through the any future development of the Colindale retail park to the south in the event that the site is redeveloped in future. This is supported and the safeguarding of the potential link should be secured through the Section 106 Agreement.

#### *Refuse facilities*

69. Seven refuse storage compounds are proposed across the development with total capacity for 42 x 1,100 litre Eurobins and 20 x wheeled bins, thus ensuring that no flat is more than about 30m refuse carrying distance of a store. Those for the central and easternmost blocks are also positioned within about 10m of the central access road, so allow easy collection by refuse staff. Those on the western side of the site (at either end of Block F) are over 20m from the turning head of the access road though and in these cases, a temporary external standing area for bins has been identified for use on bin collection days, with an on-site caretaker to be employed to move the bins accordingly.

70. The refuse facilities meets the required capacity as set out in the "Household Waste Collection Strategy 2010 - 2014" and are considered acceptable. Further details on the design and materials of the bin stores are recommended to be conditioned to any forthcoming consent.

#### *Cycle facilities*

71. The development proposes 236 double-stacked covered cycle spaces within four secure storerooms at ground floor level distributed across the development. An additional 20 external spaces are also proposed in the centre of the site for visitors.

72. Standard PS16 of Brent's UDP 2004 requires at least one secure bicycle parking space per residential unit and two spaces for the affordable workspace units. The proposed provision exceeds Brent's requirements. Consideration also needs to be given to London Plan cycle parking standards (updated in the Revised Early Minor Alterations to the London Plan) which seeks 2 cycle spaces for three bedroom plus units. This would result in a total of 273 cycle spaces on site. Whilst the proposed provision of 256 spaces falls short of London Plan requirements, the cycle parking provision exceeds Brent's requirements and further cycling parking could be provided within the dwellinghouses in Block F or the rear gardens for the ground floor units in Block B in the form of a small garden shed subject to obtaining the relevant planning permission.

73. Further details of the design of the cycle stores in terms of materials and elevations are recommended to be conditioned to any forthcoming consent.

#### *Servicing for affordable workspace units*

74. With regard to servicing, the proposed workspace units, being above a threshold of 100m<sup>2</sup>, require loading by 8m rigid vehicles. No off-street loading area has been indicated for the units and loading from Grove Park would be problematic, due to the proximity of a pedestrian refuge. However, the units are located adjacent to the courtyard entrance road, which has a proposed width of 6m. This would be sufficient to accommodate standing by delivery vehicles for these units, clear of the public highway and within 15m of the entrance to both units.

#### *Impact on existing local road network*

75. To understand the likely impacts on local transport networks, a Transport Assessment has been submitted with the application to estimate residential trips for the proposed development. This exercise has been carried

out using data from five similar housing developments in outer London for the Transport Assessment for the adjoining Oriental City development (which was approved in 2013). Given the adjacency of the two developments, officers in Transportation have advised that this is considered appropriate.

76. This exercise results in estimated residential person trips totalling 36 arrivals/120 departures in the morning peak hour (8-9am) and 97 arrivals/52 departures in the afternoon peak hour (5-6pm), with 40.8% of journeys estimated to be made as car drivers. Vehicular movements to and from the development have therefore been estimated at 15 arrivals/ 49 departures in the morning peak hour (8-9am) and 40 arrivals/21 departures in the evening peak hour (5-6pm).

77. The two proposed commercial units are comparatively limited in scale and are not proposed to be allocated any off-street parking. As such, they have been assumed to generate relatively insignificant levels of vehicular traffic.

78. The above flows have then been compared with flows that would have been expected to and from the existing warehouses. The net increase in traffic from the proposed development over and above the flows that would be expected from the warehouses has then been added to flows on the surrounding roads, derived from traffic counts undertaken in December 2013, with 65% of traffic assumed to arrive/depart through the Grove Park/Edgware Road junction and the remaining 35% to/from the west.

79. On this basis, traffic flows are predicted to increase by between 2-5% on Grove Park to the west of the site, which is considered to be a small enough increase not to warrant any further assessment of impact on junction capacity to the west of the site.

80. Flows on Grove Park towards the Edgware Road junction are estimated to increase by 6%-9%, which does require further consideration of the impact on the Grove Park/Edgware Road junction.

81. In order to test this impact, officers in Transportation have examined the junction capacity and operation should the Oriental City development not be built out and junction remains as a priority junction. The results show that plenty of spare capacity would be retained, with a maximum ratio of flow to capacity (rfc) figure of 0.79 obtained in the morning peak hour for the year 2016, against a recommended maximum of 0.85.

82. However, this junction is proposed to be converted to a signal controlled junction to facilitate future increases in traffic movements along Grove Park to the adjoining Oriental City development. Whilst the junction upgrade and an initial layout been agreed in principle (with the works secured through the S106 Agreement for the Oriental City development), the final detailed design of the junction is still in the process of being approved by Brent Council, Barnet Council and Transport for London.

83. Nevertheless, preliminary modelling of the initial indicative layout carried out through the Oriental City planning application showed that plenty of spare capacity would be retained through the Grove Park/Edgware Road junction following conversion to signal control (alongside proposed modifications to the nearby Colindale Avenue/Edgware Road junction). A re-run of this initial model by Brent's Transportation officers using the revised and updated flows derived within the Transport Assessment for this site shows that the junction would continue to operate with spare capacity.

84. As such, there are no concerns regarding the predicted traffic impact of this proposal.

#### *Impact on existing public transport network*

85. With regard to public transport impact, 30.6% of journeys to and from the site are estimated to be made by rail/Underground. On this basis, the development is estimated to generate 11 arrivals/37 departures by rail/Underground in the morning peak hour (8-9am) and 29 arrivals/16 departures in the evening peak hour (5-6pm). Even if all such journeys are to and from Central London on the Northern line through nearby Colindale station, this would amount to less than two additional passengers per peak hour service, which is not considered to be significant enough to cause concern.

86. In terms of bus journeys, 9.4% of trips are estimated to be by bus, although TfL consider this proportion to be a little low, with a figure of 13% being more typical for the area. The higher figure would lead to an estimated

total of 23 bus trips in the morning peak hour (8-9am) and 30 in the evening peak hour (5-6pm). This nevertheless still represents less than one additional passenger per bus service passing close to the site in each peak hour.

87. TfL have nevertheless requested a financial contribution of £450,000 through the S106 Agreement for the site towards bus capacity enhancements in the area to accommodate cumulative increases in bus patronage from this and other developments in the area. In response to this request from TfL, a comparison with other larger schemes in the vicinity of the site has been reviewed. Both the scheme at the former Oriental City site (mixed use development including 7,817sqm retail foodstore, 5,207sqm new Oriental and Far Eastern Floorspace, 183 residential units and two form entry primary and nursery school - planning application ref: 12/2166) and the scheme at Capitol Way (mixed use scheme including 460 residential units and over 5000sqm of retail floorspace - planning application ref: 08/2823) are significantly larger than this scheme and likely to attract more bus passengers. The former Oriental City scheme only secured £20,000 for assessment work for junction improvements along A5 and Capitol Way secured £200,000 for bus improvements. It is therefore considered that a request for £450,000 is unjustified in planning terms and this concern has been raised with TfL.

88. TfL has undertaken further work and has identified that the cumulative impact of growth within the local area would cause a future capacity problem on local bus services and thus their request for mitigation even though this was not secured as part of the former Oriental City scheme. TfL have advised that they would be willing to accept a reduced section 106 contribution on the basis that the deficit can be pooled from future developments in the local area. TfL and the applicants have agreed a contribution of £90,000 to mitigate this impact.

89. For other modes, 7% of journeys are estimated to be made on foot and 2.4% by bicycle. No detailed consideration has been given to the quality of pedestrian and cycle routes in the vicinity of the site, but there are plans to radically improve walking and cycling routes in the area through the adopted Burnt Oak, Colindale and The Hyde Placemaking Plan. Officers in Transportation have requested a financial contribution of £250,000 to be secured through the Community Infrastructure Levy for this development to be used for transport improvements in the area, such as public realm improvements as identified within the Burnt Oak, Colindale and The Hyde Placemaking Plan.

#### *Construction Traffic and Deliveries*

90. An initial framework for a Construction Management Plan for the development has been submitted with the application, setting out key issues that will need to be addressed within a further detailed CMP, including site management, working hours, parking, pedestrian and vehicular access, wheel washing, security etc. The document is proposed to be regularly updated as the scheme build-out progresses.

91. In terms of construction traffic, it is proposed to bring vehicles onto site from Grove Park using the existing site accesses during the demolition phase and via the future courtyard entrance for the construction phase, with traffic marshals used to assist safe manoeuvring. Wider access routes are still to be determined, but the existing width restriction on Grove Park would prevent vehicles travelling through the residential area to the west anyway.

92. Deliveries will be pre-booked on appropriately sized vehicles on a just-in-time basis to ensure lorries do not accumulate on adjoining streets, with those that are not booked being turned away. Between 6 and 12 deliveries (and no more than 14) are estimated per day during the construction phase. Segregated pedestrian routes will be provided within the site and vehicles will be washed and loads covered to avoid muck being carried onto the highway. Parking will not be provided for staff, with operatives encouraged to use public transport instead.

93. It is recommended that a detailed Construction Management Plan is conditioned .

#### **Sustainability**

94. Achieving sustainable development is essential to climate change mitigation and adaptation. The most recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 *Brent Strategic Climate Change Mitigation and Adaptation Measures* and the GLA's London Plan 2011 policies within Chapter Five *London's Response to Climate Change*.

### *Compliance with Brent policies*

95. In support of the objective of satisfying Core Strategy policy CP19 *Brent Strategic Climate Change Mitigation and Adaptation Measures*, a Code of Sustainable Homes Pre Assessment Report has been submitted predicting the development would achieve a score of 73.45 which exceeds the minimum requirement for Code Level 4, providing flexibility within the design should credits be lost through the detailed design and construction process. This is to be secured as part of the section 106 agreement.

96. Brent's UDP 2004 policy BE12 and SPG19 *Sustainable Design, Construction & Pollution Control 2003* require the submission of a Sustainable Development Checklist; the application is supported by a completed Brent Sustainable Development Checklist which demonstrates a score of over 50% can be achieved. The Sustainable Development Checklist is to be secured as part of the section 106 agreement.

97. In respect of Brent's sustainability policies, the proposal is considered acceptable.

### *Compliance with London Plan 2011*

98. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by London Plan 2011 policy 5.2 *Minimising carbon dioxide emissions* part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

99. The application is supported by an Energy Strategy. In summary, the proposal meets the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations. A total reduction of 35.1% is proposed.

- Lean measures

The buildings will be constructed using a range of passive design features to meet building regulations, including a reduction in heat loss parameters from the reduced external envelope area; higher fabric specification; 50% improvement over building regulations air permeability target; balconies that minimise solar gains; and solar control glazing. As no active cooling is to be provided, the GLA have requested evidence that overheating risk has been addressed and reduced to acceptable levels. This will be reported to the GLA in the Stage 2 response.

It is estimated that a reduction in regulated CO<sub>2</sub> emission of 14.3 tonnes per annum or 5% over baseline will be achieved through this first element ('Be Lean') of the energy hierarchy. This has been estimated based on SAP (2012) and SBEM (2014) modelling. The GLA have requested that sample DER, TER and BRUKL sheets are submitted. This will be reported back to the GLA in the Stage 2 response.

- Clean measures

The proposal will incorporate a site wide heating network, supplied from a single energy centre, located in the basement of Block A. All of the flats and affordable workspace units will be connected to the network. The GLA have queried whether the terraced houses in Block F will also be connected to the site wide heating network, and have requested a plan to be provided to show the route of the heat network linking all building on the site. The applicant is addressing this query and this will be reported to the GLA in the Stage 2 response.

The site wide heating network will incorporate four 12.5kW<sub>th</sub> and 5.5kW<sub>e</sub> gas fired Combined Heat and Power (CHP) units. All of the electricity generated could be used on site and monthly load profiles have been provided to justify the sizing of the CHP. The GLA have requested that the applicant, in the context of maintaining reasonably high running costs, consider the opportunity to reduce the number of CHP engines proposed, with the aim to increase the overall generation efficiency and therefore improve carbon savings. The GLA have also sought clarification of the

electricity sale strategy for the CHP. Such matters are being looked at by the applicant and will be reported back to the GLA in the Stage 2 response.

The Energy Statement has also looked into the option of connecting to a wider district heating network. One has been identified at the form Colindale Hospital Site, which is approx. 1,000m from the site. This has been viewed as an unviable option and at the request of the GLA evidence of correspondence with the network developer will be provided to confirm this as part of the Stage 2 response.

It is estimated that a reduction in regulated CO2 emission of 32.6 tonnes per annum or 12% over baseline will be achieved through this second element ('Be Clean') of the energy hierarchy.

- Green measures

The scheme proposes to install 125.2KwP (782.1sqm) of roof mounted, polycrystalline Photovoltaic Panels. A reduction in regulated CO2 emissions of 53.9 tonnes per annum or 22% over baseline will be achieved through this third element ('Be Green') of the energy hierarchy. This exceeds the minimum requirement of 20% renewable energy requirement set out in policy 5.7 of the London Plan.

100. It is recommended that the Energy Strategy and the requirement to achieve a minimum of 35% improvement on Part L of 2013 Building Regulations is secured as part of the Section 106 Agreement.

### **Flood Risk and Surface Water Drainage**

101. Whilst the site is not located within a Flood Risk Area, as the site area is over 1 hectare, it is required to be accompanied by a Flood Risk Assessment (FRA). The initial FRA was reviewed by the Environment Agency (EA) who raised objections to the scheme due to the following matters:

- It had not been demonstrated that the storage volume required to attenuated surface water run-off from the critical 1 in 100 chance in any year storm event, with an appropriate allowance for climate change, can be provided on site.
- It had not been demonstrated that sustainable drainage systems (SuDS) will be used on site to provide storage for surface water drainage generated on site.
- It had not been demonstrated that the peak discharge rate for all events up to and including the 1 in 100 chance in any year critical storm event, including an appropriate allowance for climate change

102. A revised FRA was submitted in response to the concerns raised by the EA. This has subsequently been reviewed and the EA have advised that their objections. The EA have advised that the revised FRA and surface water plans satisfactorily outlines the surface water management scheme for the site. They have recommended that a condition is secured requiring a detailed surface water drainage scheme for the site, based on the agreed FRA. The GLA raised initial concerns with the site's surface water management based on the initial FRA. The updated FRA and consultation response from the EA will be forwarded to the GLA as part of the Stage 2 referral.

### **Biodiversity and Trees**

#### *Trees*

103. An Arboricultural Assessment has been submitted which identifies trees within the site and close to the site boundaries that could be affected by the proposal. There are three existing trees within the site that are of poor condition, and the Arboricultural Assessment recommends that these trees are removed. New tree planting will be provided through out the site, which will increase the biodiversity value of the site and provide amenity for new residents and the wider area. The Arboricultural Assessment also looked at trees on Grove Park and in neighbouring rear gardens close to the application site. It is not considered that these trees will be adversely affected by the development, but it is recommended that in the event that the existing boundary wall/fencing is removed, that protective Herring Fencing should be provided. Such details will be secured as part of any forthcoming consent.

## *Ecological Assessment*

104. The existing habitable within the site predominately contains buildings and hardstanding, which is of negligible ecological value. The site does not currently provide opportunities for foraging birds or bat roosting potential. The proposed development will include gardens, trees planting and green space, which is anticipated to increase foraging opportunities within the site and thus be beneficial to birds and bats in the long term. In line with NPPF, biodiversity opportunities within the site can be further enhanced through artificial bird and bat boxes. Such details will be conditioned to any forthcoming consent.

105. The Ecological Assessment notes that a small area of Japanese Knotweed is within the site. This development provides the opportunity to eradicate this invasive species. Such details will be conditioned to any forthcoming consent.

## **Contaminated Land**

106. A contamination Assessment Report has been submitted which notes that there were historical industrial uses on the site that may have led to contamination on site. The report suggests the predicted risk is low but measures such as capping in soft landscaped areas may be required. Your officers in Environmental Health have required this report recommending that a site investigation is conditioned to determine the nature and extent of any soil contamination present. They also recommend that a further condition is secured requiring a verification report in the event that remediation measures are required.

## **Air Quality**

107. The site is located within an Air Quality Management Area (AQMA) which is identified as an area of existing poor air quality. Policy 2.9 of the London Plan requires development proposals to be at least "air quality neutral" and not lead to further deterioration of existing poor air quality.

108. The application is accompanied by an air quality assessment report which assesses the air quality neutrality of the proposed development. This has been prepared following the methodology provided in the GLA SPG on Sustainable Design and Construction. Whilst the development itself does not have an adverse impact on local air quality or expose new residents to poor air quality, the large number of road traffic movements predicted for the scheme exceeds the threshold for an average development in outer London and therefore is not air quality neutral. The air quality assessment report recommends mitigation measures through the installation of several charging points for vehicles within the site. This would be an incentive for future residents to switch to a more sustainable transportation system and work towards making the development air quality neutral. Such mitigation measures is considered to meet the requirement of the SPG on Sustainable Design and Construction. As discussed above 20% of car parking spaces are proposed with active electric vehicle charging points and a further 20% of spaces with passive electric vehicle charging points.

## *Building emissions*

109. As the site is located within an AQMA there is a requirement that there is no more than an imperceptible impact in the air quality from the Combined Heat and Power (CHP) and the communal boilers within the development. The proposed development will comply with the SPG in terms of the minimum standards for NOx emissions. Officers in Environmental Health have recommended that such a requirement is conditioned.

## **Noise**

### *Living conditions for proposed occupiers*

110. A noise impact assessment has been submitted. This has considered the living conditions for the proposed residential occupiers and concludes that mitigation measures are required to achieve a 'good' resting environment for habitable rooms. The report suggests a number of mitigation measures such as specification of glazing. Your officers in Environmental Health recommend that a condition is secured requiring the building to be designed to meet the required internal noise standards as set out in BS8233:2014.

### *Noise impact from CHP and other servicing equipment*



111. The Noise Impact Assessment advises that the noise limit of 10dB below the measured background noise level when measured from the nearest noise sensitive premises is achievable. Your officers in Environmental Health have recommended that a condition is secured for noise from any plant associated with the development to be conditioned to be at least 10dB below background noise level, measured at the nearest noise sensitive premises. This will provide an acceptable level of amenity for existing nearby residential occupiers and those within the proposed development.

### **Archeology**

112. An Archaeological Desk Based Assessment has been prepared who assess the site for its archaeological potential. There are no designated archaeological assets on or particularly near the site, and furthermore the site does not lie within an Area of Archaeological Priority as designated within Brent's Local Plan Proposal Map. It is noted that the site is around 35m west of the Roman Road Watling Street (Edgware Road - A5). The report advises that there is no evidence to suggest that Roman roadside settlement or activity on or particularly near the site and goes on to advise that the construction of the factory on the site in the early 1920s will have reduced, if not entirely removed, the site's archaeological potential.

113. The Archaeological Desk Based Assessment has been reviewed that the Greater London Archaeological Advisory Service (GLAAS), who have concluded that in this instance no further archaeological assessment or conditions are required in consideration of this application.

### **Statement of Community Involvement and response to objections raised**

#### *Statement of Community Involvement*

114. As the scheme proposes over 200 residential units there is a statutory requirement for the applicant to engage in pre-application discussions with the public. A Statement of Community Involvement has been submitted by the applicant that sets out the timeframes for pre-application consultation with councillors and members of the public. Letters/Flyers were sent to local residents inviting them to a public exhibition. This exhibition was held on Thursday 12th June 2013 at the Village School, Grove Park, between 4pm and 7pm. A number of key issues were identified following the consultation which are set out below:

- provision of community facilities.
- provision of open green space.
- traffic and parking.

Similar issues have been raised by local residents as part of the formal consultation for this application and this is set out below:

<b>Area of objection</b>	<b>Response</b>
Insufficient and inaccurate details provided regarding the density calculation of the proposal.	The density of the scheme complies with London Plan requirements - please refer to Paragraph 17-18 above.
Too much development already taking place in the area. This proposal would further increase population density and destroy the character of the area.	The site is located within the Colindale/Burnt Oak Growth Area which is strategically identified by the Council for housing growth.  The density of the scheme complies with London Plan requirements - please refer to Paragraph x above.
Insufficient car parking provided on site leading to increased traffic, congestion, pollution and safety problems on surrounding roads.	Please refer to paragraphs 47-61 above
The introduction of a CPZ would be detrimental to existing residents who currently have the right to freely park on surrounding streets. Further consideration of	Any CPZ would be subject to public consultation.  The parking provision is supported by both TfL and Brent's Transportation officers, subject to suitable mitigation measures in

basement car parking should be explored.	the form of a Travel Plan and Car Club. Please see paragraphs 47-61 above.
Construction work will be noisy and disruptive to existing residents - problem already experienced with other large developments in the area.	A Construction Management Plan is required to be submitted as part of a condition to any forthcoming consent - please refer to paragraphs to 90-93 above
The height of the whole blocks nearest to Evelyn Avenue should not be higher than the top of roof at Evelyn Avenue	The height of the blocks nearest Evelyn Avenue are considered acceptable in terms of their scale and massing. Please refer to paragraphs 11-16 above
Lack of additional infrastructure (doctors, schools, hospitals, open spaces) to support large residential developments	The site is located within the Colindale/Burnt Oak Growth Area which is strategically identified by the Council for housing growth. This growth will be supported by infrastructure identified within the Infrastructure and Investment Framework which is currently being developed. Anticipated infrastructure includes new primary school; new health services; new and improved public open spaces and recreational facilities;. new bus services; community centre and new tree planting.  This scheme will provide affordable workspace units, and in the event that these are not occupied within a two year period, these units will be made available for community access (use class D1) at a reduced rate. Such details will be secured as part of the Section 106 Agreement.
Over dependant on nearby Grove Park Open Space to justify lack of on site amenity space.	Please refer to paragraphs above in relating to external amenity space and play space on site
Lack of regeneration of existing open spaces such as Grove Park Open Space	As discussed above, a series of infrastructure improvement projects will be delivered as part of the Coindale/Burnt Oak Growth Area. This includes improvements to existing public open spaces.
Existing residents who apply for planning permission for a residential extension have more obstacles to address in order to obtain planning permission.	Each application is assessed on its individual merits having regarding to the relevant planing policies either in the London Plan or Brent's Local Plan.

## **Conclusions**

115. The application proposes the redevelopment of this vacant industrial site with a residential led mixed use development. It will contribute towards the objectives of the Burnt Oak/Colindale Growth Area, including the delivery of high quality affordable and family hosing in the Growth Area.

116. It is recommended that the scheme be granted consent, subject to a legal agreement and planning condition, to secure the required planning merits.

**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)

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

Employment: in terms of maintaining and sustaining a range of employment opportunities

Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation

Transport: in terms of sustainability, safety and servicing needs

Community Facilities: in terms of meeting the demand for community services

**CONDITIONS/REASONS:**

- (1) The development to which this 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.

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

OS Map at scale 1:1250

P-S-9-204 - Existing Elevations

P-S-9-205 Existing Site Plan

P-A-0-101 - Block A Ground Floor Plan

P-A-1-101 - Block A First Floor Plan

P-A-2-101 - Block A second floor plan

P-A-3-101 - Block A third floor plan

P-A-3-101 - Block A Elevations

P-A-3-101 - Block A Floor Plan Layout

P-B-0-102 Block B ground floor level

P-B-1-102 - Block B first floor level

P-B-2-102 - Block B second floor level

P-B-3-102 - Block B third floor level

P-B-7-102 - Block B Elevations

P-B-LT-052 - Block B Layout plans

P-B-WC-051 - Block B Wheelchair unit layout

P-C-0-103 - Block C Ground floor level

P-C-1-103 - Block C first floor level

P-C-2-103 - Block C second floor level

P-C-3-103 - Block C third floor level

P-C-4-101 - Block C fourth floor level

P-C-7-103 - Block C Elevations

P-C-7-103 - Block C and E layout plan

P-CE-LT-054 - Block C and E layout plan

P-C-WC-052 - Blocks C and E Wheelchair units

P-D-0-104 - Block D ground floor level  
P-D-1-104 - Block D first floor level  
P-D-2-104 - Block D second floor level  
P-D-3-104 - Block D third floor level  
P-D-4-102 - Block D fourth floor level  
P-D-5-101 - Block D Fifth floor level  
P-D-7-104 - Block D Elevations  
P-D-7-105 - Block D elevations  
P-D-LT-054 - Block D layout plans  
P-D-WC-053 - Block D wheelchair units

P-DH-LT-055 - Blocks D and H layout plans  
P-DH-WC-054 - Blocks D and H wheelchair units

P-E-0-105 - Block E ground floor level  
P-E-1-105 - Block E first floor level  
P-E-2-105 - Block E second floor level  
P-E-3-105 - Block E third floor level  
P-E-4-103 - Block E fourth floor level  
P-E-7-106 - Block E Elevations

P-F-0-106 - Block F ground floor level  
P-F-1-106 - Block F first floor level  
P-F-2-106 - Block F elevations  
P-F-2-106 - Block F second floor level  
P-F-LT-056 - Block F layout plans

P-G-0-107 - Block G ground floor level  
P-G-1-107 Rev A: Block G first floor level  
P-G-2-107 Rev A: Block G second floor level  
P-G-3-106 Rev A: Block G third floor level  
P-G-4-104 - Block G fourth floor level  
P-G-7-108 Rev A: Block G elevations  
P-G-LT-057 - Block G layout plans  
P-G-WC-055 - Block G wheelunit units

P-H-0-108 - Block H ground floor level  
P-H-1-108 - Block H first floor level  
P-H-2-108 - Block H second floor level  
P-H-3-107 - Block H third floor level  
P-H-4-105 - Block H fourth floor level  
P-H-5-102 - Block H fifth floor level  
P-H-7-109 - Block H elevations  
P-H-7-110 - Block H elevations  
P-H-LT-058 - Block H layout plans

P-S-B-251 Basement/car parking plan  
P-S-0-252 Rev A: Site Plan ground floor layout  
P-S-1-253 - Site Plan first floor level  
P-S-2-254 - Site Plan second floor level  
P-S-3-255 - Site Plan third floor level  
P-S-4-256 - Site Plan fourth floor level  
P-S-5-257 - Site Plan fifth floor level  
P-S-R-258 Rev A: Site & Roof Plan

P-S-7-101 - Site Elevations E-E and F-F  
P-S-7-102 - Site Elevatons G-G and H-H  
P-S-7-103 - Site Elevations J-J and K-K

P-S-7-104 - Site Elevations L-L and M-M  
P-S-8-101 Site Sections A-A and B-B  
P-S-8-102 Site Sections C-C and D-D

P-S-9-101 - Cycle and Bin stores  
P-S-9-102 Cycle and Bn Stores  
P-S-9-203 Roof Plan with PV panels

Landscape Plan: LANDP001 Rev 12  
Planting Plan: PP001 Rev 12  
Tree Plan: TP001 Rev 02

#### Supporting documents

Air Quality Assessment prepared by Air Quality Consultants, July 2014  
Arboricultural Assessment (60136p2r1) prepared by REC Ltd, dated 11 June 2014  
Archaeological Desk-Based Assessment prepared CgMs, dated March 2014  
Basement Construction Methodology Rev 01, dated July 2014  
Construction & Environmental Management Plan Rev 01, dated July 2014  
Contamination Assessment Rev 01 prepared by GB Card & Partners, dated July 2014  
Detailed Daylight & Sunlight Report prepared by GVA, dated July 2014  
Design & Access Statement prepared by Fleming Maguire Architects, dated July 2014  
Ecological Assessment (60136p1r1) prepared by REC Ltd, dated 5 February 2014  
Code for Sustainable Homes Pre-Assessment Report prepared by CHB Sustainability  
Energy Statement prepared by CHB Sustainability  
Foul Sewage and Utilities Assessment prepared by Pitman Associates, dated June 2014  
Flood Risk Assessment Rev B prepared by Pitman Associates, dated September 2014  
Noise Impact Assessment prepared by Bickerdike Allen Partners, dated July 2014  
Planning Statement prepared by Maddox Associates dated July 2014  
Statement of Community Involvement prepared by Maddox Associates, dated July 2014  
Sustainability Statement including checklist prepared by Maddox Associates, dated July 2014  
Transport Assessment prepared by ADL Traffic Engineering Ltd, dated July 2014  
Residential Framework Travel Plan prepared by ADL Traffic Engineering Ltd, dated July 2014

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

- (3) No extensions or buildings shall be constructed within the curtilage of the new terraced dwellinghouse located in Block F subject of this application, notwithstanding the provisions of Classes A, B, E and F of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 1995, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason: To prevent an over development of the site and undue loss of amenity to adjoining occupiers.

- (4) (a) The facing bricks and cladding for the external elevations for the development shall be carried out in accordance with the details of materials as set out within the Design and Access Statement, which include..

" Buff Brick - Staffordshire Smooth Cream by Wienerberger  
" Dark Brick - Dartmoor Heather by Wienerberger  
" Integrated small Format Cladding - ROCKPANEL Woods in Teak

Or

- (b) Prior to commencement of building work above basement level, details of alternative

materials shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in full accordance with the approved details.

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

- (5) All parking spaces (including disabled bays), Electric Vehicle Charging Points (including passive provision), cycle parking stands and refuse and recycling facilities shall be provided and permanently marked out prior to occupation of any part of the approved development in full accordance with approved plan references P-S-B-251 Basement/car parking plan and P-S-0-252 Rev A: Site Plan ground floor layout, and thereafter retained in accordance with the approved details throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

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 & amenity and to provide sufficient cycle parking facilities and refuse and recycling facilities.

- (6) The proposed tree protection details as detailed in Arboricultural Assessment (60136p2r1) prepared by REC Ltd, dated 11 June 2014 shall be fully adhered to throughout all stages of the construction of the development hereby approved.

Reason: To ensure retention and protection of trees and other landscape features on the site in the interests of amenity.

- (7) The development hereby approved shall not be commenced until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment, Rev B, dated September 2014, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

- (8) No works shall commence on site (including demolition of existing buildings) until a Construction Environmental Management Plan (CEMP) have been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of measures to mitigate the impact of the demolition, construction and all associated works on noise, vibration and air quality for sensitive receptors including:

- (i) Management: Appointment of a Construction Liaison Officer to take primary responsibility for day-to-day contact on environmental matters for the borough, other external bodies and the general public.
- (ii) Working Hours: Standard construction hours (e.g. Monday to Friday 08:00 to 18:00 hours, Saturday 08:00 to 13:00 hours, with no working on Sundays or Bank Holidays), subject to consultation with the borough.
- (iii) Access Routes: Routing construction traffic away from NSRs.
- (iv) Equipment: The use of quieter alternative methods, plant and/or equipment, where reasonably practicable.
- (v) Screening: The use of site hoardings, enclosures, portable screens and/or screening nosier items of plant from NSRs, where reasonably practicable.
- (vi) Location: Positioning plant, equipment, site offices, storage areas and worksites away from NSRs, where reasonably practicable.

- (vii) Maintenance: Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- (viii) Piling: Ensuring that piling is undertaken using most appropriate technique, with minimal noise and vibration generation in mind. The piling method will be agreed in conjunction with the LBB, prior to work commencing.
- (ix) BS 5228-1 indicates that between 10 and 20dB attenuation may be achieved during the construction phase by selecting the most appropriate plant and equipment and enclosing and/or screening noisier items of plant or equipment.
- (x) Site Planning: Erect solid barriers to site boundary; no bonfires; machinery and dust causing activities located away from sensitive receptors; training and management; hard surface site haul routes.
- (xi) Construction Traffic: vehicles to switch off engines; vehicle cleaning and specific fixed wheel washing on leaving site and damping down of haul routes; all loads entering and leaving site to be covered; ensure no site runoff of water or mud; all non-road mobile machinery to be fitted with appropriate exhaust after-treatment; on-road vehicles to comply with the requirements of a possible future LEZ as a minimum; minimise movement of construction traffic around site.
- (xii) Demolition: use water as dust suppressant; use enclosed chutes and covered skips; and wrap buildings to be demolished.
- (xiii) Site Activities: minimise dust generating activities ensuring that any crushing and screening machinery is located well within the site boundary; use water as dust suppressant where applicable; enclose stockpiles or keep them securely sheeted; if applicable, ensure concrete crusher or concrete batcher has a permit to operate

The development shall be carried out strictly in accordance with the agreed details.

Reason: To minimise the noise and air quality impact of the demolition and construction works on sensitive receptors and to ensure demolition and construction works follow Best Practicable Means (BPM) of Section 72 of the Control of Pollution Act 1974 to minimise noise and vibration effects.

- (9) Following the demolition of the existing buildings and prior to commencement of building works, a site investigation shall be submitted to and approved in writing by the Local Planning Authority. The site investigation shall be carried out in accordance with BS 10175:2011, by component persons to determine the nature and extent of any soil contamination present.

The site investigation shall include the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

Reason: To ensure the safe development and secure occupancy of the site

- (10) Any soil contamination remediation measures identified in condition 10 shall be carried out in full accordance with the approved details. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to occupation stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site

- (11) Notwithstanding the details of the external materials set out in the Design and Access Statement, further details of the following external materials shall be submitted to and approved in writing by the local planning authority prior to commencement of building works above

basement level:

- Details of the specification and colour of the glazing and doors
- Details of the finishing material and colour for balconies, canopies, balustrades and railings
- Details of the tiles for the terraced dwellinghouses in Block F
- Details of the mortar to be used for the facing bricks including a mock sample board at scale 1:1 to be provided on site for inspection

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

(12) Prior to commencement of any works above basement level, further details of the following shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50) or manufacturer's literature which show

- (a) details of the window and door reveals, headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (b) details of proportion of window openings
- (c) elevation plans at scale 1:100 showing details of the design of the bin and bike stores indicating materials and finishes of doors

The development shall be completed in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality.

(13) Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 6 months of commencement of development. Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) all planting including location, species, size, density and number incorporating native species of local provenance along the southern boundary
- (b) details of the play equipment within the informal play area for under-fives
- (c) details of the removal and appropriate disposal of Japanese Knotweed within the site
- (d) details of the provision of artificial bird and bat boxes
- (e) areas of hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users
- (f) the location of, details of materials and finishes of, all street furniture and external cycle stands
- (g) proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
- (h) 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)
- (i) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.



Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- (14) Details of the roof plan, 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.

- (15) All residential premises shall be designed in accordance with BS8233:2014 'Sound insulation and noise reduction for buildings - Code of Practice' to attain the following internal noise levels:

<u>Time</u>	<u>Area</u>	<u>Maximum noise level</u>
Daytime Noise 07:00 – 23:00	Living rooms	35dB LAeq (16hr)
Night time noise 23-00 – 07:00	Bedrooms	30 dB LAeq (8hr)

Prior to first occupation of the residential units hereby approved a test shall be carried out to show that the required internal noise levels have been met and the results submitted to the Local Planning Authority for approval.

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

- (16) Prior to first occupation of the residential units hereby approved, an assessment of the noise level from any installed plant (such as air handling units, generators, ventilation/extraction systems) together with any associated ducting, achieving 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises, shall be undertaken and submitted to the Local Planning Authority for approval. The method of assessment shall be carried out in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. If the predicted noise levels of the plant exceed those specified within this condition, then a scheme of insulation works to mitigate the noise shall be included. The recommendations provided within the noise assessment together with any required mitigation measures shall be carried out in full accordance with the approved details prior to first use of the plant equipment hereby approved.

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

- (17) The Boiler unit and the Combined Heat and Power unit to be installed shall meet or improve upon the emissions standards and technical details described in the Air Quality Assessment. Prior to first occupation of the residential units hereby approved, details of tests undertaken on the installed unit to demonstrate that the emissions standards have been met shall be submitted to and approved in writing by the Local Planning Authority. The unit shall then in maintained in such a way to ensure that these standards continue to be met.

Reason: To protect local air quality.

**INFORMATIVES:**

- (1) 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)
- (2) The applicant is advised that in relation to conditions 11 and 12 above, the quality of imported soil must be verified by means of in-situ soil sampling and analysis. Soil quality certificates from the soil supplier as proof of soil quality is not accepted.

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