

RECEIVED: 21 December, 2010

WARD: Kilburn

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: Cambridge Court, Cambridge Avenue, Ely Court, Chichester Road & Wells Court, Coventry Close, London, NW6

PROPOSAL: Demolition of Cambridge Court, Wells Court and Ely Court and redevelopment to provide 144 residential units (86 market units - 32 one-bed, 41 two-bed, 10 three-bed and 3 four bed & 58 affordable units - 16 one-bed, 22 two-bed, 10 three-bed and 10 four-bed) in 3, 4 and 5 storey buildings. Development includes the stopping up of existing access road and the formation of a new access road from Chichester Road, alterations to car parking, open space, relocation of existing playspace adjacent to Kilburn Park underground station, new vehicular and pedestrian routes through the site and provision of private and communal gardens.

APPLICANT: Policy and Regeneration Unit

CONTACT: Lifschutz Davidson Sandilands

PLAN NO'S:
See condition 2

RECOMMENDATION

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning to agree the exact terms thereof on advice from the Borough Solicitor

SECTION 106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- 40% Affordable Housing
- A contribution of £543,000, index-linked from the date of Committee, broken down as:
 - £403,000(3k/£2.4k)per additional private/AH bedroom), for Education, Sustainable Transportation and Open Space & Sports in the local area, due on Material Start, to be predominately use on provided a home zone, tree planting, children's play area and landscaping as shown on Plan 2306-SK-0027 in the local area.
 - A contribution of £10,000 to improve local bus stops.

-£1250 per unit to be used for Sustainability measures and provide renewable energy measures including connections to a Decentralised Energy Network,

- Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and Code for Sustainable Homes Level 4 in addition to adhering to the Demolition Protocol, with compensation should it not be delivered.
- Provide at least 20% of the site's carbon emissions through onsite renewable generation, which has no detrimental effect on local Air Quality
- Tree survey upon Material Start, 4:1 trees replacement prior to Occupation for any reduction in the number of Trees
- Join and adhere to the Considerate Contractors scheme.
- Notwithstanding submitted draft Travel Plan, a framework Travel Plan shall be submitted and approved within three months of the commencement of works and a full Travel Plan shall be submitted and approved prior to first occupation.
- To notify "Brent In2 Work" of all job vacancies, including those during construction and operation of the building.
- To sign up Registered Social Landlords to the measures in the local employment/ training scheme.
- Section 278 Highway works, including but not limited to the provision of Mews Lane and Gorefield Way to adoptable standard and offer to the Council for adoption.
- Allow future connection of the site to any Decentralised Heat / Energy Network.

And, to authorise the Head of Area Planning, or other duly authorised person, to agree the exact level of sustainability obligations or 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.

EXISTING

The subject site, located within the South Kilburn Regeneration Area, includes Wells Court, Cambridge Court and Ely Court. The site also encompasses land around these existing developments including access roads, parking areas, open spaces and a play area. The site has an irregular footprint and an area of 2.09ha which is roughly bound by Cambridge Avenue to the east, Chichester Road to the south and Canterbury Court, Gorefield House and Alpha House to the north.

Wells Court is a 12-storey tower block located at the northern end of the site between Cambridge Road and Coventry Close. This block comprises of 44 social rented residential units. To the south of Wells Court lies Cambridge Court which consists of three, 3-storey blocks, set at angle to Cambridge Road, comprising of 24 residential units. Due to a drop in levels between the road and the land on which these blocks are constructed, deck access from Cambridge Road is provided at first floor level. Ely Court comprises of two, 3-storey blocks, set at an angle to Chichester Road which are separated by Gorefield Place, an estate access road. Ely Court consists of 16 residential units. The subject site is not located in a Conservation Area nor does it contain any Listed structures.

Towards the south and east of the site lies adjacent to the South Kilburn Conservation Area. The character of this Conservation Area is under pinned by pairs of semi-detached 3/4-storey town

houses, most of which are Grade II listed. There are also a number of other notable Grade II listed buildings adjacent to, or within the vicinity of, the site including Kilburn Park underground station, the Prince of Wales public house, the Animal War Memorial Dispensary and the Tin Church. The former Brondesbury Arms public house, which is locally listed, is also adjacent to the western end of the site. Towards the north of the site lies three residential blocks, Canterbury Court, Gorefield House and Alpha House, which are between 8 and 10-storeys in height.

PROPOSAL

The proposed development generally consists of two main elements. The first would involve the demolition of Wells Court and Cambridge Court to allow the erection of a five storey terraced villa block along the Cambridge Road frontage with two, part 3, part 4 storey, mews blocks located towards the rear of the villa block, separated by private/communal gardens. Due to the level difference between the subject site and Cambridge Road the proposed 5-storey villa block would have the appearance of being basement plus four-storeys when viewed from Cambridge Road. This part of the development would provide 101 residential units. The second element would involve the demolition of Ely Court in order to allow the erection of a 4-storey terrace block along the Chichester Road frontage with a part 2, 3, 4 storey block towards the rear separated by private gardens. This element of the development would also involve the erection of a separate 4-storey block adjacent to the former Brondesbury Arms public house. This element of the development would provide 43 residential units.

Other developments within the site include the stopping up and realignment of Gorefield Way, the relocation of the existing play area adjacent to Kilburn Park Road, the formation of new vehicular and pedestrian routes through the site and the alteration and formation of landscaping and open spaces across the site.

HISTORY

There is no history of previous planning applications on the site.

POLICY CONSIDERATIONS

The following policy documents need to be taken into account in the assessment of this application:

- London Borough of Brent adopted LDF Core Strategy 2010
- London Borough of Brent Unitary Development Plan 2004 (saved policies)
- Supplementary Planning Document (SPD) for South Kilburn (Adopted April 2005).
- Supplementary Planning Guidance Note (SPG) 17 "Design Guide for New Development"
- Supplementary Planning Guidance Note (SPG) 19 "Sustainable Construction & Pollution Control"
- Supplementary Planning Document:- s106 Planning Obligations
- The Masterplan for the Regeneration of South Kilburn (2004)
- The London Plan (Consolidated with Alterations since 2004)

London Borough of Brent adopted LDF Core Strategy 2010

Within the adopted LDF Core Strategy the following policies are considered to be the most pertinent to the application.

CP1 Spatial Development Strategy

Brent's Spatial Development Strategy is to concentrate housing growth in well located areas that provide opportunities for growth, creating a sustainable quality environment that will have positive economic impacts on deprived neighbourhoods that may surround them. The policy identifies the Council's five Growth Areas which includes South Kilburn.

CP2 Population & Housing Growth

Defines the minimum housing targets required to meet the expected population growth and housing demand within the Borough. 85% of housing growth is expected to be provided within Growth Areas, including 2400 new homes in South Kilburn by 2026.

CP5 Placemaking

Sets out the placemaking objectives that should be considered for major proposals within Growth Areas.

CP6 Design & Density in Placeshaping

Sets out the factors that will be taken into account in determining density and requiring good design

CP9 South Kilburn Growth Area

Provides the spatial strategy for the South Kilburn area including specific details of the aims and objectives for the transformation of the area.

CP14 Public Transport Improvements

Promotes improvements to orbital public transport routes which link the strategic centres in North West London and the Growth Areas

CP15 Infrastructure to Support Development

The council has set out, in an Infrastructure and Investment Framework, the infrastructure requirements necessary to support new development in the growth areas. Appropriate contributions will be sought to ensure that the necessary infrastructure to support development is provided.

CP18 Protection and Enhancement of Open Space, Sports and Biodiversity

Support will be given to the enhancement and management of open space for recreational, sporting and amenity use and the improvement of both open space and the built environment for biodiversity and nature conservation. This will include improvements to existing open spaces in South Kilburn.

CP19 Brent Strategic Climate Mitigation and Adaptation Measures

All development should contribute towards achieving sustainable development, including climate change mitigation and adaptation.

CP21 A Balanced Housing Stock

The Plan seeks to maintain and provide a balanced housing stock in Brent in support of Policy CP2 by protecting existing accommodation that meets known needs and by ensuring that new housing appropriately contributes towards the wide range of borough household needs

London Borough of Brent Unitary Development Plan 2004

Within the adopted Unitary Development Plan 2004 plan the following list of 'saved' policies are considered to be the most pertinent to the application.

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

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

- BE3 Proposals should have regard to the existing urban grain, development patterns and density in the layout of the development sites, and should be designed to ensure that spaces are satisfactorily enclosed by the built form; its layout is defined by pedestrian circulation; emphasis is placed upon prominent corner sites, entrance points etc; it respects the form of the street of which it is part by building to established frontages unless there is a clear urban design justification; connections are established where appropriate to open space.
- BE4 Access for disabled people.
- BE5 Development shall be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.
- BE6 High standards of landscape design is required as an integral element of development schemes.
- BE7 A high quality of design and materials will be required for the street environment.
- BE9 Creative and high-quality design solutions specific to site's shape, size, location and development opportunities. Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.
- BE12 Proposals should embody sustainable design principles, taking account of sustainable design, sustainable construction and pollution control
- BE17 Building service equipment should be located to be visually inconspicuous
- BE24 The special character of buildings on the local list will be protected and enhanced
- BE25 Development proposals affect the setting or views into or out of a Conservation Area shall pay special attention to the preservation or enhancement of the character and appearance of the area.
- EP2 Noise & vibration
- EP3 Local air quality management
- H12 Seeks to ensure that all residential development has a high quality layout, has an appropriate level of car parking and features housing facing onto streets.
- H13 The density of development is design led, where higher density developments are more appropriate in areas where there is very good public transport accessibility. Surrounding densities should be at least matched unless this would harm residential amenity.
- TRN3 Environmental Impact of Traffic
- TRN4 Set out measures to make transport impacts acceptable

TRN10 Walkable Environments

TRN11 The London Cycle Network

TRN13 Traffic Calming

TRN14 Highway Design

TRN15 Forming an Access to a Road

TRN23 Parking Standards – Residential Developments

TRN34 Servicing in New Developments

TRN35 Transport Access for Disabled People and others with Mobility Difficulties

PS14 Car Parking Standards – Residential Development

PS15 Parking for Disabled People

PS16 Bicycle Parking

A Masterplan for the Regeneration of South Kilburn – Adopted July 2004

South Kilburn New Deal for Communities (SKNDC) and the Council originally agreed a Masterplan for South Kilburn. The Masterplan proposals were intended to change South Kilburn from a monolithic housing estate back into four high quality neighbourhoods each with their own character and facilities:

- where people are proud to live, learn and work;
- which are safe, free from crime and the fear of crime; and
- which are sustainable and meet the needs of its diverse communities.

The Masterplan proposed 2,953 new homes for South Kilburn, 1534 of which would be replacement and 1,419 new private homes. All applications, including those for new residential units, should be determined in accordance with this Masterplan which sets out criteria for development which regard to sustainability, building heights, space standards, quality of architecture, amenity space and management.

As indicated above, the SPD essentially revolved around building over 1500 for sale units in order to cross subsidise the provision of over 1400 affordable homes. Members may be aware that the Council's chosen consortium was not able to deliver the comprehensive redevelopment package, given that Government offered only about half the financial support that was required in order to get the scheme underway. In response to this, the Council is now trying to complete the first phase of the development on its own by developing individual sites within South Kilburn. This should allow enough units to decant other parts of the South Kilburn estate and make them ready for demolition and rebuild. The application site is a key part of that process.

The Masterplan is currently being reviewed in the light of the changed circumstances in South Kilburn and the Council is working with the selected Masterplanners to seek to bring it forward.

SUSTAINABILITY ASSESSMENT

SUSTAINABILITY CHECKLIST

The application is a Major Case proposing in excess of 10 residential units and consequently

reference needs to be had to the Council's SPG19. As such, the applicant has completed the Council's Sustainability Checklist which, following review by the Council's Sustainability Officer, achieves a score of 50%. The proposal therefore meets the Council's required score of 50% and the development would be likely to achieve a 'Very Positive' rating. The sustainability checklist score should be secured by way of a s106 legal agreement to ensure that the development would realise the predicted sustainability benefits of the proposal.

CODE FOR SUSTAINABLE HOMES

The applicant has supplied a Code For Sustainable Homes (CSH) pre-assessment that indicates the proposed development will achieve a score of 60.03% at the time it is constructed. If achieved in practice, this pre-assessment score exceeds the threshold score of 57% required to achieve level 3 of the CSH. However, as the site is within a growth area the Council would normally expect developments to reach code level 4. It is intended that the proposed development would eventually connect to the proposed combined heat and power network (CHP) for the South Kilburn Area which would result in the proposed development achieving level 4 of the CSH. However, the development of CHP within the South Kilburn Area is still somewhat unclear and if the CHP did not go ahead then the applicant would need to provide alternative measures including sufficient on-site renewable energy to increase the CSH rating to level 4 and meet London Plan renewables target. This matter should be secured through a suitably worded s106 agreement.

ENVIRONMENTAL IMPACT ASSESSMENT

The Council has produced a Screening Opinion to determine whether the proposed development of the site would require an Environmental Impact Assessment (EIA) before development consent can be given. An EIA is usually required where development is likely to have a significant effect on the environment. The Council has considered whether the development is of more than local importance, in an environmentally sensitive or vulnerable location, or whether it produces complex or hazardous environmental effects. The conclusion of a Screening Opinion is that the scheme does not warrant EIA. The Council also has to consider the cumulative impacts of both built and approved development and therefore the four other schemes currently under construction within the South Kilburn Area have been considered within the Council's assessment of the need for an EIA. Even with these and other approved and built schemes the Council is still of the opinion that the application site (with other proposed development) is not so significant as to warrant an EIA. The Council intends to bring forward further development within the South Kilburn area but these potential developments are not certain as they rely on sites like the application site being approved and developed so that they can act as a catalyst for enabling future developments. Future schemes also rely on favourable housing market conditions and Homes and Communities Agency (HCA) grant assistance. If any future site or sites come forward the Council will reassess the cumulative impacts and determine whether they are significant enough to then trigger the requirement of an EIA.

DRAINAGE & FLOODING

The entirety of the subject site is located within a Flood Risk Zone 1 area where there is a low probability of flooding due to its proximity to any waterway. However, given the extent of the development it is important that to ensure that adequate measures are put in place to prevent the occurrence of flash flooding as a result of insufficient capacity to deal with surface water run off. The proposed development meets the threshold which would require the undertaking of a Flood Risk Assessment (FRA) which has been submitted by the applicant.

The London Plan requires that developments reduce surface water runoff by 50%. The submitted FRA has been inspected by the Environment Agency (EA) and they have confirmed that subject to a condition securing compliance with the London Plan target that they have no objection in principle to the development.

CONSULTATION PUBLIC CONSULTATION

Consultation letters, dated 21st January 2011, were sent to 1422 local residents. The proposals were also advertised as being "Of Public Interest" and "affecting the setting of a Conservation Area and Listed Building" and by means of Press, and Site, Notices dated the 27th and 25th January 2011, respectively.

In response to this consultation process, 49 letters of objection and one petition, containing 40 names, against the proposal have been received. Of the objection letters received 39 have come in the form of a standard letter signed and addressed from individual occupiers of Alpha House. One letter of support and one letter with general comments have also been received. The concerns of the objectors have been summarised below.

- Concerns that sufficient and meaningful consultation has not been undertaken
- The proposed development would have an adverse impact on the privacy, outlook and sunlight/daylight of neighbouring occupiers, particularly those in Alpha House.
- the proposals would have a negative impact on existing views.
- The proposals would constitute an overdevelopment of the site that would increase stress levels, neighbour disputes, noise pollution and social problems.
- The proposals would result in the loss of open space, increasing the open space deficiency and harming biodiversity and the quality of the environment.
- The provision of more households will increase parking problems within the locality.
- The proposals will place greater pressure on local schools and other services.
- Concern regarding access of emergency services
- Concerns regarding the structural impact on the former Brondesbury Arms public house.
- Concerns that the proposals would result in the loss of existing trees.
- The design of the development would be at odds with the character of the surrounding area
- The proposal may devalue existing properties
- Noise from building works would disturb existing residents
- The proposals could offer increased opportunities for crime and anti-social behaviour

INTERNAL CONSULTATION

TRANSPORTATION UNIT

No transportation objections subject to further assessment of the proposals and the imposition of suggested conditions and s106 terms.

LANDSCAPE DESIGN TEAM

No objection to the planning application subject to conditions requiring the submission of further details of landscaping proposals for the site.

TREE PROTECTION OFFICER

No objection to the proposals subject to condition securing a tree protection works and securing replacement tree planting at a ratio of 4:1.

ENVIRONMENTAL HEALTH

No objection to the proposal subject to conditions relating to air quality, noise and contaminated land.

URBAN DESIGN TEAM

No objection to the proposals

SUSTAINABILITY OFFICER

No objection to the application (see detailed assessment above)

STREETCARE

No response has yet been received. Officer to follow up and report in Supplementary Report

STANDARD CONSULTEES

WESTMINSTER CITY COUNCIL

No objection to the proposal

LONDON BOROUGH OF CAMDEN

No objection to the proposal

THAMES WATER

No objection to the planning application subject to informatives.

ENVIRONMENT AGENCY

No objection to the proposals subject to the imposition of a condition requiring surface water drainage details.

LONDON UNDERGROUND LIMITED

No objection to the proposal. Conditions are recommended

NETWORK RAIL

No objection to the application

ENGLISH HERITAGE

No response received

METROPOLITAN POLICE

No response received although the applicant has liaised with the Crime Prevention Design Advisor as detailed in the report below.

APPLICANT CONSULTATION EVENTS

A Statement of Community Involvement has been submitted as part of the application which provides details of public consultation events that have organised by the applicants in developing the proposals. These events included three New Homes public exhibitions, held at strategic stages throughout the design programme, which were open to all residents affected by the development and a Residents Design Group which involved a series of workshops where residents were invited to learn more about and explore the emerging designs.

REMARKS

APPLICATION BACKGROUND

Members will be aware about the ongoing attempts on behalf of the Council to regenerate the South Kilburn Estate. As mentioned elsewhere in this report, the New Deals for Communities (NDC) programme is no longer in existence and an alternative approach to regeneration is being progressed by the Council. An update is provided below, by way of background.

SOUTH KILBURN PLANNING CONTEXT

The original South Kilburn Masterplan SPD was adopted in 2005, based on a strategy of comprehensive redevelopment of 1400 dwellings, subsidised by the delivery of 1500 private dwellings. The Council appointed a consortium of housing organisations, which included Hyde Housing, Bellway and Taylor Wimpey, to redevelop South Kilburn. The business case was predicated on the consortium running the whole redevelopment from start to finish.

In 2007 the Council submitted a bid to Central Government for £100m to fund the project, but was awarded only £50m. This lack of funding, coupled with the impact of the housing recession in recent months has meant the Consortium is no longer able to deliver the regenerative development programme. As a result, the Council itself has been looking to kick-start the regeneration programme in South Kilburn. The Council is now looking at how individual sites can come forward for development and how best to take advantage of funding opportunities in the short term. Development is likely to be with a number of different partners with a wide range of different funding opportunities, but the key objective is delivery, and this hiatus in delivery has proposed an opportunity to update the Masterplan.

Having already secured planning permission on four sites, work is currently under way to provide 362 new dwellings within the South Kilburn Regeneration Area, 73% of which will be affordable (266 dwellings) units. As well as enabling the Council to decant existing residents in order to allow further sites to be brought forward, the market element of these new developments will also help subsidise future developments within the South Kilburn Area, including the proposed development of 64 affordable units on the Bond/Hicks Bolton/Wood House site for which a planning application has recently been received. The blocks currently being brought forward for development are to be built to a higher standard than those normally developed by Housing Associations; this is to encourage future private investment in the area.

A NEW MASTERPLAN FOR SOUTH KILBURN

The Council, in partnership with others, has prepared an updated Masterplan for the South Kilburn regeneration area. The Council's priority is now the development and progression of the new Masterplan. The new Masterplan is essentially be an update on the funding strategy underpinning the 2005 Masterplan, although a number of other changes have been proposed. Other proposed changes to the Masterplan include: the redevelopment of fewer homes reduced from 2,953 (1,534 replacement affordable and 1,419 private) to 2,400; provision of a new larger park on the current site of Kilburn Park Junior School with the possible re-provision, expansion and consolidation of the Kilburn Park Junior School and Carlton Vale Junior School; lower building heights; more flexible unit sizes; a reduction in housing density; a flexible approach to unit mix with more affordable units at the beginning of the project; higher environmental standards and some updates relating to parking and transportation.

CAMBRIDGE COURT/WELLS COURT/ELY COURT

The subject site forms an important part of the regeneration of the 'Historic Quarter' as set out in the South Kilburn SPD. The proposals contained in the SPD set out the principle of redeveloping Cambridge, Wells and Ely Courts to provide additional housing. Although under the revised Masterplan the form development for the site has deviated from that implied in the SPD, replacing the proposed erection of a 15-20 storey tower on the site of Wells Court with a greater number of lower rise blocks, it is considered that the principle of the proposed development is accepted under the adopted guidance. The opening up of a new access route through Alpha Place is also compliant with SPD.

HOUSING ISSUES

AFFORDABLE HOUSING

The proposed development would involve the demolition of 84 existing units and the creation of 144 dwellings, a net gain of 60 dwellings. The existing units to be demolished consist of 60 social rented properties and 24 that have been bought out by leaseholders. The proposed development would involve the creation of 58 affordable units which equates to approximately 40% of the scheme. Although the proposed development would result in the net loss of two affordable units it should be noted that the proposed development would rebalance the affordable unit mix towards larger, 3-bedroom+, units including the provision of 3 three-bedroom and 10 four bedroom units.

The demand for larger family sized units is specifically identified in policy CP21 of the Core Strategy and as such it is considered that the loss of two affordable units is adequately compensated for through the provision a more appropriate affordable housing mix.

The London Plan normally seeks to achieve a minimum of 50% affordable housing on sites of this nature unless it can be demonstrated that it would be unviable to do so. Whilst, when considered in isolation, the proposed development falls short of providing the required level of 50% affordable units, regard should be given the viability of the wider South Kilburn Regeneration programme. Within this context it is important to ensure that opportunities for the optimising of sales values are exploited in order to provide the necessary cross subsidization for new high quality affordable housing on appropriate sites. In this case the subject site, and in particular those units along the Cambridge Road frontage, benefit from a location premium offering the opportunity for the Council to secure essential financial gains which can be used to ensure that other schemes in South Kilburn receive the funding necessary to be brought forward. On this basis, it is considered that the proposed scheme provides a sufficient level of affordable housing on the site whilst also meeting the aspirations of the Masterplan in terms of enabling new affordable housing to be developed across the South Kilburn Regeneration Area.

The affordable dwellings will be 100% social rented as the decanting needs of the existing tenants within the South Kilburn area outweigh the demand for intermediate housing.

UNIT MIX

The proposed development would consist of the following unit mix.

Property Size	Affordable	Private	Total
1 bed	16 (11%)	32 (22.2%)	48 (33.3%)
2 bed (3 person w/c)	9 (6.3%)	21(14.6%)	30 (20.8%)
2 bed (4 person)	13(9%)	20(13.9%)	33(22.9%)
3 bed	10 (6.9%)	10(6.9%)	20 (13.9%)
4 bed	10(6.9%)	3(2.1%)	13 (9%)

The proposal is considered to respond to Brent's wider housing needs, including the desire for larger family sized units. as set out in policy CP21 of the Core Strategy. 23% of all new dwellings (33 in total) will have 3 bedrooms or more with the majority of these units (20 in total) providing affordable housing.

UNIT SIZE

Members will be aware that the original South Kilburn SPD sought larger flat sizes in order to compensate for the proposed higher overall densities in the area. The internal space standards for new residential properties set down in the South Kilburn SPD exceed those in the Council's own SPG17 "Design Guide for New Development". The table below compares the typical range of unit sizes within the proposed development in comparison to the standards set out in the SPD and SPG17.

Property Size	Proposal (m ²)	South Kilburn SPD (m ²)	SPG17 (m ²)
1-bed	50-58	53	45
2-bed (3 person)	66-68	80	55
2-bed (4 person)	80-89	80	65/75 (flat/maisonette)
3-bed	80-110	98	80/82 (flat/maisonette)
4-bed	108-120	120	105

The proposed units would generally exceed the minimum standards set out in SPG17 although not all units would exceed the standards set out in the SPD. This issue primarily relates to the proposed two-bedroom units that have been designed for occupation by up to 3 persons. Whilst acknowledging this marginal failure to comply with the standards originally set out in the SPD, it is considered that this shortfall should be assessed within the context that the wider regeneration proposals for South Kilburn have evolved, and continue to evolve, as described above. Full compliance with SPG17 has been achieved and majority of the proposed units fully realise the aspirations of the SPD. As such, being mindful of the financial realities of the scheme, it is considered that a degree of flexibility should be adopted when assessing the internal unit sizes and that the units sizes proposed would, on balance, be sufficient to ensure a satisfactory standard of accommodation for potential occupiers.

ACCESSIBILITY

All of the proposed units will be constructed to be Lifetime Homes compliant. 10% of all units will be designed to be wheelchair accessible, or easily adaptable, and will be provided on the basis of a mixture of tenures across the site.

URBAN DESIGN

The area surrounding the subject site has a strong and generally consistent residential character, punctuated with a number of historic non-residential uses, which underpin the designation of this part of South Kilburn Regeneration Area as the 'Historic Quarter' within the South Kilburn SPD. The existing buildings to be demolished pay little regard to the positive architectural characteristics of the surrounding area and generally make a poor contribution to the streetscenes along Cambridge Road and Chichester Road. The proposed development is generally divided into two main elements, the development on the site of Cambridge and Wells Courts and the redevelopment on the site of Ely Court.

LAYOUT & ACCESS

The main components of both elements of the development have a similar form in that they consist of a main block along the established road frontage with a subservient block(s) located towards the rear. The exception to this form is the 'iron' block which would adjoin the former Brondesbury Arms public house which is a locally listed building.

The general form of the developments would help to re-establish the enclosure within the main streetscenes along Cambridge Road and Chichester Road. The erection of mews block towards the rear, and the formation of new access routes within the site would improve legibility and movement throughout the site whilst also paying respect to the historic street pattern of the surrounding area.

SCALE & MASSING

The overall scale of the development, at between two to five storeys, is considered to be relatively comfortable within the context of the surrounding area. Where blocks are proposed along main road frontages, the overall scale has been designed to complement the existing development on the opposite side of the road which would result in a well balanced streetscene. The overall scale of the proposed iron block would also be sympathetic in terms of height and footprint to the adjoining Brondesbury Arms. In terms of the relationship of scale between elements of the proposed development, the mews blocks remain subservient to those blocks along the main road frontages which forms a natural hierarchy within the built form.

ELEVATIONAL DESIGN

In response to the established character of the surrounding area, the villa block along Cambridge

Road has been designed to consist of a repeated frontage of a consistent height, punctuated by taller recessed link elements which would introduce a strong rhythm along the streetscene. The elevations to this part of the development include a regular grid like pattern of well proportioned windows and doors which also add visual interest to elevations. The elevational design of the villa block is also transferred, albeit in a less rigid form, to the mews block towards the rear. In terms of materials, the main facing material would be yellow brickwork which is considered acceptable in terms of promoting residential character.

The main street elevation to the terrace block along Chichester Road would consist of a main brick elevation punctuated by openings of varying sizes and proportions. Projecting aluminium frames would be attached to the ground and first floor which would add visual interest whilst providing an active frontage. Towards the rear the mews/link blocks follow a similar, although simpler form without the projecting aluminium frames.

The elevations to proposed iron block would have a relatively simple and contemporary form which seeks to complement the more ornate locally listed building to which it is adjacent. Whilst concerns have been raised by objectors regarding the contemporary design of the iron block, it is considered that provided the scale and proportions of the proposed development are sympathetic that such contrasting styles can work well together in design terms. Given the simple nature of the proposed design it is considered that the proposed development would be less likely to detract from the positive architectural characteristics of the adjoining building

SECURED BY DESIGN

South Kilburn is currently a high crime area and therefore regard for the principles of Secured by Design are of particular importance. The applicant has liaised with the Metropolitan Police to ensure that the development would make a positive contribution towards reducing crime in the surrounding area. The buildings have been designed with regard maintaining adequate sight lines and natural surveillance. Communal entrances will be secured with access controls and sufficient lighting will be maintained throughout the development.

OPEN SPACE

The subject site benefits from a relatively open character consisting of both landscaped and informalised green spaces set around the existing buildings which, whilst providing useful visual amenity, appear to be largely under utilised by the existing residents. The proposed development seeks to rationalize the existing open space into a series of private, semi-private, public spaces. The applicant has submitted a landscaping strategy alongside the application which sets out the full proposals.

AMENITY SPACE & PLAY SPACE

The landscaping strategy sets out that amenity space for the development on the site of Cambridge and Wells Court would consist of private balconies/terraces to the units within the villa block, private gardens to the ground floor units within the mews blocks and a central communal garden, with an approximate area of 1500m², which would also act to provide rear access from the villa block. Landscaping would also be provided at the northern entrance to the site from Coventry Close and along the northern side of Kilburn Park Station where a new pedestrian access route would be provided.

Amenity space proposals for the Ely Court site would include the provision of private gardens for the ground floor units within both the terrace and link/mews blocks. Private balconies would also be provided to a number of units on the upper floors on all blocks within this part of the development. A semi-private communal garden, in excess of 1000m², would be provided on the existing open space to the south of the terrace/mews/link blocks between Canterbury Court and the proposed iron block.

The proposed landscaping strategy would also involve the formation of a semi-private communal garden and adjoining playspace on the existing open space to the south-eastern side of Gorefield House. This play space would be for 5-10 year old's and is provided in order to off-set the loss of the existing play area adjacent to the northern side of Kilburn Park Station, which is considered to be of a poor quality and is under used. The replacement play area would be of a better quality and of a comparable size to the existing

The landscaping strategy has been examined by the Council's Landscape Design Team and is considered to be of a good quality that would provide improved amenity and aid local biodiversity. Overall, it is considered that the proposal would encourage a sense of ownership over these spaces which in turn could encourage a more active use of the spaces. A condition securing the details of the proposed landscaping works for the site is recommended

TREES

The proposed development will require the removal of 58 trees from the site which is unfortunate. However, the planting of replacement trees will be an integral part of the proposed development, and the wider regeneration of South Kilburn, and it is envisaged that in total for every tree removed that four replacements will be planted and this should be secured by way of a s106 legal agreement. The proposed tree planting would be spread across the subject site. 48 trees would be retained on site and the Council's Tree Protection Officer has recommended that conditions securing tree protection works are imposed on an permission.. It is considered that, on balance, the level of tree planting proposed would provide adequate compensation for the loss of the existing trees on the site.

RESIDENTIAL AMENITY

There are a number of residential properties within the area surrounding the subject site. However, given their proximity and orientation in relation to the proposed blocks, it is considered that the properties most likely to be directly affected by the proposal, in terms of residential amenity, include Alpha House, Gorefield House, Canterbury Court and those properties along Cambridge Avenue and Chichester Road which would face the proposed development. It is also important to consider, in terms of residential amenity, the arrangement of each block and their physical relationship to one another.

DAYLIGHT/SUNLIGHT

The applicant has provided a daylight and sunlight assessment report which examines both daylight/sunlight levels to the proposed development and the impact of the proposed development on daylight/sunlight levels to neighbouring occupiers. The assessment methodology for daylight and sunlight is based on the Building Research Establishment (BRE) guidelines on "Site Layout Planning for Daylight & Sunlight" which are summarised as follows.

- If the Vertical Sky Component (VSC) at the centre of a window is 27% or greater then the window is likely to enjoy adequate daylight.
- If the VSC is less than 27% but the overall reduction in VSC from its previous level is less than 20% then it is also considered that adequate daylighting would occur.
- If VSC is less than 27% and the reduction in VSC from the previous level is greater than 20% then a more detailed assessment of the Average Daylight Factor (ADF) within the affected rooms is required to ascertain whether adequate daylighting will be achieved. If any adequate ADF is not achieved then rooms will appear dull to occupiers.
- South facing windows should achieve a Annual Probable Sunlight Hours (APSH) of 25% during summer months and 5% in the winter to achieve acceptable levels of sunlighting. North facing windows do not receive direct sunlight and are therefore not assessed

- If the recommended APSH are not achieved when measured directly from the affected window then provided the standard is met within 4m (measured sideways) from the window then the affected room will still appear to be reasonably sunlit.

In terms of the development on the site of Cambridge and Wells Court, the report concludes that the proposed development would result in 14 front ground floor windows to the properties along Cambridge Avenue and 2 windows to the ground floor of Alpha House having a VSC less than 27% and a comparative daylight reduction of more than 20%. The ADF of the rooms served by the affected windows has been assessed and has been found to comply with BRE standards. The report also concludes that development on the Cambridge and Wells Court site would not have an adverse impact on the sunlight to any of the neighbouring habitable room windows. Turning to the relationship between the proposed villa and mews blocks on the Cambridge and Wells Court site, the report sets out that the development would comply with BRE guidance and that the proposed units would enjoy satisfactory level of daylight and sunlight.

In terms of the development on the site of Ely Court, the report concludes that the development would not result in any neighbouring habitable room windows having a VSC less than 27% and a comparative daylight reduction of more than 20%. As such, no further analysis of the impact on daylight to these windows is required as no negative impact on daylight is likely to occur. The assessment also concluded that the development would comply with BRE guidance on sunlighting and that the development would have no significant negative impact on the sunlight access of surrounding properties. Turning to the relationship between the proposed blocks on the Ely Court site, the report sets out that the development would comply with BRE guidance and that the proposed units would enjoy satisfactory level of daylight and sunlight

PRIVACY & OUTLOOK

In terms of the development on the site of Cambridge and Wells Court, the villa block along the Cambridge Road frontage would be separated from the front of the existing properties along the opposite side of Cambridge Road by a distance of approximately 23m, which is considered sufficient to maintain adequate privacy for both existing and potential occupiers. Towards the rear, a break has been incorporated between the two mews blocks in order to maintain a sufficient distance (28-30m) to maintain privacy between the proposed development and Alpha House. Although at either end of this break the mews blocks would partially be sited opposite Alpha House at a distance of approximately 7m, this would not result in any direct habitable room window-to-habitable room window relationships that would give rise to unreasonable overlooking or loss of outlook. Where they directly face one another, the proposed villa block and the proposed mews block would be separated by a distance of 18m. Whilst, it is acknowledged that this distance is below the normal standard of 20m set out in SPG17, it is considered that give the context of the surrounding area and the practical constraints of the site that, on balance, a distance of 18m would be sufficient to maintain reasonable privacy and outlook for future occupiers.

In terms of the development on the site of Ely Court, the terrace and iron blocks on the frontage of Chichester Road would be separated from the properties opposite by a distance of between 20m-28m which is considered sufficient to maintain privacy. Towards the rear, Gorefield House would run perpendicular to the front of the mews/link block although the flank wall that would directly face the proposed development, at a distance of 6m, does not contain any habitable room windows and privacy would not be significantly affected. Windows to the rear of the proposed iron block would not result in any direct overlooking towards Canterbury Court or the former Brondesbury Arms public house.

NOISE

The applicants have submitted a number of Acoustic Reports as part of the current planning application which aim to assess the likely impacts of noise both on occupiers of the proposed development and on the surrounding area. The assessments use various means of acoustic

modelling to provide a summary of the likely impacts. These reports and their results have been inspected by the Council's Environmental Health Unit and it is considered that it is unlikely that the development would result in any significant increase in instances of unacceptable noise disturbance.

In terms of construction works, it is acknowledged that a temporary increase in noise and vibration is often an inevitable consequence of any significant building work. However, it is important that these impacts are mitigated to ensure that any disturbance is kept to a minimum. As such, it is considered that any permission should be subject to the submission of and compliance with a Construction Method Statement to be secured by way of condition. It is also recommended that permission should be subject to a s106 requirement to join and adhere to the Considerate Contractors scheme.

AIR QUALITY

The subject site is within an Air Quality Management Area (AQMA) and therefore Air Quality reports have been submitted as part of the application. However, due to a lack of clarity in terms of future proposals to implement a Decentralised Energy Centre to serve the South Kilburn Area it is not possible to fully assess the likely impact on air quality. It is recommended that a further assessment of air quality, so far as it relates to energy, should be secured as part of the s106 requirements for renewable energy. This will allow the matter to be reviewed and addressed at a later date when the issue is clearer.

TRANSPORTATION

CAR PARKING

The subject site is located within Controlled Parking Zone "K", operational between 8am and 6.30pm Monday to Fridays. The site is also located within an area which has very good public transport accessibility (PTAL 6) and therefore reduced maximum parking standards of 0.7 spaces per 1/2 bedroom unit and 1.2 spaces per 3+ bedroom unit would apply.

At present there are 118 on-site parking bays available for residents of the subject site, Alpha House, Canterbury Court and Gorefield House (312 units in total). The proposed development would reduce the number of on-site parking bays to 104 spaces, including 10 disabled bays, which would continue to provide parking for occupants of Alpha House, Canterbury Court and Gorefield House as well as those occupants of the 58 affordable units within the proposed development. The occupiers of the market element of the proposed development would not be entitled to on-site car parking and therefore the ratio of parking spaces to eligible units would remain largely unchanged from the existing situation.

The market element of the development consists of 86 units. Recent parking studies, submitted alongside the application, indicate that there is spare capacity for additional on-street parking within the vicinity of the site, particularly along Chichester Road, Coventry Close. In total a capacity to accommodate approximately 45 spaces has been identified. If these spaces were to be occupied by the occupiers of the market accommodation this would represent a ratio of 0.52 spaces per unit. However, the public transport conditions and presence of a controlled parking zone could make the imposition of a 'permit-free' on some of the market units a possibility if concerns were raised regarding the potential for overspill parking. Due to the complexity of the application, the Council's Transportation Unit are still reviewing the parking arrangements, in terms of whether a 'permit-free' agreement would be required, and confirmation on this matter will be reported to Members in a Supplementary Report.

HIGHWAY WORKS

The proposed development would require alterations to the existing road layout within the site, including the stopping up and realignment of Gorefield Place and the formation of a new

connection through to Alpha Place. These alterations are unlikely to give rise to any significant rise in traffic as the altered layout would still be intended primarily to serve access to residents of the site.

In response to the concerns of objectors, the proposed road layout has been assessed by the Council Transportation Unit in terms of its suitability for providing access to emergency vehicles. The Transportation Unit have confirmed that the proposed layout would provide improved access for emergency vehicles.

SERVICING

A refuse and recycling strategy has been submitted for both elements of the development which have been prepared in accordance with Brent Council's Waste Planning Policy and 'Waste and Recycling Storage and Collection Guidance (2010). Refuse/recycling stores would be located close to either established roads or estate road which would allow convenient access for Brent's Waste Collection contractors. All of the estate roads have been designed to provide suitable access for refuse vehicles.

TRAVEL PLAN

The applicant has submitted a Travel Plan as part of the current planning application which seeks to promote the use of sustainable methods of transportation by potential occupiers of the proposed development. The Travel Plan has been assessed by the Council's Transportation Unit using TfL's ATTrBuTE program and has scored a pass. The primary goal of the Travel Plan is to reduce the proportion of single occupancy car trips to and from the site from 22% to 16% over a period of 5 years.

The Council's Transportation Unit have suggested that the submitted Travel Plan could be further improved through the inclusion of additional measures such as the promotion of car clubs and the provision of charging points for electric vehicles within the development. It is recommended that the Travel Plan and its exact terms are agreed by way of a s106 legal agreement.

CYCLE STORAGE

Cycle parking will be provided at a ratio of one space per unit which would satisfy the Council's normal standard.

CONSIDERATION OF OBJECTIONS

The concerns of the objectors, so far as they relate to planning issues, have generally been addressed within the main body of the report. As Members will be aware, concerns relating to the loss of particular views, the structural impact of the development and the impact of development on property [prices are not normally material planning consideration which can be used to justify the a refusal to grant planning permission.

S106 AGREEMENT & CONCLUSION

The development proposal has wider implications for the locality that cannot, or are unlikely to, be addressed within the application site. As a result, a Section 106 agreement (or other agreement) controlling the benefits and financial contributions that might be required in relation to the proposed development would be required. As the site is currently Council owned, the Council has more control over the matters set down in the proposed Heads of Terms than it otherwise would and will be able to ensure that the agreement is adhered to. The precise details over what will go into the agreement in

terms of mitigating the impact of development on local infrastructure and services is set down at the head of this report.

The principle of the redevelopment of the site for housing is considered to be acceptable in policy terms. The proposed development is considered to provide an interesting series of buildings in an highly accessible location which provides a key opportunity to provide a good quality sustainable development. The site is one of the key opportunities to provide an impetus to the wider proposals for the South Kilburn regeneration area and it can play a key role in instigating the regeneration of the former NDC area. The application proposal and the design, form, materials and height of the development are considered to set an appropriate standard of architecture which is expected within the South Kilburn area. The quality of accommodation is also considered, as explained above, to be very good, given the internal dimensions of each unit, as is treatment of external space and it is likely to help to set a high standard for future proposals within the area.

The proposals are considered to accord with the policies set out within Brent's LDF Core Strategy 2010, UDP 2004, South Kilburn SPD and revised Masterplan, and on this basis, it is recommended that planning permission is granted, subject to the legal agreement referred to above.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

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

London Borough of Brent adopted LDF Core Strategy 2010
London Borough of Brent Unitary Development Plan 2004 (saved policies)
Supplementary Planning Document (SPD) for South Kilburn (Adopted April 2005).
Supplementary Planning Guidance Note (SPG) 17 "Design Guide for New Development"
Supplementary Planning Guidance Note (SPG) 19 "Sustainable Construction & Pollution Control"
Supplementary Planning Document:- s106 Planning Obligations
The Masterplan for the Regeneration of South Kilburn (2004)
The London Plan (Consolidated with Alterations since 2004)
Central Government Guidance

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
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

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 drawings and documents:

Ely Court Plans

2306-EX-001	2306-EX-002	2306-EX-003	2306-EX-004
2306-EX-005	2306-EX-006	2306-EX-007	2306-EX-008
2306-EX-009	2306-SP-001	2306-PL-001	2306-PL-002
2306-PL-003	2306-PL-004	2306-PL-005	2306-PL-006
2306-EL-001	2306-EL-002	2306-EL-003	2306-EL-004
2306-EL-005	2306-DET-001	2306-DET-002	2306-DET-003
2306-DET-004	2306-DET-005	2306-DET-006	2306-DET-007
2306-DET-008	2306-DET-009	2306-DET-010	2306-DET-011
2306-DET-012	2306-ENL-PL-001	2306-ENL-PL-002	2306-ENL-PL-003
2306-ENL-PL-004	2306-ENL-PL-005	2306-ENL-PL-006	2306-ENL-PL-007
2306-ENL-PL-008	2306-ENL-PL-009	2306-ENL-PL-010	

Cambridge & Wells Court Plans

X1001	X1002	X1061	X1062
D1001	D1061	D1062	P1000
P1001	P1002	P1003	P1004
P1005	P1006	P1051	P1053
P1061	P1062	P1063	P1071
P1072	P1075	P1076	P1081
P1082	P1083	P1084	P1091
P1092	P1093	P3121	P3122
P3123	P3124	P3125	P3126
P3131	P3132	P3133	P3134
P3135	P3136	P3141	P3142

Documents (both sites)

Acoustic Report x2
Affordable Housing Statement
Air Quality Assessment x2
Buried Utilities Report x2
Code For Sustainable Homes Pre-assessment
Design and Access Statement x2
Daylight & Sunlight Assessment
Ecology Survey
Energy Statement
Flood Risk Assessment x2
Geoenvironmental Assessment Phase 1
Geoenvironmental Assessment Phase 2
Geoenvironmental Survey - Site Investigation
Heritage Statement

Noise Report x2
Planning Statement
Residential Travel Plan
Statement of Community Involvement
Sustainability Statement
Transport Assessment
Tree Report
Unexploded Ordinance Report
Vibration Report x2

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

- (3) All parking spaces, turning areas, access roads and footways indicated on the approved plans shall be constructed and permanently marked out prior to the first occupation of the approved 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.

- (4) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (5) In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, details of a communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be fully implemented.

Reason: In the interests of the visual appearance of the development in particular and the locality in general

- (6) A Construction Method Statement (CMS) shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any demolition or construction works on site. This shall include, but not be limited to, evidence of measures to adopt and implement the ICE Demolition Protocol, and Considerate Contractor Scheme registration and operation. The approved Statement shall be fully implemented.

Reason: To minimise nuisance caused during demolition and construction activities and ensure demolition waste is sustainably reused or recycled locally, minimising waste sent to landfill.

- (7) 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 (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement works on the site. 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 a programme agreed in writing with the Local Planning Authority. Such a scheme

shall include:-

- (a) a tree planting plan including species, siting and a detailed maintenance and watering schedule for a period of two years;
- (b) proposed walls and fences indicating materials and heights;
- (c) screening and planting along the south and western side of the first floor communal terrace to V-Block;
- (d) adequate physical separation, such as protective walls and fencing between landscaped and paved areas;
- (e) existing contours and any proposed alteration to ground levels such as earth mounding;
- (f) details of hard landscape works and proposed materials;
- (g) details of the proposed arrangements for the maintenance of the landscape works.
- (h) details of childrens play area including play equipment.
- (i) details of street furniture

Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

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

- (8) Further details of tree protect
- (9) An Arboricultural Method Statement, containing details of tree protection works to be undertaken in accordance with BS5837:2005 'Trees in Relation to Construction', in relation to trees to be retained on the site shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition or construction works on site. The development shall be carried out in accordance with the approved details.

Reason: To ensure that existing trees are safeguarded where they are to be retained.

- (10) An appraisal of Remediation Options is required to contain, treat or remove any soil contamination found on the site that poses a potentially unacceptable risk to human health must be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. Any remediation measures contained in the approved appraisal shall be carried out in full and a verification report stating that the remediation has been carried out in accordance with the approved appraisal shall be submitted to the Local Planning Authority prior to the occupation of the development.

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

- (11) The development, hereby permitted, shall not be commenced until detailed design and method statements (in consultation with London Underground) for all foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:
- provide details on all structures
 - accommodate the location of the existing London Underground structures and tunnels
 - accommodate ground movement arising from the construction thereof
 - and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan policy 3C.4 and 'Land for Transport Functions' Supplementary Planning Guidance

- (12) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include:

- use of Sustainable Drainage Systems (SuDS)
- microdrainage calculations
- details of the drainage network, flow routes and flow control structures such as hydrobrakes
- where the attenuation will be located

Reason

To prevent the increased risk of flooding. The Flood Risk Assessment (FRA) submitted with the application references Brent's requirement for a minimum 50% reduction in post development runoff rates. This is calculated within the FRA.

INFORMATIVES:

- (1) The applicant is informed that they must contact Thames Water, Development Planning, Asset Investment Unit, Maple Lodge, Denham Way, Rickmansworth, WD3 9SQ (01923 898072) before any works commence on the site.
- (2) The applicant is advised that the provision of any water tank, air-conditioning or ventilation plant, extraction equipment or other roof structure (other than those shown on the drawings hereby approved) would require a separate grant of planning permission.
- (3) The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition, drainage, excavations, construction methods,

security, boundary treatment, safety barriers, landscaping and lighting

REFERENCE DOCUMENTS:

London Borough of Brent adopted LDF Core Strategy 2010
London Borough of Brent Unitary Development Plan 2004 (saved policies)
Supplementary Planning Document (SPD) for South Kilburn (Adopted April 2005).
Supplementary Planning Guidance Note (SPG) 17 "Design Guide for New Development"
Supplementary Planning Guidance Note (SPG) 19 "Sustainable Construction & Pollution Control"
Supplementary Planning Document:- s106 Planning Obligations
The Masterplan for the Regeneration of South Kilburn (2004), as revised
The London Plan (Consolidated with Alterations since 2004)
49 letters of objection
1 petition of objection
1 letter with comments
1 letter of support

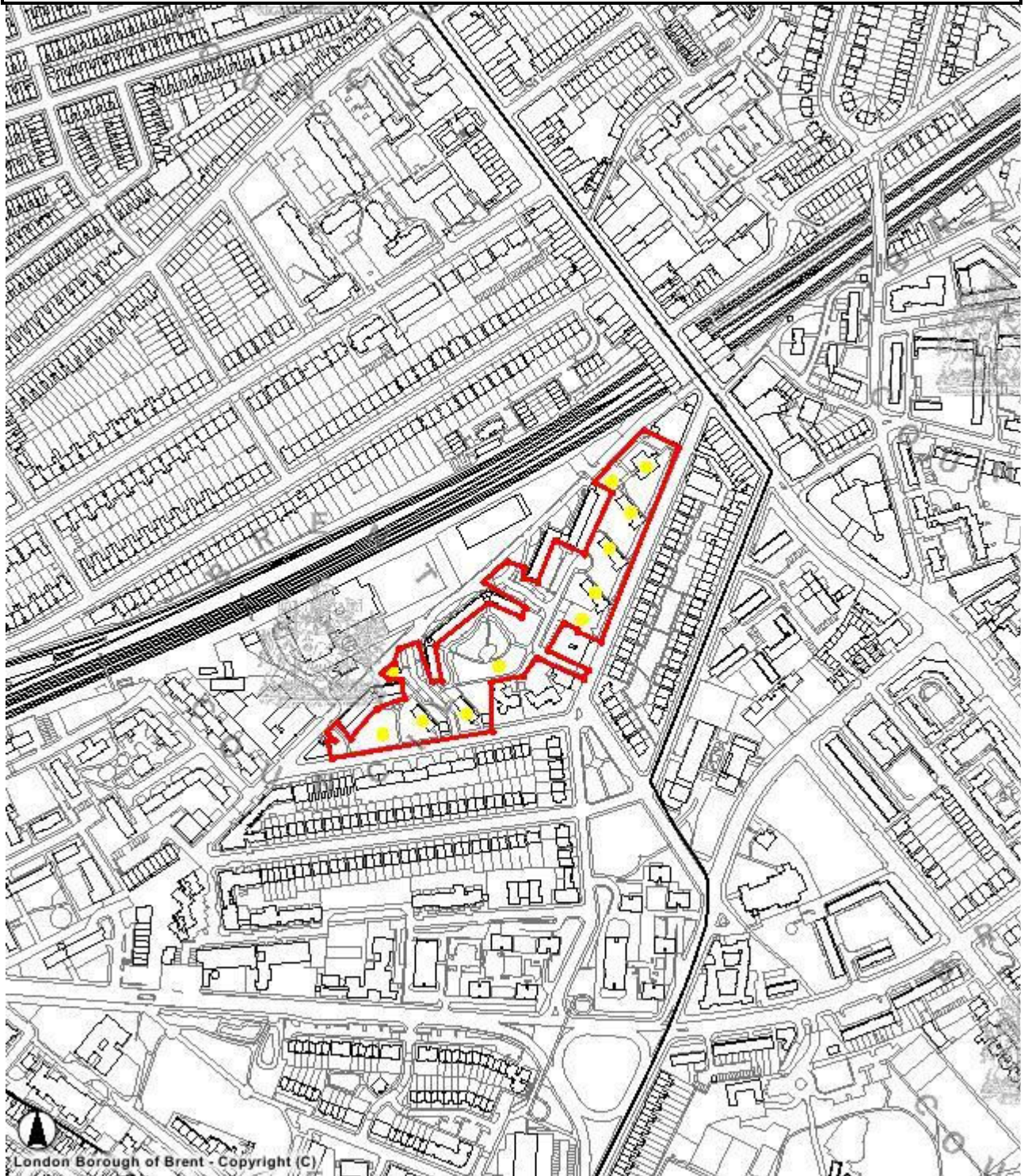
Any person wishing to inspect the above papers should contact Ben Martin, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5231



Planning Committee Map

Site address: Cambridge Court, Cambridge Avenue, Ely Court, Chichester Road & Wells Court, Coventry Close, London, NW6

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