

## Agenda Item 08

### Supplementary Information Planning Committee on 16 July, 2019

Case No.

18/4777

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Location	All Units at 4-9 INC, and Garages rear of 4-9 Gladstone Parade, Edgware Road, Cricklewood, London
Description	Demolition of the existing mixed used building and garages and construction of a part three to six storey building providing 225 sqm of flexible retail floorspace for shops/financial professional services (Use Class A1/A2) and hot food takeaway (Use class A5) and 155 sqm for public house (Use Class A4) at ground floor level, and 54 residential units (Use Class C3) comprising 19 x 1 bed, 21 x 2 bed and 14 x 3 bed units with associated car and cycle parking spaces, bin stores and landscaping

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Additional representations have been received following the publication of the committee report. The objections have come from two residents, a Councillor and Dollis Hill Residents Association. This supplementary report clarifies the matters raised.

#### 1.1 Density

Additional comments have been received regarding the proposed density, which significantly exceeds that specified in the London Plan. However, it is noted in the report (p.9), that the London Plan Density Matrix should not be treated mechanistically and this approach is widely recognised. Furthermore, the draft London Plan withdraws the density matrix and encourages a more flexible approach to housing density. It encourages density to be maximised based on site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) the capacity of surrounding infrastructure. As already outlined, the development would be sited in close proximity to two town centres (Cricklewood and Willesden Green) and the site would also benefit from improved public transport in future through the construction of a new Thameslink station.

#### 1.2 External amenity space

The report inaccurately states that all units would benefit from private terraces (p.6). Five of the one bedroom units on the first and second floors would not have access to a private terrace. However, all of these would benefit from larger internal areas. Technical Space Standards requires an area of 50sq.m for a 1p2b unit and the units without amenity space would have areas of between 55sq.m and 58sq.m and therefore would be generously proportioned in this regard. Furthermore, communal terraces would be provided at various levels, ensuring future residents of these units have good access to external space.

Whilst comments have also been raised with regards to the accessibility of the communal areas. It is acknowledged that not all of the units would have access to all the roof terraces, however, roof terraces would be accessible to each core and all units would have access to the main communal area at first floor level. Communal amenity spaces would therefore be convenient to access for all units.

#### 1.3 Single aspect

Additional comments have also been received in relation to the quality of the units, with concerns raised in relation to a large number of single aspect units. The single aspect units are predominantly one bedroom units. The submitted daylight/sunlight report, confirms that all habitable rooms of these units would receive good levels of daylight/sunlight. None of the single aspect units would be north facing due to the building's orientation nor family sized which the London Plan seeks to avoid. Furthermore, none of the units would be affected by unacceptable levels of noise and the air quality statement, confirms that the use of mechanical ventilation to the units fronting Edgware Road (up to second floor level) would help to ensure they do not suffer from poor air quality.

#### 1.4 Commercial provision

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A number of other clarifications are made in respect of the report. The applicant has raised that the area of commercial provision is actually greater than that previously proposed by 8sq.m. It should be noted however that not all the area identified would be useable areas for customers. Nevertheless, if these areas are taken into account there would be a small increase in the commercial provision.

### 1.5 Air Quality

Comments have also been made in relation to air quality. The submitted air quality report acknowledges that the transport related emissions would exceed the benchmark, however as there would be no building emissions, the development would be air quality neutral. In relation to the units with habitable room windows fronting Edgware Road, mechanical ventilation is proposed in order to minimise exposure of future occupants to poor air quality. It should be noted that whilst the scheme proposes an uplift in residential units, the situation in relation to air quality would be the same as the extant scheme, with habitable rooms windows fronting Edgware Road and Mechanical ventilation proposed in order to manager future residents' exposure to poor air quality.'

### 1.6 Affordable housing

The report refers to 30% affordable housing provision on p. 3 and 34.4% affordable housing provision on p.6. The larger figure refers to affordable housing provision based on habitable rooms and the smaller figure refers to provision based on number of units.

**Recommendation: Remains Approval subject to legal agreement**

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