

**Committee Report
Planning Committee on 21 November,
2006**

**Item No.
Case No.**

**1/04
06/1652**

RECEIVED: 16 June, 2006

WARD: Queensbury

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Building & Grounds, Oriental City, Edgware Road, London, NW9

PROPOSAL: Application accompanied by a full Environmental Impact Assessment for the demolition of existing buildings and redevelopment for mixed-use purposes, comprising Class A1 retail (with a replacement Oriental City [to include a Sui Generis Amusement Arcade and A3/A5 Uses], new B & Q and bulky goods store, which together should provide 500 jobs), 520 residential units (comprising 1-, 2- and 3-bed flats, 4% being affordable) located in eight blocks rising to 3, 6, 9 and 18 storeys above a fifth-floor-level landscaped podium along the Edgware Road, rising to 8, 4, 5 and 2 storeys above the fifth-floor landscaped podium facing Plaza Walk and rising to 3 and 6 storeys above the Grove Park street level. Also, a nursery and primary school for 480 children, health & fitness studio (Use Class D2), associated landscaping, servicing, 1098 car parking spaces - comprising 721 spaces for retail users (incl. school drop off and disabled), 5 staff spaces accessed from Grove Park for the school, and 351 (incl. disabled) for residents and a further 21 disabled spaces on the podium.) and works to highway

As accompanied by:-

- RPS Retail Statement (dated June 2006 with reference JLG0213)
- RPS Planning Statement (dated June 2006 with reference JLG0213).
- RPS Pre-application consultation review document (dated June 2006 with reference JLG0213)
- WSP Environment Impact Statement Volumes 1 and 2 (dated May 2006)
- WSP Environmental Statement, non technical summary (dated May 2006)
- WSP Transport Assessment and appendices (dated 31 May 2006)
- WSP Transport Assessment Addendum (dated 2 October 2006)
- WSP PPG25 Flood Risk Assessment (dated October 2006)
- Sheppard Robson Planning Design Statement (dated June 2006)
- Sheppard Robson School Report (dated May 2006)
- Faber Maunsell Outline Service Strategy (dated November 2005)
- Faber Maunsell Renewable Energy Feasibility Study (dated 27th September 2006)
- Faber Maunsell Sustainability Statement (dated May 2006)
- Faber Maunsell Response to GLA Service design statement (dated 7th July 2006 with reference M006)
- Savills Toolkit Report (dated December 2005)
- Savills Toolkit Report Update (dated May 2006)
- Savills Toolkit Update (dated 5 October 2006)

As revised or clarified by e-mails dated 5/09/06, 7/09/06, 3/10/06, 18/10/06, 19/10/06, 6/11/06, 6/11/06 and letters dated 31/08/06, 28/09/06, 30/10/06.

APPLICANT: Development Securities PLC

CONTACT: RPS Chapman Warren

PLAN NO'S:

2800_MP_00_021, 2800_MP_00_022, 2800_MP_00_023,
2800_MP_00_100REV I, 2800_MP_00_101REV K, 2800_MP_00_102 REV
J, 2800_MP_00_103 REV J, 2800_MP_00_104 REV J, 2800_MP_00_105
REV H, 2800_MP_00_106REV D, 2800_MP_00_401REV B,
2800_MP_00_402REV F, 2800_MP_00_404REV B, 2800_00_511REV A,

2800_MP_20_105, 2800_20_135REV B, 2800_20_136REV B,
2800_20_137REV B, 2800_20_138REV B, 2800_20_401REV B,
2800_20_402 REV B, 2800_20_403 REV B, 2800_20_404 REV B,
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2800_20_408 REV A, 2800_20_501REV A, 2800_MP_20_512,
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2800_A_20_205 REV F, 2800_A_20_217 REV B, 2800_A_20_220 REV B,
2800_A_20_223 REV B

2800_B_20_205 REV F, 2800_B_20_212 REV C
2800_C_20_205 REV G, 2800_C_20_210 REV C,
2800_D_20_205 REV D, 2800_D_20_207 REV C
2800_E_20_205 REV C, 2800_E_20_205 REV C,
2800_F_20_205 REV C, 2800_F_20_208 REV C,
2800_G_20_205 REV D 2800_G_20_208 REV C
2800_H_20_205 REV E, 2800_H_20_212 REV C
2800_I_20_205,

RECOMMENDATION

Grant planning permission subject to Referral to the Mayor of London and the Government Office for London and to the completion of a satisfactory Section 106 or other legal agreement (details below), and delegate authority to the Director of Environmental Services 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:-

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. Provision of 21 units of shared equity accommodation, being 4% of the total residential accommodation.
3. The provision of a primary school building to core and shell to provide at least a 420 child primary and a 60 child nursery school, on which construction shall commence above slab level prior to the sale of no greater than 77% of the total number of the private residential units or 30 months from the start of any residential construction (whichever is the earlier) and which shall be constructed to a specification agreed by the Council. Blocks E,F,G and I of the residential units shall not be occupied until after the school has been completed.
4. A contribution of £100,000, towards local health care provision, in the first instance at the proposed PCT facility at Stag Lane. If this facility does not require the funding, only then will it be made available to other PCT facilities in the borough. The sum shall be payable within 6 months of a material start on the residential element and index-linked from the date of this committee.
5. A contribution of £700,000 towards transportation and streetscape improvements in the local area, including junction improvements at Colindale Avenue, parking controls, pedestrian improvements to Colindale Station, footways, crossing, local bus service enhancement and infrastructure, and traffic calming which shall be due on a material start on site or the commencement of demolition, whichever is the sooner, index-linked from the date of this committee.
6. A contribution of £180,000 towards local environmental and sporting improvements, in the first instance at Grove Park. If this facility does not require the funding, only then will it be made available to other public open spaces and shall be due on a material start on the development and index linked from the date of this committee.
7. Sustainability measures, including the BREEAM Very Good rating on all homes, retail and school and 10% on site renewable energy sources and provision and maintenance of green roofs. A Sustainability

Implementation Strategy shall be submitted to and approved in writing by the local planning authority at least 4 months prior to commencement of work on site. This shall demonstrate how the elements of scheme shall achieve EcoHomes/BREEAM 'Very Good' ratings, and how the indicated Checklist measures including the following listed below (Energy, Water, Materials, Construction & Pollution) are designed-into the scheme, and the mechanisms (e.g. procurement) used to ensure their implementation:

- Sitewide Energy measures to achieve a higher U-Value, Carbon-index and/or SAP ratings; Including heat recovery used with any mechanical ventilation; Installation of water meters in each unit, and site water leak detection; Water-saving fittings in each unit to reduce water demand; permeable paving, Sustainable Urban Drainage system; Limited rainwater harvesting system and/or greywater recycling system
 - Evidence of sustainable materials shall be submitted to, and approved, by the local planning authority prior to commencement of the development. Such materials shall be of the same/comparable sustainability standard to that indicated on the submitted Checklist or Demolition Protocol. Where recycled materials or content is involved, such details should also be included within the Demolition Protocol section of the Construction Management Statement (CMS);
 - Prior to commencement, a Construction Method Statement (CMS) shall be submitted to, and approved by the Local Planning Authority. The CMS to include measures to adopt and implement the New Build Recovery Index through the ICE Demolition Protocol and minimise construction waste. The CMS shall include a requirement for/evidence of Considerate Contractor Scheme registration & operation; The Air Quality improvement measures indicated on checklist; A Sitewide Waste Strategy which adopts the principles procedures of the ICE Resource Sustainable Communities (RSC) Waste Management & Infrastructure Code of Practice;
 - Following completion of each phase/block, the developer shall commission an Independent BRE Review to determine whether the sustainability measures in the Checklist, ES and otherwise approved with the consent (include measures listed in the above clauses, relating to reuse of buildings, energy & water conservation, sustainable materials, construction/demolition, operational pollution, and waste), have been implemented, and whether a BREEAM and/or EcoHomes 'Very Good' rating has been achieved. If the measures have not been included then the developer shall include further compensatory measures within the development as approved by the Council and/or pay a compensatory sum to the Council to be utilised by it in promoting sustainability measures elsewhere in the borough.
 - To provide an independent EnviroCentre review, on completion, of the Development that materials reclamation/recycling targets, for demolition and construction, negotiated using the ICE Demolition Protocol have been implemented. If the Developer fails to meet these targets, payment to the council to the value of materials not reclaimed/recycled, up to the target level, shall be made prior to occupation.
 - A waste strategy and policy will need to be developed and implemented in agreement with the School and Governors and Brent Council's StreetCare Unit."
8. £10,000 toward the implementation of Brent's Bio-diversity plan,
 9. £10,000 toward monitoring and improving local air quality, as identified in the Air Quality Action Plan
 10. Join and adhere to the requirements of the Considerate Contractors scheme.
 11. An agreement of measures to engage, encourage local employment, training, SME, BAME in accordance with the GLA's observations point 64.
 12. Prior to any retail occupation:
 - The re-provision of not less than 400sq.m. of community space, to be made available to local residents and groups supporting Oriental culture, at cost (administration only), for not less than 45 hours a week.
 - The re-provision of not less than 10,764sq.m. gross of internal retail space for the display and sale of goods of mainly Oriental and Far Eastern origin.
 13. School Travel Plan to be implemented within 6 months of opening and provision made for the community use of the primary school building and grounds.
 14. Agreement through a management plan on the restricted use of the podium deck by delivery and servicing vehicles and limited parking by disabled vehicles and private vehicles.
 15. Upon completion of the project, the developer shall make a contribution up to a maximum of £1,603,000 of which the first £1,403,000 is to be used towards the fit out of the new school, the next £100,000 towards local health care provision, and the final £100,000 towards improvement of open space within the Borough. The exact amount of this contribution to be the amount by which outturn profit on cost achieved by the developer exceeds 20%, but up to the maximum of £1,603,000 as previously referred to. Such amount to be determined by the developer submitting to an open book appraisal of the costs and profit of the development.
 16. The carrying out of highway improvement works at the junction of Edgware Road and Capitol Way as detailed on Figure 37 of the Transport Assessment dated 31st May 2006.
 17. A Travel Plan for the commercial elements of the proposal;

18. A Travel Plan for the residential element of the proposal, to include the operation of a Car Club on the site;
19. A 'car-free' agreement, to come into effect in the event of a Controlled Parking Zone ever being introduced in the area;
20. A parking management plan (if not addressed in the Travel Plans)

EXISTING

The application site fronts the Edgware Road (A5) north of its junction with Grove Park and is known as 'Oriental City', a commercial and retail centre providing goods and services orientated towards the Asian Market. The centre comprise two elements

- Oriental retail shops - from clothes to furniture
- An oriental food supermarket

The centre also includes a food court, restaurants and amusement game centre.

The application site covers an approximate net area of 2.87 hectares and an Asda superstore lies along its northern boundary, Edgware Road to the east, Grove Park open space to the south and the Stadium Housing residential development at Airco Close (comprising 151 units nearing completion) to the west. The existing built floor area of Oriental City is approximately 11,172sq.m and is supported by 20,902sq.m of decked car park (711 car spaces).

The land uses surrounding the application site are commercial in nature along the Edgware Road and the Colindale Borough employment area lies further north in Capitol Way. Residential areas lie to the west and southwest of the site, with Grove Park development by Stadium Housing immediately adjacent and the late 1920's Grove Park estate of residential streets including Grove Park and Evelyn Avenue.

Edgware Road forms the boundary between Brent and Barnet Councils. Immediately opposite Oriental City on the Edgware Road lie a number of commercial units within Barnet's jurisdiction, including an Audi and Jeep dealership and Dolland Aitchinson opticians. There is also Merit House, a thirteen storey office building on a former tram depot site, occupied by BT, Ranley and HBG Construction.

The Edgware Road has recently experienced various development proposals and pressures, in both of the Boroughs, some of which has been approved and some which are being considered at the time of writing this report.

PROPOSAL

SUMMARY

Full planning permission is sought for the redevelopment of the Oriental City shopping centre to provide a mixed use development including;

- 520 Residential Units, of which 21 units will be affordable (shared ownership).
- replacement of "Oriental City" (OC) with a retail floorspace of 10,764sq.m.
- Bulky goods retail floor area of approximately 17,801sq.m.
- A school for 480 children (Nursery and Primary).
- Health and fitness studio 2,445sq.m).
- 1098 car parking spaces - comprising 721 spaces for retail users (incl. school drop off and disabled), 5 staff spaces accessed from Grove Park for the school, and 351 (incl. disabled) for residents and a further 21 disabled spaces on the podium.)

The residential units are located in eight blocks (rising to 3,6,9 and 18 storeys above the retail) on a fifth floor level landscaped podium along the Edgware Road frontage, rising to 8, 4, 5 and 2 storeys above the fifth floor landscaped podium facing Plaza Walk and rising to 3 and 6 storeys above the Grove Park street level. Highway works, access, servicing and landscaping are also included.

HISTORY

Initially, the premises were known as the Yaohan Plaza and comprised a site of 4.34 hectares. A redevelopment of this site for retail (A1), professional and financial services (A2), restaurants (A3), Business (B1) and residential (C3) and oriental cultural centre was approved as an outline planning application on 14 January 1992 (Council reference 90/1727) and subsequently reserve matters being approved after. The

residential elements within the scheme, which were indicated to be two to six storeys in height, reaching up to approximately 18.5m, was part of the outline scheme for Yaohan Plaza however the reserved matters lapsed and therefore the residential element was never built. The Yaohan Plaza site at that time included "Plaza Walk", the land now occupied by the Stadium Housing development (1.45ha).

Stadium Housing obtained planning permission in October 2003 for the redevelopment of the site at the rear of OC for new housing. This comprises 151 self contained units of affordable housing in ten 3 and 4 storey blocks with 126 car parking spaces. Although this land was originally part of Yaohan Plaza and was identified as being the location for Japanese condominiums, changes in economic circumstances later in the 1990s led to the land being released for alternative development. The Revised Replacement Unitary Development Plan at the time, identified the site as a Major Opportunity Site, for community/employment or affordable housing redevelopment. The replacement Unitary Development Plan 2004 has been adopted with the site being so designated. This housing development is nearing completion with half of the units being occupied.

POLICY CONSIDERATIONS

Relevant Planning Policy

National

Planning Policy Statement 1 – Creating Sustainable Communities

PPS1 sets out the Government's vision for planning and the key policies and principles which should underpin the planning system. These are built around three themes – sustainable development – the purpose of the planning system; the spatial planning approach; and community involvement in planning.

Planning Policy Guidance Note 3 – Housing (March 2000)

PPG3 establishes the Government's objectives for housing and reinforces the commitment to more sustainable patterns of development. PPG3 sets broad guidelines for the provision of affordable housing, placing emphasis on the importance of creating mixed, balanced and integrated communities. The guidance also encourages local authorities to revise their parking standards to allow significantly lower levels of parking provision in all housing development and to increase the density of development at and immediately around places with good accessibility.

Planning Policy Statement 6 – Planning for Town Centres (April 2005)

PPS6 sets out the Government's objectives for town centres to promote their vitality and viability by planning for the growth and development of existing centres; and promoting and enhancing existing centres. Its emphasis is on the 'town centre first', by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all.

Planning Policy Guidance Note 13 – Transport (March 2001)

PPG3 outlines the Government's aim of achieving reduced car dependency via transport and planning policies that are integrated at the national, strategic and local level. The guidance places an emphasis on putting people before traffic, indicating that new development should help create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport. PPG3 also requires local authorities, when assessing planning applications, to intensify housing and other uses at locations that are highly accessible by public transport, walking and cycling.

CABE/English Heritage: Tall Buildings Guidance

Guidance regarding tall buildings has been produced jointly by CABE (Commission on Architecture and the Built Environment) and English Heritage. This acknowledges the important role tall buildings play in regeneration and modern urban living and urges how tall buildings should be of the highest architectural quality and designed in full knowledge of their likely impact on their immediate surroundings and the wider environment. When identifying locations that are suitable for tall buildings, local authorities should identify the character of the local area and other important features and constraints, including streetscape, scale,

height, urban grain, natural topography, significant views of skylines, landmark buildings and important local views.

The guidance describes how applicants should ensure that a number of criteria are assessed, including the following:

- The effect on the whole existing environment – including the need to ensure that the proposals conserve and not damage or detract from features such as Conservation Areas, Listed Buildings and important views.
- The relationship to transport infrastructure, aviation constraints and in particular, the capacity of local public transport.
- The architectural quality of the building including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures.
- The contribution that the development makes to external and internal public spaces and facilities, including the provision of a mix of uses, particularly at ground floor level.
- The effect on the local environment, including micro-climate, overshadowing and amenity of those living in the vicinity of the building.
- Sustainability of the proposal.

The guidance advises that:

'To be acceptable, any new tall building should be in an appropriate location, should be of first class design quality in its own right and should enhance the qualities of its immediate location and setting. It should produce more benefits than costs to the lives of those affected by it'

Regional - London-wide - The London Plan

The London Plan, which was adopted in February 2004, sets out an integrated social, economic and environmental framework for the future development of London. The vision of the Plan is to ensure that London becomes a prosperous city, a city for people, an accessible city, a fair city and a green city. The Plan identifies six objectives to ensure that the vision is realised:-

- Objective 1 Making the most sustainable and efficient use of space in London; encouraging intensification and growth in areas of need and opportunity;
- Objective 2 Making London a better City for people to live in;
- Objective 3 Making London a more prosperous city with strong and diverse economic growth;
- Objective 4 Promoting social inclusion and tackling deprivation and discrimination;
- Objective 5 Improving London's transport; and
- Objective 6 Making London a more attractive, well designed and green city.

Policy 4B.1 of the Plan states that the Mayor will support and require development to do the following:

- Maximise the potential of sites;
- Create/enhance the public realm;
- Provide or enhance a mix of uses;
- Be accessible, usable and permeable for all users;
- Be sustainable, usable and adaptable
- Be safe for occupants and passers by;
- Respect local context and communities;
- Be inspiring, delighting, practical and legible; and
- Connect with the natural environment.

Policy 4B.3 states that proposals should achieve the highest possible intensity of use compatible with the local context, design principles set out in Policy 4B.1 and public transport capacity. Residential development should conform with density ranges set out within Table 4B.1.

The London Plan recognises the concept of mixed use development and reinforces the requirement of sustainable forms of development. This approach is based on the particular constraints affecting London as a result of population growth and the restriction of developments on Green Belts. The Plan's fundamental objective is to recognise and accommodate London's growth within the boundaries without encroaching on to the open space, and promote intensified and higher density living with public transport capacity to achieve

this. Maximising the existing available land, such as brownfield sites, and promoting mixed use developments is a key in the intention to maximise urban gain, accommodate the growth and reduce the distances travelled between different activities, making the best use of land.

In relation to tall buildings, Policy 4B.8 states that the Mayor will and Boroughs should promote the development of tall buildings as an answer to regeneration of London and the Boroughs are required to take into account the reasons why the Mayor supports tall buildings when assessing planning applications that are referable to the Mayor such as in this case - the GLA has confirmed its support for this scheme in principle and supports the design of the scheme.

Tall buildings should comply with Policy 4B1. and 4B.3 states that they will be particularly appropriate where they create attractive landmarks enhancing London's character, provide a coherent location for economic clusters of related activities or act as a catalyst for regeneration.

Policy 4B.9 relates to large scale buildings including tall buildings and states that they should be of the highest design quality, appropriate in terms of their impact on managed views and historic assets, be suited to their wider context and be attractive city elements as viewed from all angles. Where appropriate, such buildings should contribute to an interesting skyline. In addition, they should be sensitive to their impact on microclimates as well as privacy, amenity and overshadowing. They should also be well linked and related to public transport capacity and contain a mix of uses.

Local - Brent UDP

Set out below is a summary of the key policies within the Adopted Brent Unitary Development Plan 2004 which are directly relevant to the determination of the application. The policies prior to adoption were subject to an Equalities Impact Assessment.

Strategy

The overall strategy of the UDP has 11 key objectives

The relevant policies in this respect include Policies STR1 – 4 (prioritising locations and land uses to achieve sustainable development), STR5 – 10 (reducing the need to travel), STR11 – 17 (protecting and enhancing the environment), STR18, 19, 20, 22 (meeting housing needs), and STR37 – 38 (meeting community needs).

The Built Environment

The relevant policies in this respect include Policies BE1 (which requires the submission of an Urban Design Statement), BE2 (townscape; local context and character), BE3 (urban structure; space and movement), BE4 (access for disabled people), BE5 (urban clarity and safety), BE6 – 7 (public realm; landscape design and streetscape) and Policy BE9, which requires developments to be of high architectural quality. Policy BE10 (tall buildings) advises that tall buildings (over 25m) are most appropriate where their visual and other impact can be accommodated. Other applicable policies include BE11 (intensive and mixed-use developments), BE12 (sustainable design principles), and BE33 (views and landmarks of Wembley Stadium and St Mary's Church - Harrow on the Hill).

Environmental Protection

The relevant policies in this respect include Policies EP1 which relates to the Environmental Impact Assessment, EP2 (noise and vibration), EP3 (local air quality management), EP6 (contaminated land), EP10 (protection of surface water), EP11 (water supply – demand management), EP13 (water run off), EP14 (renewal energy) and EP15 (infrastructure).

Housing

The relevant policies in this respect include Policies H1, H2 (affordable housing which seeks 30 – 50% of units on suitable sites), H4 (off-site affordable housing), H8 (dwelling mix), H10 (housing on brownfield sites), H12 (residential quality), and H29 (accessible housing).

Transport

The relevant policies in this respect include Policies TRN1 (transport assessment), TRN2 (public transport integration), TRN3 (environmental impact of traffic), TRN4 (measures to make transport impact acceptable), TRN10 (walkable environments), TRN11 (the London Cycle Network), TRN12 – 13 (road safety), TRN16 (the London Road Network), TRN22 – 28 (parking), TRN34 (servicing) and TRN35 (transport access for disabled people).

Town Centres and Shopping

The relevant policies in this respect include Policies:

SH1 (network of town centres, SH3 (Major town centres and district centres), SH5 (out of centre retail developments), SH10 (food and drink), SH11 (conditions for A3 uses), SH13 (amusement centres) and SH19 (rear servicing)

Open Space, Sport and Recreation

The relevant policies in this respect include Policies:

OS18: Seeks the provision of suitable play areas for children in large scale residential or mixed-use developments. Where such provision may not be appropriate, contributions to their provision in a more appropriate location will be acceptable;

Community Facilities

The relevant policies in this respect include Policies:

CF1 (Location of large scale community facility), CF2 (Small scale community facilities), CF3 (protection of community facilities), CF5 (Community facilities in large scale development) CF6 (School places), CF7 (New School), CF11 (day nurseries), CF13 (primary health care/GP surgeries)

Waste

The relevant policies in this respect include Policies

W7 (local recycling points and facilities), W8 (construction/demolition/commercial waste) and W9 (construction/movement of spoil).

Brent Supplementary Planning Guidance

SPG4 – “Design Statements” adopted 2004

Provides guidance on the preparation and content of coherent and comprehensive design statements as required by Policy BE1 of the Adopted UDP.

SPG17 – “Design Guide for New Development” adopted October 2001

Provides comprehensive and detailed design guidance for new development within the Borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

SPG19 – “Sustainable Design, Construction & Pollution Control” adopted April 2003

Provides design and planning guidance on complying with Policy BE12 of the adopted UDP which requires developments to embody sustainable design principles. The guidance covers measures to ensure energy and water conservation, selection of sustainable materials, environmentally friendly landscape design, sustainable demolition and construction practices and reduction of pollution in the operation of developments.

SPG21 – “Affordable Housing” draft consultation (2003)

This SPG note seeks to ensure that all appropriate new housing developments makes its proper permanent contribution towards alleviating Brent’s affordable housing needs. This SPG note amplifies national guidance, supplements the policies of the UDP and sets out in detail the considerations the Council will apply in determining planning applications.

Brent's Emerging Local Development Framework

Local strategic policy context

The application site is not identified or designated for any particular use in the current Brent Unitary Development Plan (UDP) 2004. However, the A5 corridor and the OC site in particular, have been recognised as a growth area and identified for a Site Specific Proposal in the emerging Local Development Framework. Five areas within Brent, namely Alperton, Church End, South Kilburn, Wembley and The Hyde have been identified as a focus for regeneration growth as part of the Spatial Strategy for Brent. These areas were identified within the Borough for their potential to improve infrastructure, to which future schemes could be directed, giving opportunity to accommodate 1000 new homes and identifying areas in need of regeneration. These recognised growth areas were incorporated in the Core Strategy - Preferred Options which was approved for consultation by the Council's Executive on 9th October. Whilst this document can, in itself, only be given very limited weight at present due to the very early stage of its preparation, officers consider that the identification of this area as one requiring regeneration is the correct approach. The proposal would bring about the area's redevelopment with prominent landmark buildings of good quality landmark architecture in the north of the borough.

The Mayor's London Plan shares similar objectives as the Council's emerging LDF in that Colindale is also allocated as an Area of Intensification and Regeneration. Whilst it identifies Colindale (the area to the east, opposite to application site, in Barnet), the applicant's site cannot be discounted in having the opportunity to contribute to the wider Colindale area. The Mayor's Plan has identified 42ha of land around Colindale with 500 new jobs up to 2016 and 2,000 new homes. The proposed mixed use scheme, in principle, will promote the launch of the area's renewal strategy, recognising the importance of the wider strategic planning context at a local and a regional level, and would make an important contribution in terms of its design and appearance.

SUSTAINABILITY ASSESSMENT

The proposal achieved a sustainability rating of 'very positive' in the Council's sustainability checklist. The applicant have submitted a sustainability assessment to support the claims and is further proposing to fully integrate energy efficient and renewable scheme. The strategy provides site-wide proposals incorporating combined heat and power (CHP) across the residential and educational uses.

Officers recommend that a Sustainability Implementation Strategy be submitted to demonstrate how the elements of scheme shall achieve EcoHomes/BREEAM 'Very Good' ratings, and how the indicated Checklist measures including the following listed below (Energy, Water, Materials, Construction & Pollution) are designed-into the scheme, and the mechanisms (e.g. procurement) used to ensure their implementation:

- Sitewide Energy measures to achieve a higher U-Value, Carbon-index and/or SAP ratings; Including heat recovery used with any mechanical ventilation; Installation of water meters in each unit, and site water leak detection; Water-saving fittings in each unit to reduce water demand; permeable paving, Sustainable Urban Drainage system; Limited rainwater harvesting system and/or greywater recycling system
- Evidence of sustainable materials shall be submitted to, and approved, by the local planning authority prior to commencement of the development. Such materials shall be of the same/comparable sustainability standard to that indicated on the submitted Checklist or Demolition Protocol. Where recycled materials or content is involved, such details should also be included within the Demolition Protocol section of the Construction Management Statement (CMS);
- Prior to commencement, a Construction Method Statement (CMS) shall be submitted to, and approved by the Local Planning Authority. The CMS to include measures to adopt and implement the New Build Recovery Index through the ICE Demolition Protocol and minimise construction waste. The CMS shall include a requirement for/evidence of Considerate Contractor Scheme registration & operation; The Air Quality improvement measures indicated on checklist; A Sitewide Waste Strategy which adopts the principles procedures of the ICE Resource Sustainable Communities (RSC) Waste Management & Infrastructure Code of Practice;
- Following completion of each phase/block, the developer shall commission an Independent BRE Review to determine whether the sustainability measures in the Checklist, ES and otherwise approved with the consent (include measures listed in the above clauses, relating to reuse of buildings, energy & water conservation, sustainable materials, construction/demolition, operational pollution, and waste), have been implemented, and whether a BREEAM and/or EcoHomes 'Very Good' rating has been achieved.
- To provide an independent EnviroCentre review, on completion, of the Development that materials reclamation/recycling targets, for demolition and construction, negotiated using the ICE Demolition Protocol have been implemented. If the Developer fails to meet these targets, payment to the council to the value of materials not reclaimed/recycled, up to the target level, shall be made prior to occupation.
- A waste strategy and policy will need to be developed and implemented in agreement with the School and Governors and Brent Council's StreetCare Unit."

These details will be secured and implemented through the S106 agreement.

CONSULTATION

LOCAL AUTHORITY CONSULTATION

Wide spread consultation was carried out for this proposal by the Council; a total of 756 individual letters were sent out to;

- Residential occupiers along Airco Close (Stadium Housing), Edgware Road, Evelyn Avenue, Grove Crescent, Grove Park, Rose Glen, St Georges Avenue, Stag Lane and Westfield Close.
- The tenants/shops within Oriental City
- Nearby Barnet Council residents

Notices were published in the local press and site notices were also placed around the perimeter of the site. The public were also invited to view the perspectives of the proposal and ask questions at the Kingsbury and Kenton Area Forum on 25th July 2006, with progress on the scheme having been discussed at the Forum and information sheets made available on two other occasions.

The Ward Councillors in both Fryent and Queensbury Wards have also been consulted.

In addition, the following authorities were also consulted and their responses are included in *Objections and Concerns* under REMARKS:-

London Borough of Barnet
London Borough of Harrow
Transport for London (TFL)
Greater London Authority (GLA)
Commission for Architecture and Built Environment (CABE)
The Country Side Agency
English Nature
The Environment Agency
Thames Water Development Control
Met. Police Crime Prevention Design Unit
Brent Primary Care Trust

As a result of these consultations, a total of 378 letters were received of which 366 are of the same content and format with different householders' signatures and 12 are individual letters of objection. A petition was also received with 77 signatures.

The objections/comments raised cover the following issues:-

- too large and ambitious
- traffic problems, congestion, increase of traffic flow, insufficient parking and further impact
- existing on street parking affected
- no demand for additional D.I.Y
- No PCT provision
- Water supply, sewerage
- skyscraper tower block in a rural setting, it will dominate the skyline and destroy the character of the area
- bringing more 'graffiti artist' in the area with a problem of graffiti by increasing housing, anti social behaviour,
- development of OC is welcomed but the proposal is not
- increase in population without additional supporting infrastructure - schools, hospitals, jobs, library and leisure
- Primary school welcome but there is a long term lack of places for 11-18yr olds
- lack of public transport and worsening due to increase of population
- Unsustainable
- Noise, dust, smell and vibration
- decrease value of the properties
- Present view of landscape would be ruined
- no positive gain or benefit to jobs
- interference with TV reception
- availability of light and fresh air
- Privacy and outlook affected
- No greenery, trees of natural features

These issues will be addressed under the 'remarks' section of this report.

A letter of objection supporting residents' concerns has been received from Barry Gardiner MP.

APPLICANT'S CONSULTATIONS

In accordance with Government advice, the applicants have also carried out extensive public consultation prior to the submission of the application and during the application. Community Connect Limited, a company instructed by Development Securities plc (applicant) to carry out consultations, have organised two

public exhibitions on behalf of the applicant in December 2005 (prior to submission) and in July 2006 (during the application stage). These exhibitions were advertised in the local newspapers (Brent Times and Wembley Observer). On the recent exhibition, one thousand invitations were delivered door to door to homes in the vicinity of OC in both Brent and Barnet. The letters were also sent to the members and officers of Brent and Barnet borough councils, the MPs, officers of GLA, the traders and tenants of OC together with local residents' associations and amenity groups. An estimated 300 people attended and "comments" forms were also provided on which to make views known. 26 comments were received of which 10 were supportive of the proposal.

Residents were also advised of a web site www.399edgware.com set up by the applicants to provide current information about the proposal.

REMARKS

This application is accompanied by a full Environmental Impact Assessment for a mixed use redevelopment of the site known as Oriental City (OC). On a site of 2.87 hectares the redevelopment will provide 28,565 sq.m. floorspace for the retail sale of bulky goods, including the replacement of OC, 520 residential units (including 21 affordable units), a primary and a nursery school, and a health and fitness centre.

The subject application is the first major mixed use development in the north of the borough. It is anticipated that the design of the proposal together with the content will set in train the rejuvenation and revitalisation of the street scene of one of the major routes in and out of the Borough and contribute towards the growth area identified along the A5 Corridor.

The architects for the scheme are Sheppard Robson.

DEVELOPMENT IN DETAIL

SUMMARY

The application proposes the demolition of the existing Oriental Centre and its replacement (in floorspace terms) together with two bulky goods stores to a height of the equivalent of five residential floor levels facing Edgware Road. Above this is a large landscaped podium deck, from which rise a total of eight residential blocks, up to 3, 6, 9 and 18 storeys in height along the Edgware Road frontage, and up to 2, 4, 5 and 8 storeys in height facing Plaza Walk. To the rear, the residential accommodation rises to 3 and 6 storeys measured from Grove Park street level. The proposal also includes:-

- 520 Residential Units, of which 21 units (4%) will be affordable (shared ownership);
- A Primary and Nursery School for 480 children;
- New retail investment providing employment opportunities for 500 jobs;
- Health and fitness studio;
- 1098 car parking spaces - comprising 721 spaces for retail users (incl. both retail and school drop off and disabled), 5 staff spaces accessed from Grove Park for the school, and 351 (incl. disabled) for residents and a further 21 disabled spaces on the podium..Night time residential parking permits for some of the retail spaces will also be available, if required;
- Improvements to street scenes, pedestrian routes and bus services;
- Revitalisation of area.

The above is detailed in this report.

DESIGN

Even when considering the design alone, there is no doubt that the proposed scheme would present an architectural solution of good design quality for the Borough. The scheme provides a modern innovative design, involving a mixed use development, which sets a high standard of imposing architecture for the Edgware Road corridor and across the entire borough. The proposal encompasses the retail, residential, and school elements but the architecture is able to fuse all these elements together to be expressed as one development and yet interestingly, the retail, Oriental City, the residential and the school would be legible as identifiable components of the development. The scheme has also been designed in a way that it accommodates a radical transition from main road urban scale to an appropriate suburban design and defines street edges and promotes active street frontages. The inclusion of trees, landscaping, lighting and arcades helps to introduce a human scale at street level.

The proposal provides 5 storey high retail spaces, with 2, 3, 4, 5, 6, 8, 9, and 18 storeys of residential buildings mainly above a landscaped podium. The architects behind the design of the scheme, Sheppard

Robson, have analysed extensive options to distribute the massing and scale across the entire 2.87 hectare site (approximately 147m in depth x 196m wide). The main objective was to achieve the level of density appropriate for the site without the monolithic massing and scale of the residential blocks. As the application site is of a size with great depth and width, it is important to vary the heights of the building across the entire site to articulate the mass and bulk and to create better permeability with the surrounding built environment. The architects have demonstrated the different options explored and these are detailed in their *design statement*. One of the options shows that symmetrical storeys of residential towers, if constructed across the site, would present such a bulk and massing with limited visual interest and articulation which would overpower the street level environment. The architect has demonstrated that it is difficult to simply move storeys around the site to reduce the highest building (particularly when redistribution of the heights would increase the scale of the scheme at the rear) and still maintain a reasonable relationship with adjoining sites.

The entrances to the proposed retail spaces have been designed to address both streets, Edgware Road being the primary and Grove Park as a secondary street frontage, which promote street activity and provide sense of public space and circulation. The clear, inviting entrance canopy would provide a sense of place and integrate the development at street level. The entrance is articulated with angles providing interest at the street level whilst breaking up the elevation of the development.

- TALL BUILDINGS

In assessing the tallest residential building, which is 18 storeys above the 5 storey retail podium (Block A), the Council's policies (BE2, BE9, BE10 and Supplementary Planning Guidance No 19) and CABI's publication on *Tall Buildings Guidance* is relevant. CABI's guidance acknowledges the important role tall buildings play in regeneration and modern urban living and urges how tall buildings should be of the highest architectural quality and designed in full knowledge of their likely impact on their immediate surroundings and the wider environment. The Council's policies also have regard to its potential prominent impact and the importance of its architectural quality.

To assess its appropriateness and its impact the architect has experimented showing alternative ways in which the height of Block A and its residual massing could be reduced by redistributing accommodation across the remaining blocks. The massing study shows that the height of Blocks D (corner with Edgware Road and Grove Park) and E (fronting Grove Park) are restricted by the Rights of Light enjoyed by properties opposite and Block E (at the rear corner to Grove Park) compromises the street context. The quality of the north-west courtyard is jeopardised by Block B (adjacent to Block A, fronting Edgware Road) and G (rear facing Stadium Housing site) with an unsatisfactory relationship to the Stadium Housing.

In further justification of the 23 storeyed building beside ASDA, your officers would also draw attention to the following:-

1. the acceptance by the GLA, Barnet and Brent that the A5 Corridor is a suitable location for such regeneration schemes which draws pressure away from more the sensitive residential hinterland;
2. the height of schemes approved and in the pipeline in Barnet (see below);
3. housing redevelopment is generally not happening in poorer quality estates but on suburban, better quality, low density estates. To offset this trend it is beneficial to encourage mixed use schemes where housing gain can be maximised. However, mixed used schemes invariably raise residential base level by the height of 2-5 residential floor heights above ground level: building above commercial results in further increases to building height;
4. on a site as large as Oriental City, 9 storeys throughout would create an immense monolithic block; variation of size and scaling down heights commensurate with the surrounding areas create a better balanced and better designed scheme.

The architect has also submitted a longitudinal section along Edgware Road of existing height profiles also indicating the proposed and approved developments in the pipe line in both Barnet and Brent. In Brent, narrow sites like Theoco (in Burnt Oak Broadway) are attracting storey heights of 7-9 storeys. In Barnet, Cricklewood and Brent Cross regeneration incorporate schemes for 15 and 16 storeys, with the highest at 25 storeys; West Hendon provides for 15-16 storeys with the highest possibly at 19 and Colindale East camp site at 13, 15 and 16 storeys. In the context of the Edgware Rd corridor it can be seen that the Block A of the OC is comparable to that which will be developed at Brent Cross/Cricklewood and the West Hendon Regeneration Area. It also show its parallel relationship with the existing Merit House (13 storeys) located immediately opposite to Block A. Not only is the architecture of the tallest building and the scheme in its entirety considered to be of good design, the context of the siting and location is considered to be appropriate in enhancing the streetscene of the Edgware Road and revitalising the appearance of the locality.

RESIDENTIAL

There are 9 residential blocks in total ranging in height and these provide 520 residential units, with a break down of dwelling size as follows:-

No. Units	studio	1 bed	2 bed	3 bed	Total	No. Hab Rm
Block A	1	44	75	10	130	351
Block B		29	45	6	80	214
Block C		18	43	5	66	179
Block D	1	23	14		38	88
Block E (affordable)		15	6		21	48
Block F		30	14	1	45	105
Block G		13	30	3	46	128
Block H		20	48	18	86	252
Block I		2	6		8	18
Total	2	201	281	43	520	1383

The dwelling sizes all comply with the Council's minimum standards as specified in SPG 17. The floor layout is stacked as far as possible to minimise the impact between the elevations.

- DENSITY**

Table 4B.1 of the London Plan February 2004 sets out a density matrix with appropriate ranges related to location, setting in terms of existing building form and massing, and the index of public transport accessibility. The application site has a Public Transport Accessibility Level (PTAL) of 3, which is classed as *moderate*, and the suitable density range for the site is 300-450 habitable rooms per hectare for urban sites, in accordance with The London Plan's density matrix. The Council's SPG 17 suggests a density range of 240-450 habitable rooms per hectare for sites with good public transport and a town centre within 600m. The proposed residential density is 481 habitable rooms per hectare. Although this is over the recommended density, the site is within a twelve minute walk (<960m) to two underground stations (Colindale and Burnt Oak) and Edgware Road is well serviced by the bus network. Colindale/Edgware Town Centre is also within close proximity, within 600m from the site. Given the proposed scheme is considered to have good design with its potential to rejuvenate the area, the proposed density can be supported. The proposed density has received the GLA's acceptance due to the high quality and its location.

- AFFORDABLE HOUSING**

As originally submitted, the proposals provided for 112 affordable housing units (intermediate shared ownership), representing 22% of the total habitable rooms. All of blocks D,E,F and I were to have been affordable thereby giving 68x1 bed flats and 44x2 bed flats.

With regard to the proportion of affordable housing, such a provision was and remains lower than that required by both the Council's policy and the London Mayor's policy. The London Plan requires 50% affordable housing at a 70/30 split for social housing and intermediate provision, subject to financial viability. The applicant initially proposed 22% which was accompanied by a financial viability assessment. However, your officers have instead negotiated with the applicants the provision of a primary school in lieu of affordable housing in order to accommodate the demand for the housing growth in the North of the Borough. Until now, housing schemes have contributed towards education provision with no school site being available to accommodate growth and primary school need in the north of the Borough. This is further accompanied by a financial viability to demonstrate that both the school and high proportion of affordable housing cannot be provided together within the scheme, which now gives rise to the following split:-

	No units.	%	Hab rm	%
Affordable housing	21	4.0	48	3.5
Private housing	499	96.0	1335	96.5

The proposed accommodation is RSL compliant and the proportion of affordable housing (4%) and the provision of a primary school site is considered acceptable. The position is accepted by the Housing Service and has also been accepted by the Greater London Authority, subject to them being satisfied on the issue of financial viability. The issue is dealt with in more detail below.

- LANDSCAPE AND AMENITY**

The proposal includes three separate courtyards on the podium level and presents high quality landscaping features which includes soft landscaping of sloping landforms, water features and trees appearing

throughout the residential deck level. These courtyards would provide valuable amenity spaces and sense of community to the future residential occupiers. The amenity area amounts to approximately 12,483sq.m. In addition, the proposal also includes private amenity spaces in the form of balconies and terraces for 462 of the residential units and additionally 53 units having access to private gardens or terraces. This represents 99% of the units having a private amenity area and when balcony spaces are added this results in units having 40sq.m. of amenity space per unit. This exceeds Council standards and is obviously welcomed. Whilst the architect has shown details as to how landscaping will be achieved on the podium level, further landscaping details are required and will be sought through a condition to ensure that the quality of landscaping details is delivered on the podium.

Within the communal areas, two children’s play areas have been added to the outer most courtyards which complement the school play areas and would serve to both private and shared equity residents. This meets Council’s policy OS18 seeking onsite children play areas for large developments.

Soft and hard landscaping features are also incorporated along the street frontage of Edgware Road and Grove Park.

- **PARKING AND ACCESS**

The proposal provides 351 onsite parking spaces for the 520 private and shared ownership residential units. The 351 spaces are provided over two floors -184 on the third floor (16 being disabled spaces) and 167 on the fourth floor. An additional 21 disabled spaces are provided on the podium deck, so that 37 disabled spaces are provided, which is 10% of the residential total. It is proposed that the residential and retail components of the development have separate access points. The current OC car park access from Grove Park is proposed for residential traffic access only.

The Council’s maximum parking standards for residential are; 1 space for 1 bed, 1.2 spaces for 2bed, 1.6 spaces for three-bed and 2 spaces for 4 bed. The affordable standard is 50% of these figures for any location. The proposed parking space equates to 0.7 spaces per unit of private and affordable shared equity, which is below the Council’s maximum standards.

A car club is also proposed for the scheme whereby dedicated onsite parking areas is available and is proposed to operate with two cars initially and expanding up to 10 if demand rises. The car clubs intend to serve required short car trips, e.g. shopping where the residents are able to rent it on a membership and hourly charge basis.

An addendum to the Traffic Assessment, Appendix B: Draft Car Parking Management Strategy, enables the issue of night time residential parking permits for some of the retail spaces, if required, to be managed through the Travel Plan in the S.106.

The proposal also includes 520 cycle spaces and the details are sought through a condition. The Council has no standard for motorcycles but space is available and further details are conditioned.

- **RESIDENTIAL ENTRIES AND CIRCULATION**

There are two core residential entries providing spacious lobbies being the monitored points of access from the street level and three other accesses from the residential car parking areas to the podium landscaped level. There is vehicle access on the podium level for set down and picking up of passengers, refuse collection and emergency vehicle access. From the landscaped podium level, each of the longer residential blocks will have dual cores each containing lifts. The intension of this is to design out crime taking into account of lack of ‘neighbourhood watch’ surveillance on the street level due to the retail element and to bring this to the podium level where natural surveillance can be achieved. These details have been supported by the Secured by Design Officers of the Metropolitan Police.

RETAIL

The proposed retail space is spread over two floors which are the equivalent of five conventional storey heights, totalling up to 28,565sq.m of retail space (bulky goods).

Replacement Oriental City	10,764sq.m
B&Q mini warehouse	6,823sq.m
Other Bulky Goods	10,978sq.m
TOTAL	28,565sq.m

The proposed B&Q mini warehouse would be located at the northern end of the site with the replaced Oriental City being the central core of the retail element and another bulky goods store at the corner with Grove Park. These stores are accessed through a main retail entrance from Edgware Road frontage. Grove Park elevation have been designed to have active interaction on the street level by adding further entry points to the Bulky Goods store.(see Retail Justification).

- **PARKING AND ACCESS**

The proposed access for the consumers of the retail bulky goods store is from the Capitol Way where servicing and currently takes place for the existing OC. The servicing required for the stores would also be from Capitol Way. 721 shared and managed parking spaces for the B&Q store, furniture store and OC are proposed, incorporating 36 or 5.0% required disabled spaces. The maximum standards for retail parking for retail above 200sq.m) are 1 space per 50sq.m gross floor area (GFA) in Town Centre and District where public transport accessibility is 'good' or 'very good', and 1 per 25sq.m elsewhere. The site is not within a designated Centre and so the maximum parking standard for the retail uses is therefore 1 per 25sq.m., which would permit up to 1,140 spaces for OC and the other bulky goods stores. The proposed spaces for the commercial element of the site are within the UDP maximum and will replace the existing 750 underused spaces for OC. (It should be noted that the Council's parking restraint policies accept a similar parking provision to the existing underused spaces when the retail floorspace is almost trebled.) A total of 59 cycle parking spaces will be provided for the retail stores and parking for motorcycles is conditioned.

- **RELOCATION OF ORIENTAL CITY**

During demolition and construction work the applicants have offered to acquire a site nearby in which to relocate OC to avoid as much disruption to trade as possible over a three year period. This will be subject to a separate planning permission and the degree of take-up by traders. In any case, this application is committed (through a S.106) to the re-provision of OC on this site.

SCHOOL

The proposed school is located at the rear of the site, in between Stadium Housing and the main element of 399 Edgware Road and accessed from Grove Park. This area was initially intended for mews type affordable housing development. However, due to the increase of housing within the borough and lack of school places, the applicants have accommodated a much needed school site within the scheme. The school is proposed to accommodate up to 480 children, two Form Entry (FE) primary school (420 pupils) and a nursery school (60 places). Floor layouts and elevations have been worked up to ensure acceptable accommodation which could be built on the school site as part of this proposal or later. The form of construction has the support of the Council's Education Adviser as part of the application documents. The Director of CFD endorses the development with a new school for the Council, given the need for school places both now and in the future and the projected shortfall of school places.

Again, the design of the school is to a high standard, even with the site constraints in mind. The design concept was developed with officers in Children and Families and the Council's education consultants. The architect has designed the school to be inclusive to the entire development so that does not form an alien feature at the rear of the development. The school occupies the area at first floor (above the retail service area) running nearly the entire length of the retail accommodation along the boundary to the Stadium housing development. The incline of the site along Grove Park allows the school to be directly accessible by foot from the street. There is a vehicle drop off facility for school traffic accessed within the retail car park. This part of the site has optimum daylighting due to its south orientation and is ideal for a school as it is also sheltered away from the Edgware Road.

The classrooms in the building occupy two levels of a four storey structure in order to optimise the use of the site, allowing sufficient external play areas at the main (access) level whilst minimising vertical circulation within the building. In addition, roof decks provide both hard and soft play areas and feature green roofs, built to provide grassed areas alongside purpose built multi use games areas.

The integration of the school within the entire scheme means that a long stretch of an unattractive flank elevation of retail development can be avoided and replaced by an articulated design of the school building. The variation of heights and recessed elevations makes an effective transition of height and scale from residential deck to the neighbouring residential development (Stadium Housing). The privacy and amenity of the neighbouring property is protected by screened loggias forming the southern elevation.

- **PARKING AND ACCESS**

There are 11 parking spaces proposed for the school and nursery with pick up and drop off areas accessed from Capitol Way from the retail car park. The use of these will be enforced by a travel plan and parking

controls. Five additional spaces for staff only accessed from Grove Park are also provided for the school and nursery use, which accords with the maximum allowance of nine spaces for staff and visitors. However, the area available is sufficient to accommodate about 12 cars, so further landscaping should be introduced to ensure parking provision is restrained in accordance with standards. Cycle parking provision is also made available for staff and pupils, 1 for every 10 staff and 42 spaces, respectively.

PROVISION OF COMMUNITY FACILITIES

The application proposes two main community facilities -

- 1) the replacement of the existing 400 sq.m. community facility within OC (eg. with performance stage);
- 2) the availability through booking of the school grounds and accommodation.

Both will be secured through the S106 legal agreement

IMPACT ANALYSIS, MEASURES AND OPTIONS

PROPOSED HIGHWAY INFRASTRUCTURE

In addition to Green Travel plans, pedestrian and cyclist link improvements, parking controls and bus service enhancements, the package of measures includes the following highway works:-

- junction improvements to Capitol Way/ Edgware Road (funded through S.278)
- a contribution towards junction improvements to Colindale Avenue/ Edgware Road (funded through S.106)
- provision of a pedestrian and cyclist crossing by Annersley Avenue. (funded through S.106)

The Colindale Avenue/ Edgware Road junction works will help to reduce vehicular movements in Grove Park resulting from the nearby Beis Yaacov Jewish school.

The Grove Park estate already has a 20mph speed limit and extensive traffic calming and there is little scope for improvements to the Grove Park/ Stag Lane junction.

These issues are examined and considered below.

TRAFFIC & PARKING

- GENERAL ACCESS AND PARKING PROVISION

A retail car park is indicated at ground level to the rear with 721 spaces (incl. 36 disabled), accessed via the existing service road from Capitol Way. This also serves a rear shared service yard, with six full-size and numerous transit-sized bays indicated. A total of 144 bicycle parking spaces are indicated along the Grove Park frontage of the site. Pedestrian access to the commercial units is provided directly from Edgware Road through enclosed retail atrium areas.

Residential parking for 351 cars (incl. 16 disabled) and 520 bicycles is indicated in a separate two storey car park above the B&Q store, with access proposed via 7.3m wide ramps to a gradient of 10% from Grove Park. The ramp then continues up to a fifth floor residential podium level, around which a 4.1m wide one-way service road is provided for service and emergency vehicles, which in turn provides access to a further 21 disabled parking spaces. Pedestrian access is gained via entrance lobbies from Edgware Road and Grove Park at the northern and southern ends of the site.

Finally, five car parking spaces are indicated on the first floor plan accessed from the Grove Park street level for the primary and nursery school staff. Pedestrian access is via the proposed residential entrance from Grove Park. A further area within the retail car park has been designated for use by school parents to drop off and collect children at the start and finish of the day, with a lift up to the school entrance. Pedestrian access to the schools from Grove Park is otherwise segregated.

On-street parking along the Edgware Road and Grove Park frontages of the site is prohibited at all times. Northbound and southbound bus lanes are in place along this length of Edgware Road.

Public transport access varies across the site, but is generally deemed to be moderate (PTAL 3), with Colindale station (Northern line) within 960 metres (12 minutes' walk) and six bus services within 640 metres (8 minutes' walk).

- TRAFFIC IMPACT :METHOD OF ASSESSMENT

The scale of this proposal is such that it is likely to have a significant impact on the transport network in the area. Policy TRN1 therefore requires the production of a Transport Assessment to accompany the

application and this has been produced by WSP Development Ltd using the following method.

Estimated trip rates to and from the development were derived by examining trip rates to and from comparable sites for each particular land use across London and the UK, as held on the TRICS and TRAVL databases.

Traffic to and from the Oriental City part of the development was assumed to remain constant, given that its overall floorspace will be retained in the new development. However, all such traffic would in future enter via Capitol Way, rather than Grove Park and flows were reallocated accordingly. 20% of traffic visiting the retail stores was assumed to be already passing the site and to divert into the new development (e.g. traffic travelling between work and home).

In terms of vehicular trips, the greatest impacts for the development as a whole were identified as being during the weekday evening peak hour (5pm-6pm) and on Saturday afternoons (2.30-3.30pm). However, the residential elements of the scheme (rather than the proposed school) would also have a significant impact on Grove Park during the weekday morning peak hour (8am-9am) and this was also examined.

The following estimated vehicular flows to the various parts of the development were thus obtained:-

	Weekday am		Weekday pm		Saturday pm	
	arr	dep	arr	dep	arr	dep
Residential (Grove Park)	35	126	103	45	68	68
Commercial (Capitol Way)	97	53	219	227	379	360
Schools (mainly Capitol Way)	193	194	24	37	-	-

The above is new traffic, in addition to the following existing Oriental City traffic as surveyed:

Oriental City	20	20	106	85	254	378
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Journey to work census data was then used to identify the proportion of residential traffic likely to travel in each direction to and from the site, whilst a detailed assessment of the population distribution of the predicted retail catchment area was used for the retail traffic.

Residential traffic was shown to travel predominantly towards the south (33%) and the west.(33%), whilst retail traffic is more evenly drawn from around a 3-4km radius of the site.

These flows were then added to existing surveyed flows on the surrounding roads (with an allowance for previously committed development in the area), in order to predict future network flows against which nearby road junctions could be assessed. The following results were obtained from these tests:-

Edgware Road/Grove Park

Although the impact of the development as a whole would be greatest during the weekday evening peak and mid-Saturday afternoon, the provision of a residential access onto Grove Park would also lead to a significant traffic impact on Grove Park during the weekday morning peak.

To assess this, the junction with Edgware Road was tested using the PICADY computer programme. This showed it to be currently operating close to capacity in the morning peak hour, with the predicted additional traffic from this development tipping it over capacity, thereby adding to existing difficulties for traffic turning right out of Grove Park. As such, mitigating improvements will be required to accommodate this development.

One such improvement would be to remove the significant amount of traffic (40-50 vehicles) that currently uses Grove Park in the morning peak hour (and doubtless the early afternoon period too) to perform a U-turn after dropping children at the nearby Beis Yaacov school. This occurs because traffic is physically unable to turn right out of the school, due to traffic islands in Edgware Road associated with the Colindale Avenue signalised junction.

Future improvements to that junction to permit all traffic movements (right-turning traffic is currently prohibited) should allow access into and out of the school from all directions to be achieved, thereby removing any need for parents to use Grove Park to turn around. As detailed below, Section 106 funding of £250,000 has been agreed as a contribution towards these junction improvements.

Further minor improvements could be achieved by lengthening the flare on Grove Park to increase the distance over which left and right-turning traffic can form separate queues and this can be achieved through a minor alteration to the centre line markings.

Tests carried out by Brent Council to show that these improvements would reduce the "ratio of flow to capacity" at the junction during the morning peak period below the recommended maximum value of 0.85 for a future year and the year of 2011 was chosen to allow five years' growth, which would mitigate the effect of the additional traffic from this development.

With regard to the weekday evening and Saturday afternoon peak periods, these were tested by the transport consultant within their TRANSYT model for this length of Edgware Road as a whole and the junction was found to operate well within capacity during those periods, with maximum "degree of saturation values" of 37% and 38% respectively, compared with the recommended maximum of 90%.

Grove Park (west)/Evelyn Avenue

Surveys carried out by Brent Council for the adjoining Stadium Housing development in Grove Park suggest that just over 20% of residential traffic from the site will head westwards along Grove Park, with about 15% heading southwards along Evelyn Avenue. This is consistent with the predicted distribution carried out by the transport consultant.

This would in turn lead to about 35 extra vehicles on Grove Park (west) and about 24 on Evelyn Avenue during weekday morning and evening peak hours. In percentage terms, this increase equates to between 5%-10% along Grove Park (west) in the morning peak hour and over 10% at other times and along Evelyn Avenue. As such, further examination of the impact of this extra traffic on the Grove Park/Stag Lane and Evelyn Avenue/Hay Lane junctions is required for completeness and this information is currently awaited.

In the meantime, Brent Council has carried out a very brief examination of the two affected junctions using historic traffic data. This exercise shows the junction of Grove Park and Stag Lane to currently be operating close to capacity in the weekday morning and evening peak hours; to a large part due to the large volume of traffic using Grove Park as a short-cut between Stag Lane and Edgware Road. This is further exacerbated by the parking that takes place close to the junction.

Aside from extending the length of double yellow line on the south side of Grove Park to remove the parking space from outside the Special Schools which causes a bottleneck, the scope for significant junction improvements is limited. Space is too restricted for the provision of a mini-roundabout without using part of the grass bank outside the school for road widening, which would result in the loss of one or more mature trees and may in any case be impactful. Such improvements could in any case be counter-productive if they simply led to more traffic rat-running through the Grove Park estate.

The alternative is therefore to keep the junction as it is, thereby discouraging traffic from using Grove Park as a through route and instead encouraging the use of more appropriate routes, such as Capitol Way or Hay Lane.

It is nevertheless still essential to ensure reasonable access is maintained for residents of the estate onto the wider highway network. To this end, the tests show plenty of spare capacity to be available at the junction of Evelyn Avenue and Hay Lane (the junction is currently operating at less than 20% of its capacity in the morning and evening peak periods). Any increase in congestion at the Grove Park/Stag Lane junction is therefore likely to be offset by more traffic from the eastern end of the estate and from the proposed development using Evelyn Avenue to leave the area if headed in a southwesterly direction, as traffic flows on each route find an equilibrium.

The presence of a 20mph zone in both Grove Park and Evelyn Avenue helps to ensure traffic from the development can travel along these roads in a safe manner.

To help to address any further issues that may arise though, a financial contribution is required and to this end, part of the overall agreed £700k contribution should be set aside for works in the wider area to the south and west (i.e. Stag Lane, Hay Lane, Winchester Avenue etc.).

- **Edgware Road/Capitol Way**

The commercial element of the site is accessed from Capitol Way and so would have a significant impact on

the junction of Capitol Way and Edgware Road during the weekday evening and Saturday afternoon peak periods.

Junction capacity tests were therefore carried out for these periods using the LINSIG computer programme. These showed the additional traffic from this development pushing the junction above its maximum practical reserve capacity during the Saturday afternoon peak hour.

To address this, the developer proposes highway widening works to the junction in order to extend the left-turn slip lane from Edgware Road (northbound) into Capitol Way, allowing a left-turn filter arrow to be provided.

Tests for this revised layout were then undertaken and showed that these works would allow the additional development traffic to be accommodated, whilst retaining practical reserve capacity during both the weekday evening and Saturday afternoon peaks with a cycle time of 96 seconds.

Subsequent checks on the modelling exercise by Brent Council (including future traffic growth to 2011), showed that spare capacity could even be achieved with shorter cycle times of under 90 seconds (which is preferable in terms of reducing delays), providing the width of the offside lanes on Edgware Road (the ahead lane for northbound traffic and the right turn lane for southbound traffic) is maximised.

The only significant concern over the proposed junction layout is that a substandard width of 2m is indicated for the resited pedestrian refuge in Capitol Way and this must be kept at the existing width of 3m (n.b. this width can be taken from the exit lane width).

- **Capitol Way (west)**

As with the residential access onto Grove Park, about 20% of traffic from the retail part of the site is estimated to travel westwards along Capitol Way. This would lead to about a 15% increase in existing traffic volumes along Capitol Way during the weekday evening and Saturday afternoon peak hours.

As such, further analysis of the junction of Capitol Way and Stag Lane would be justified and this information is currently awaited.

As the junction is not as constrained as the Grove Park/Stag Lane junction, there should be plenty of scope to improve the junction capacity if required. In particular, a mini-roundabout could be considered if difficulties are identified for traffic turning from Capitol Way into Stag Lane, which would be sufficiently low in cost to be carried out using part of the overall S106 transportation contribution. This may also be of benefit in making Capitol Way a more attractive and convenient route to Grove Park for traffic travelling between Stag Lane and Edgware Road, thus relieving traffic on Grove Park.

- **Edgware Road/Colindale Avenue & A5 Corridor**

The impact of the additional traffic on the existing junction of Edgware Road and Colindale Avenue was also examined. Whilst this showed the junction to be able to accommodate the additional development traffic without exceeding capacity, the tests made no allowance for future traffic growth or proposals to revise the junction layout.

A recent planning proposal for the redevelopment of the site at 1 Colindale Avenue has been granted by London Borough of Barnet, subject to a legal agreement to dedicate land in the southwestern corner of the site for junction widening. Once this land becomes available, the intention will be to open up the junction to allow right-turning movements into and out of Colindale Avenue to be accommodated.

The above will benefit visitors arriving at Oriental City from Colindale Avenue, as they will no longer need to travel via Annesley Avenue and make the awkward right-turn from that road onto Edgware Road northbound. As mentioned above, it will also allow the access arrangements for Beis Yaacov school to be addressed, thus removing the need for parents to perform U-turns in Grove Park in the morning peak hour.

Funding will be required for this junction improvement though and Barnet Council is looking to pool contributions from the larger development proposals in the area to put towards the cost of the works. To this end, a sum of £250,000 is sought from this development.

Finally, a TRANSYT model has been put together by the applicant's transport consultants and examines the operation of this length of Edgware Road as a whole, with a view to linking signals to reduce queues and delays. The model has shown this part of the A5 corridor to operate within capacity with the additional

development traffic and revised layout at the Capitol Way junction, which is sufficient to satisfy concerns over this particular development.

However, further work is required to develop the model and plug some of the gaps (e.g. extension of the study area south to include Colindeep Lane, inclusion of missing junctions at Annesley Avenue and The Greenway, consideration of am peak flows). In addition, any agreed alterations to the Colindale Avenue junction will need to be included in the model, once a scheme has been developed.

Whilst it is not considered necessary to carry out any further modelling work at this time, it is suggested that S106 funding be set aside to allow this to be done in the future and a sum of £25,000 is recommended to this end.

- **Non-car access**

The Transport Assessment has also looked at likely modal splits between different transport modes for the residential and commercial elements of the development and used these to produce total numbers of journeys by each mode to and from the site.

- **PEDESTRIANS**

Around 8% of future residential journeys are estimated to be primarily by foot, with about 1% of retail journeys, 3-5% of health centre journeys and 25-30% of school journeys also being primarily by foot.

These produce a predicted total of 217 two-way pedestrian journeys in the weekday evening peak and 31 during the Saturday afternoon peak. A further 335 and 279 pedestrian journeys to bus stops and to Colindale Underground station are predicted in the weekday evening and Saturday afternoon peak hours respectively.

Pedestrian footways along the site boundary are generally of good quality and the development will incorporate the use of high quality paving, lighting signage and CCTV around the site frontage.

Beyond the site, there is a need to improve crossing facilities though.

Foremost in this regard is the requirement for a new pedestrian crossing on Edgware Road to help link the site to Colindale Underground station. This was also identified through the study of personal injury accident records carried out for the area within the TA, which identified 11 pedestrian accidents in this area between June 2002 and May 2005. To this end, the developer has proposed to provide the crossing as a condition of any approval.

However, whilst it is vital that the crossing is in place before the development is occupied, the existing identified need for this crossing means that it may overtake the planning process and acquire funding from a different source in the meantime. For this reason, it would be preferable for the developer to simply provide sufficient funding for this work out of the overall S106 transportation contribution, thus allowing the Borough more flexibility with regard to exactly when the crossing is to be installed and to allow the use of the funds for alternative pedestrian improvements in the area if alternative funds are in the meantime obtained via another source.

The existing pedestrian refuge and dropped kerbs at the Grove Park/Edgware Road junction would also benefit from improvement and the S106 funds should also look to include that junction.

Further afield, the quality of the walking route between the site and Colindale Underground station is poor and the London Borough of Barnet is seeking a contribution of £50,000 towards enhancements to that route.

- **CYCLISTS**

Overall, an average of about 1-1.5% of the total trips are predicted to be made by bicycle, with the proportion for residential trips being closer to 2%.

This would lead to 21 two-way bicycle trips in the weekday evening peak and 34 trips in the Saturday afternoon peak.

The area to the southwest of the site is now a 20mph zone, so provides a safe environment for cyclists. A future advisory route has been identified through this area along Grove Park, then northwards along Edgware Road to The Greenway, before heading northeastwards. As such, the development will be expected to accommodate a cycleway along the site frontage between Grove Park and the proposed pedestrian crossing, which should be designed as a toucan crossing to accommodate cyclists. Thereafter the

route would continue along the eastern side of Edgware Road.

This work should be carried out in conjunction with the proposed crossing and can again be funded through the overall transportation contribution. However, adequate width will need to be provided to accommodate the cycleway (2m min.) and a footway (2m min.) and a short strip of land in the southeastern corner of the site will need to be dedicated as highway under S38 of the Highways Act 1980 to ensure adequate width is available.

- BUSES

About 10% of trips to and from the site are predicted to be made by bus, giving 227 two-way trips in the weekday evening peak hour and 162 trips in the Saturday afternoon peak.

In general, analysis of existing passenger data found there to be sufficient capacity on the routes passing the site to accommodate this extra demand.

However, there is a great deal of growth planned in the area, particularly on the eastern (Barnet) side of the Edgware Road, which will increase demand for public transport services in the area. To address this, Transport for London is seeking a financial contribution of £100,000 towards bus service enhancements in the area, which can be pooled with contributions from other developments.

In this way, it should be possible to raise the PTAL value across the whole of the site to 4 (as opposed to just the southeastern corner), which would be more commensurate with a development of this scale.

Transport for London is also seeking improvements to the bus stops in the vicinity of the site to bring them up to current accessibility standards and has costed this work at about £70,000. It is suggested this cost be taken from the overall S106 transportation contribution.

- UNDERGROUND

Finally, about 5% of journey to and from the site are predicted to be made by Underground, giving rise to 108 two-way trips in the weekday evening peak and 117 trips in the Saturday afternoon peak hour.

Again, capacity tests have been carried out for the Northern line trains from Colindale station, which show adequate spare capacity to accommodate the increase in demand from this development.

Funding for station improvements is to be secured by Barnet Council from the redevelopment of Colindale Hospital. As such, the only improvement sought for Underground users is the enhancement of the walking route between the site and Colindale station, which has been addressed above.

- TRAVEL PLAN

To help to ensure car use to and from the site is minimised, a draft Travel Plan Strategy has been prepared within the Transport Assessment for the site. This sets out a series of measures to reduce car dependency and identifies future monitoring and reporting protocols.

The intention is for a Travel Plan Manager to be employed by the management company for the development as a whole, who will co-ordinate activities and liaise with external bodies. Each individual business will then be required to develop their own individual Travel Plan to fit into the Strategy document, with the appointment of a Travel Plan Co-ordinator to oversee their particular operation. The site Travel Plan Manager will deal with the residential Travel Plan.

To assess the effectiveness of the Travel Plan, surveys are to be carried out three months after full occupation of each unit (or six months after first occupation – whichever occurs first) and thereafter on an annual basis. Brent Council requires all such surveys to be compatible with the TRAVL survey programme operated for the Association of London Government.

Results of each survey are to be reported to Brent Council within one month and where agreed targets are not being achieved, further measures shall be agreed between the Travel Plan Manager and Brent Council to address particular issues.

With regard to the targets themselves, the Strategy suggests these are to be based on the outcome of initial travel survey data, but will chiefly relate to car use and parking. As a guiding principle though, Brent Council will require the total number of parked cars associated with the development at any particular time not to exceed the number approved through this planning application, for both the residential and the non-residential elements of the scheme.

The following measures have been suggested within the draft Travel Plan Strategy for each of the land uses:

Residential – restrained car parking provision; bicycle parking; Car Club; Bicycle Club; liaison with local schools over travel initiatives (incl. funding of up to £1,000); a personalised journey planning service; transport information packs; assistance with Oystercard purchase and membership of ‘Going Green’ initiative.

Retail – restrained car parking provision, bicycle parking, car parking management, Travel Plan information packs, travel information centres and notice boards, personalised journey planning for staff, travel events/campaigns, Bicycle User Group, staff changing/showering facilities and bicycle safety training.

School – restrained car parking provision, bicycle parking, managed drop-off/collection area for parents, travel information packs, travel plan focus groups, school bus initiatives, car sharing, walking initiatives, provision of high visibility clothing, classroom work on travel behaviour and road safety training.

One key initiative that is missing though and needs to be included in the Travel Plan is the provision of interest-free loans for both bicycle purchase and season-ticket purchase, which is a very effective and low-cost way of encouraging public transport and bicycle use amongst staff.

Further detailed comments on the wording and content of the draft Travel Plan Strategy have been provided by TfL. More work is therefore required before this strategy document can be formally approved. As such, it is suggested whilst the draft Travel Plan as submitted forms a reasonable starting point, final approval of a Travel Plan Strategy document still needs to be given by Brent Council prior to commencement of the development. Thereafter, individual Travel Plans for each of the various units within the development will need formal approval prior to occupation of the relevant unit. In this regard, it should be noted that Brent Council will be responsible for developing the school element of the Travel Plan, as they will ultimately be operating the building.

Otherwise, the above commitment to the development of Travel Plans for the site is welcomed and needs to be secured through the Section 106 Agreement for the development.

This should also include a sum of £15,000 out of the overall S106 contribution towards future Brent Council staff costs in the monitoring of the Travel Plan targets.

- **COMMERCIAL PARKING AND SERVICING**

Car parking allowances for the various commercial uses on the site are set out in the adopted UDP. The proposed retail units are therefore permitted up to one space per 25m², giving a total allowance for the three units of 1,140 spaces. Additional spaces are permitted for the health and fitness centre (one space per 60 patrons, one space per 200m² non-assembly area and one space per 5 staff). With 680 standard width spaces proposed at ground floor level for the commercial uses, standards would therefore be complied with.

Consideration also needs to be given to the potential impact of any overspill parking from the development on traffic flow and road safety in the area though. To this end, the applicant proposes to set aside an area within the retail car park for use by parents dropping off and picking up children and this is welcomed, particularly as it will ensure the majority of the traffic impact from the school is confined to Capitol Way, rather than the residential Grove Park.

Aside from the above, a financial contribution towards parking controls in the area is also sought (amounting to £100,000 within the £700,000 contribution) to ensure the Council is able to deal with any overspill parking problems that may occur (e.g. staff parking) on neighbouring roads as a result of this proposal. The London Borough of Barnet is also seeking such a contribution towards parking controls in streets on the eastern side of Edgware Road.

A further 36 wide spaces are proposed to be marked for the use of disabled persons, which is more than sufficient to satisfy the Council’s standard. Further spaces would also be useful for parent/child parking, minibus parking and trade parking (for the B&Q). Otherwise, the retail car park is fine in terms of layout and dimensions.

The Council’s standard requires one bicycle parking space per 300m² for the retail units (101 spaces), three

spaces per 10 staff for the health and fitness club (4 spaces), and one space per 10 staff for the school and nursery (4 spaces), giving a total requirement of 117 spaces for the non-residential parts of the development. With 144 spaces proposed along the Grove Park frontage of the site and a further 48 spaces proposed within the school site (although these still need to be detailed on the plans), standards are more than satisfied. A statement has also been provided within the Transport Assessment to confirm that lockers, changing and showering facilities will be provided as part of the fitting out works and this will also be a requirement of the Travel Plan.

One full-size lorry bay is required per 2,000m² for the retail units, giving a total requirement of 15 such bays. Only six of these have been explicitly detailed within the proposed rear service yard at this stage based on the probable balance of the parking needs of lorries and small vans, but there is plenty of space to accommodate a further nine articulated lorries at the rear of the site if required. There is therefore no reason to believe that all servicing requirements cannot be met within the curtilage of the development.

Access for all non-residential traffic is proposed via the existing service road from Capitol Way to the rear of the site and this is considered satisfactory as an access route. Further details of the rear vehicular entrance into the site where the entrances into the car park and service yard meet, in order to ensure this area is laid out in a safe manner for all users (incl. pedestrians).

The main pedestrian entrances to the non-residential areas are directly from Edgware Road though and this arrangement is welcomed, giving suitable priority to pedestrian access..

- **RESIDENTIAL PARKING**

Car parking standards for residential use are set out in the adopted UDP. As the site has moderate access to public transport services, parking provision will be restricted to the maximum allowed. As such, up to 604 spaces would be permitted for the 520 flats. Whilst with the 351 residential spaces indicated, standards are complied with, consideration needs to be given to the potential impact of overspill parking on traffic flow and road safety. In this respect, Brent Council's officers would ordinarily estimate a development comprising this number and size of dwellings to generate total car ownership of over 400 cars, giving a potential overspill of 40+ cars from the site.

To address this, the applicant proposes to operate a residential Travel Plan for the development, incorporating personalised journey planning, transport packs and a City Car Club. The latter in particular can be very effective in reducing car ownership amongst residents, as it will allow them use of a car on an as-and-when-required basis (e.g. short local trips for shopping etc.) without the constraints and expense of owning a car. The scheme could also be extended to allow membership amongst the wider community. It is proposed that the applicant manages the contract for this scheme directly and given the scale of the development, this is considered an acceptable approach, particularly as it will allow membership to be offered through the development service charge.

Nevertheless, the Car Club will need to be secured through a Section 106 Agreement, so as to-

- provide dedicated car parking spaces within the development;
- cover the cost of providing two cars for the first year (incl. leasing, insurance, servicing, tax, valeting etc.) with potential to rise to six;
- provide the electronics for the vehicles (in-car remote booking and monitoring system) and
- to offer free membership to all residents for the first two years of occupation.

It is anticipated that the Car Club should thereafter be self-financing, but in any case, it will need to be conditioned in the S.106 that the Car Club be retained in operation throughout the lifetime of the development as part of the overall Travel Plan, unless agreed in writing otherwise by the Council.

A Car Parking Management Strategy linked to the Travel Plan is also proposed for the development, which will include annual surveys of parking in and around the site, with the first survey being carried out three months after full occupation of the development. In the event that an annual survey identifies overspill parking occurring from the residential part of the development, overnight parking permits will be offered to residents to use the retail car park. The only comment is that these permits should be provided at "reasonable" or no cost, to ensure they are attractive to residents. By agreeing this, the developer has a vested interest in ensuring that the local area is protected against overspill parking at night, whilst also getting maximum use out of the parking that is to be provided.

As a final fallback position, a financial contribution should also be made available to allow the introduction of parking controls in the area, as stated above. A 'car-free' agreement should also be added to any planning

agreement, such that if a CPZ were ever to be introduced in the area, the Council would be able to withhold the issue of on-street parking permits to residents of this development.

The provision of one secure bicycle parking space is required per residential unit and to this end, 520 spaces are proposed beneath the car park access ramps. A further 13 spaces therefore need to be added to fully comply with standards, but otherwise the location of these spaces would be acceptable.

The proposed vehicular access to the two residential car park levels is acceptable in terms of width and gradient, as is the layout of the car parking spaces and their dimensions. The continuation of the ramp up to fifth floor level and the associated circulation road are also fine in terms of width and gradient and will allow refuse vehicles and fire appliances to access each of the residential blocks. Kerb radii on the eastern side of the junction with Grove Park are shown at 6m to allow turning in and out by service and emergency vehicles (n.b. only 3m kerb radii are shown on the western side of the junction, as access to/from the west along Grove Park is restricted to cars only by an existing width restriction).

Vehicular access is also proposed into a small staff car park at the front of the proposed school building from the residential access road. This is acceptable in principle for the limited number of spaces indicated, but there is concern that visibility to the left on exiting this car park would be severely restricted. As such, the design of the front of the school building and its relationship with the kerbs on the access ramp needs to be reconsidered, to ensure drivers leaving the school car park can see traffic descending from the residential car park.

Pedestrian access to the residential podium is proposed via entrance foyers onto Edgware Road and Grove Park at the northern and southern ends of the building and these are fine. A segregated pedestrian access is proposed into the school building from Grove Park, which is also fine, as is the lift and stair arrangements from the retail car park for parents using the dropping-off area.

The only minor addition that might be of use would be to add a pedestrian access in the northwestern corner of the site to provide an easier walking link between the residential units and the adjoining Asda supermarket, but this is not considered essential.

Finally, part of the residential podium overhangs the existing public highway where a bus lay-by was previously located along Edgware Road. Unless this area of public highway is to be stopped up under Section 247 of the Town & Country Planning Act 1990 (which does not appear to be unreasonable), then a licence would be required under Section 177 of the Highways Act 1980 to overhang the public highway.

• SUMMARY OF TRANSPORTATION ISSUES

There are no objections on transportation grounds to this proposal providing the following are met through a Section 106 Agreement :

- (a) a financial contribution of £700,000 towards various transport improvements in the vicinity of the site, with the following approximate breakdown:

£250,000	Edgware Road/Colindale Avenue junction improvement
£100,000	London Borough of Barnet - Parking controls and pedestrian/cyclist improvements to Colindale Underground station
£100,000	TfL Bus Service Enhancements
£60,000	Edgware Road Pedestrian Crossing (or other non-car access improvements if crossing implemented beforehand)
£25,000	TfL Edgware Road Traffic Model
£15,000	Travel Plan Monitoring
£150,000	Brent Council - Non-car access improvements/parking controls (to include bus infrastructure, traffic calming in residential areas to west of site (e.g. Stag Lane, Winchester Ave etc.))

- (b) a 'car-free' agreement to allow the Council to withhold on-street parking permits from residents of the development in the event that a CPZ is ever introduced in the area in the future;
- (c) implementation and pump-priming of a Car Club on the site;
- (d) a Travel Plan Strategy for the development as a whole, linked to individual Travel Plans for each of the various occupiers of the site and also incorporating a Car Parking Management Plan;
- (e) junction improvement works to be carried out at Edgware Road/Capitol Way under S278 of the Highways Act 1980;

- (f) footway widening along Edgware Road in the southeastern corner of the site to accommodate a cycleway under S38 of the Highways Act 1980;

together with conditions requiring the submission and approval of further details of the layout of (i) the entrance to the retail car park and service yard; and (ii) the school car park to ensure adequate safety for users of the site (incl. pedestrians) and a further condition requiring the area of public footway beneath the building in the vicinity of retail atrium 1 to be stopped-up before development commences,

RETAIL JUSTIFICATION – THE SEQUENTIAL APPROACH

The applicants have been in discussion with Council officers regarding retail proposals at this site since 2002 and in that time have submitted various supporting information for the retail element of the proposal at pre-application stage, as part of the formal planning submission and subsequent to the submission of the application. This information has been assessed by your officers and it is considered to be robust. The supporting information has also been discussed with the London Borough of Barnet, the GLA and GOL. The early submission to Brent and the GLA has ensured that all matters relating to need, impact, sequential testing and scale have been tested thoroughly prior to formal submission.

The retail assessment is a 128 page document undertaken by the applicant's retail and planning consultants RPS. The report discusses the planning background of the development; details of the proposals; National, Regional and Local Planning Policy context; and how the proposals relate to the Mayor's London Town Centre Assessment. The assessment then goes on to deal with the PPS6 tests of Retail Need (Quantitative and Qualitative); Retail Scale; the Sequential Test and Disaggregation; Retail Impact and Material Considerations such as Regeneration, Employment Provision, Economic Growth and Social Inclusion.

The principal considerations – that Members are asked to consider are:-

- **Background**

Oriental City first opened in 1993 and consists of a single building comprising a retail mall, food supermarket, unit shops, restaurants and other support services. The original outline permission proposed a centre of 32,038m² with 1,331 car parking spaces proposed over four levels however this never proceeded due to the early 1990's recession. Your officers then concluded that the out of centre location for the retail use was contrary to the Council's adopted policy but in view of the negligible trading effects on existing town centres because of the type of goods sold, the lack of sequentially preferable sites and the composite nature of the whole development the retail element of the use was considered acceptable. Officers consider that these conclusions remain true for the current scheme.

- **Proposed Retail Provision**

The proposed Oriental City is 'like for like' in terms of quantum of floorspace. However, qualitatively, it will be significantly superior to that existing both in terms of nature of floorspace and efficiency. The floorspace will continue to retail both food and non-food items being made up of unit shops as well as a larger food supermarket. The ancillary food court and restaurant services will remain, forming an important day/evening activity at the site. The floorspace will remain restricted by goods condition to the sale of Oriental goods only.

B&Q plc has been looking to expand within North West London for a number of years. Proposals at the end of 2000 were discussed with Brent for redevelopment of B&Q's existing Supercentre store at Honeypot Lane for a single level B&Q Warehouse (c.10,000m²). These proposals were refused by the Council on the basis that the site was an allocated Borough Employment Site. Following success at B&Q's first mixed use store in south London (New Malden) the company have entered into negotiations to operate their Mini-Warehouse concept from the application site. The applicant is therefore happy to accept an appropriately worded planning condition which restricts this floorspace to DIY sales only. The third unit will be occupied by a retailer selling furniture, floor coverings, DIY and/or electrical goods (bulky goods operator). Again a condition restricting the sale of goods within this unit is proposed.

- **Planning Policy**

National Policy

Relevant Government planning policy is set out in Planning Policy Statement 6: Planning for Town Centres (PPS6) 2005 which was issued after both Brent's UDP and the London Plan were adopted in 2004. It sets

out a 'town centre first' approach to new retail development. It requires that a number of tests be applied to proposals for retail development to demonstrate that new retail floorspace is acceptable and unlikely to impact on existing town centres. Applicants are required to demonstrate :

- a) the need for development;
- b) that the development is of an appropriate scale;
- c) that there are no more central sites for the development;
- d) that there are no unacceptable impacts on existing centres; and
- e) that locations are accessible

Regional Policy

The planning policy basis for retail development in London is set out within the adopted Spatial Development Strategy for London, the London Plan (2004). This document supports the Government's sequential approach for identifying the preferred location for retail and leisure development.

The key policy for considering retail development proposals is 3D.2 which requires Borough's in their UDP policies to :

- relate the scale of retail, commercial and leisure development to the size and role of a centre and its catchment and encourage appropriate development on sites in town centres in the network. If no town centre sites are available in the network, provision should be made on the edge of centres in the network
- treat proposals for out of centre development, or for intensification or expansion of existing out of centre retail facilities, in line with this policy and relevant central government advice.

Borough Policy

Policy SH1 of the adopted Brent UDP identifies a network of town centres within the Borough (Major Town Centre, Main District Centres and Other District Centres). Where major development is proposed out of centre Policy SH5 applies. This states that

Out-of-centre proposals for the development of retailing and other key town centre uses will only be permitted where:

- (a) There is a need for the proposal, in the format proposed;
 - (b) There is no sequentially preferable site available;
 - (c) The proposal, either by itself or cumulatively with other recently completed developments or commitments, would not have an unacceptable impact on the vitality and viability of Town or District centres; and
 - (d) The site is, or could be made, accessible by a choice of means of transport, including having moderate or better public transport accessibility, and suitable pedestrian and cycle access exists, or could be provided.
- In addition, wherever possible, such developments should be combined with other existing out-of-centre developments.

As part of the process of preparing the new development plan for the Borough, the LDF, the Council has recently agreed the Core Strategy – Preferred Options for public consultation. This identifies Colindale/Burnt Oak as an area where housing growth is important. In doing so it also recognises, in paragraph 5.2.8, that it is an area of the Borough where there is potential to redevelop with a mix of uses. In other words, a mix of housing and commercial and community uses would be appropriate subject to the requirements of other policies, such as the retail policies, being satisfied.

The key factors to be taken into account in applying the retail policies are considered below.

• **Retail Need**

The 'London Town Centre Assessment – Comparison Goods Floorspace Need' document produced by Experian for the Mayor of London in September 2004 identifies retail need across London. In addition, a local retail needs study, carried out by Roger Tym & Partners on behalf of Brent Council, was also produced in February 2006.

The GLA's assessment states that there is a retail need for 335,799 m² of comparison goods floorspace up to 2016 in the north and west sub regions, broken down to 109,423m² for Brent and Barnet. This is in addition to the proposed retail floorspace at Brent Cross and Wembley. The need for additional comparison goods floorspace is broadly confirmed by Brent's own retail needs assessment which reviews quantitative need across the borough as a whole. This estimates that there will be a surplus of expenditure on comparison goods of £237.3 million by 2015 resulting in a need in Brent for an additional 34,287 m² net of comparison goods floorspace by 2015.

For their own assessment the applicants have undertaken an assessment based on the closest suitably sized town centre (Edgware) as well as the site itself using Experian Expenditure and Demographics figures. Both study areas result in similar population and expenditure figures, existing retail commitments and allocated town centres. For comparison goods it is expected that there will be growth of £189.9M over the next five years. For core DIY goods there will remain a surplus of £26.16m at 2009 (the design year), following completion of the development, and for bulky goods a surplus of £47.15m.

In assessing the qualitative need for additional development, PPS6 states that local planning authorities should place greater weight on the quantitative need for additional floorspace for the specific types of retail over the qualitative benefits. Nevertheless, qualitative considerations are a material consideration. In this case the more efficient use of land through redevelopment and intensification of use is a major benefit of the proposals and there is an opportunity to renew the retail floorspace with better, more modern provision which will improve the service to customers. The proposed B&Q Mini-Warehouse store is expected to provide a qualitative improvement to the catchment area in terms of product range, availability, price and quality of product to the benefit of the consumer.

- **Retail Scale**

In selecting suitable sites for development, paragraph 2.41 of PPS6 states that local planning authorities should ensure that the scale of opportunities identified are directly related to the role and function of the centre and its catchment. It is considered that, given the built-up nature of London, the proposal is of suitable scale for this part of north London.

It is not considered that the scale of development will result in a new town centre. The role and function of the development proposal does not reflect that of a town centre nor is it considered that the retail floorspace will compete with existing town centre floorspace. The proposal does not include a range of services which typically would be found in the borough's town centres such as butchers, greengrocers, banks, etc.

The development will include a DIY and bulky goods store and a replacement Oriental City facility which already exists on site. All of these uses will be restricted by planning conditions.

- **Sequential Approach**

In proposing new development a sequential approach to site selection must be followed. The relevant centres within which to search for possible sites are to be found in the catchment that the development seeks to serve looking first at town centres, then the edge of centres and then out of centre locations which are or will be well served by a choice of means of transport.

In addition, paragraph 3.15 states that in applying the sequential approach, and considering alternative sites, developers and operators should be able to demonstrate they have been flexible about their proposed business model.

The applicants show a likely catchment area for the proposal extending from just beyond Edgware town centre in the north to the other side of the North Circular Road in the south, Kenton in the west and Mill Hill to the east. Approximately half of the catchment area is in Barnet, about one third in Brent with the remainder in Harrow.

The applicants have undertaken a search for alternative sites within, and on the edge of, the following centres:- Edgware, Stanmore, Mill Hill, Burnt Oak, Colindale, Brent Street, and Kingsbury. They have concluded that none of the centres were found to offer suitable, viable or available sites to accommodate the proposals. Council officers, after liaison with counterparts in Barnet and Harrow are also unable to identify any suitable alternative development sites within the likely catchment area of the proposal.

In undertaking this assessment the applicants have looked at the issue of flexibility and disaggregation. They state that, due to the nature of B&Q, there are essential trading requirements which are integral to the B&Q business model such as size of product range, extent of on-site stock, display area requirement, customer amenities, and staff facilities. B&Q cannot change these key business elements but are able to be flexible about where they operate them from. Oriental City is considered a unique retail offer which by virtue of bringing together groups with the same social background creates an important cultural centre. A certain quantum of floorspace is required on this basis, in addition to the fact that Oriental City Limited is obliged to offer all existing retailers floorspace for reoccupation.

The applicants also argue that, given there are no sequentially preferable town centre sites, the existing Oriental City site meets the requirements of PPS6 as the next best location because it currently accommodates c.11,000m² of retail floorspace, is accessible by a choice of means of transport and can formulate linked trips. However, even to make the development 'fit' on the site a multi storey option is necessary.

Members are advised that officers consider that the applicants have compromised on the normal, standard approach to scale, format and car parking to enable them to reduce the footprint of the development and thus allowing it to fit onto this site. Officers have been advised that, if a standard approach had been taken, it would not have been 'flexible' enough and the store could not have been accommodated.

Finally, the applicants have drawn-up detailed layout plans of four sites within Edgware town centre which demonstrate that the sites could not accommodate the smallest disaggregated element of the scheme (the B&Q Mini-Warehouse). On one of the sites, which could possibly accommodate the level floorspace needed (Edgware town centre car park – Site S1), the applicants have undertaken a viability assessment to demonstrate that even if the B&Q could fit onto the site it would not be financially viable. They conclude that a two storey store would make a £4.5M loss, whilst a single storey store would lose £12.5M. as an investment.

It is considered that the applicants have undertaken a thorough sequential site assessment and it is concluded that the Oriental City site is an acceptable site for the particular retail development proposed.

- **Retail Impact**

It is also necessary to assess whether the proposals are likely to have an unacceptable impact on existing centres. It has been demonstrated that there is a need for the additional retail floorspace within the catchment area of the proposal and that, in fact, there will be surplus capacity remaining after the development comes forward. It is accepted that the proposed floorspace is unlikely to compete with existing town centre floorspace and that the proposal will compete primarily with other retail warehouses rather than town centre operators. None of the town centres within the defined catchment area are heavily dependant upon DIY or bulky goods to maintain their shopping function. To ensure that the development will not impact on other centres in the future, the nature of goods sold will be restricted by conditions.

The applicants conclude that the level of impact on the adjacent town centres will be negligible. The level of trade drawn from existing centres has been estimated as follows:- Edgware (0.92%); Burnt Oak (0.78%); Colindale (0.80%); Kingsbury (0.85%) and Queensbury (0.81%). These figures are accepted by officers.

A health check of each centre has been carried out by the applicants which concludes that each centre can be viewed as moderately healthy or healthy. None of the existing centres are constrained by vacant floorspace or inactive street frontages. They are considered to be functioning correctly within the retail hierarchy and none of centres rely heavily upon shops selling the type of goods proposed by this development. In this respect it is considered that the application proposals will have no perceptible effect upon their vitality and viability.

BALANCING THE NEED FOR A SCHOOL AGAINST THE REQUIREMENT FOR AFFORDABLE HOUSING

Initially, the scheme was for housing and retail with no school provision. However, through negotiations with your planning officers the applicants have recognised the Council's recent experiences of shortages of school places in the northern part of the borough. With housing developments on the increase (including the sites with planning consent, proposals being discussed and those currently under construction), in the northern part of the borough and along the Edgware Road it is highly likely that the borough will soon be facing critical school shortages. At present the Council's current schools' resources are under pressure and

the time when the lack of school places reaches a critical level is foreseeable.

The application is accompanied by a financial viability assessment which the applicants claim justifies their financial position in providing the proposed level of affordable housing (4%) and the delivery of the school shell only. Whilst your officers have expressed the aspirations of delivering the entire school as part of the package of benefits which include the appropriate level of affordable housing, the applicants have been firm in their rebuttal that it is not commercially viable to do so. If the scheme is not commercially viable then clearly it will not be constructed and none of its benefits (as set out in this report) will be achieved. On balance, your officers consider that the provision of a new school justifies relaxing the requirement for affordable housing in this particular instance. In this regard, it is relevant to point out that the provision of a new school will indirectly assist the achievement of affordable housing on other sites, since otherwise the lack of schools in the northern part of the Borough is a potential obstacle to permitting residential schemes. However, the applicants have suggested that there is some scope to provide a small amount of affordable housing, depending upon the exact level of provision for the new school which is envisaged .

The applicants have suggested that the following options are available:"

The applicants have estimated that the cost of building the entire school to be £6,135,000 and in so doing tabled a series of options as follows;

1. The provision of 22% affordable housing (shared equity) with the provision of a site only for the school. The Council would have to fund the building of the school but the applicants would provide a S106 financial contribution towards this.
2. No affordable housing provision but instead the delivery of a primary and nursery school (see Appendix A for floorspace details) to the equivalent of an office Category B finish and/or Category A (see Appendix B).
3. The provision of 4% affordable housing for shared equity (the 21 units of Block E) with a school delivered to a shell and core standard only (see appendix C for details), which would leave the Council to fund the remaining £1.4million to finish the school to Category B.

By offering a completed school, Option 2 contributed an additional sum compared to Option 1, the sum being £4,435,000 from the site and building, as the normal contribution through policy would amount to £1.7m for education. However, affordable housing is compromised as a result, which is addressed by Option 3.. Nevertheless, the package on offer in Options 2 and 3 represents a particularly good package of benefits offer particularly good value for money.

To test this, the Planning Service has engaged the services of a financial consultant to check the robustness of the applicant's figures through an open book approach and test whether further funding of further S.106 measures is financially viable. His report concludes that the sum made available for S.106 contributions is within the upper range of what could be expected and that an argument about the potential value of the private residential component which the consultant felt was underestimated could be avoided by adopting a "claw back" procedure should profit levels rise significantly above that currently forecasted at 13.5%. The consultant felt that whilst this was not a final appraisal, and a more detailed examination could still be undertaken, this would be unlikely to yield further clarity of information.

Since then, the applicant has additionally offered that on completion of the project, if the developer achieves an outturn Profit on Cost in excess of 20%, the developer will reserve for Brent the excess profit subject to a maximum of £1.603M. (Officers have accepted 20% as a reasonable level of return the developer can make without having to start paying the additional s106 contributions. Currently they show 13.5% which is considered too low to provide the extra s106 contributions. The GLA toolkit as it relates to Affordable Housing has a margin of 15%, while main private sector developers look for 25-30% as an acceptable return. (Most banks corporate lending requirements on 'normal' cases is that the return on investments must be at least 17.5%, a few take 15% and many 20%. Most private sector developers will seek a minium return of 20%). In this case, 20% is seen as a reasonable compromise to encourage the development to proceed, however, allowing a claw back of funds at a reasonable level. By agreeing this level of return, any additional profit would firstly go to the Council, subject to the maximum given above.)

This "claw back" equates to the difference in cost between the Specifications, following the school cost schedule set out in Appendix A. Accordingly, should the outturn exceed 20% Brent will be in a position to fund more of the school building out of S. 106 contributions.

Clearly, providing phase 2 commences and on schedule above the podium deck, Option 2 is set to deliver the whole School building in the shortest possible timescale and any extra contributions from other sites could help fund school equipment and potentially cross-fund further affordable units. However, as a matter of

policy and principle, sites like this would be expected to yield a measure of affordable housing.

The applicants have made it clear that they are willing to proceed with any of the three options set out above, dependent on the views of the Planning Committee as to how this issue should be resolved but would point out that with regard to Option 2 which provided no affordable housing, the adjacent site is 100% affordable housing development (151 residential units) and the site was previously part of Yaohan Plaza. Moreover, sites that become available for development usually yield a residential value and it would be costly for the Local Authority to obtain them for a school development.

Option 3 requires additional funds, either through the Education system and/ or S.106 procedures, which are not currently identified in order to deliver the school on schedule between 2010-2012. It can though be reasonably argued that the flexible use of financial contributions from other developments along Edgware Road (which would be anticipated in the wake of the approval of this application) could make funds available to complete and fully kit out the school, e.g desks, IT, chairs etc.

As an example of such cross-funding, the De Havilland Road development generated 177 residential flats delivering £800,000 in education contributions and the Grove Park (Stadium Housing) development generated 151 affordable housing delivering £420,000 as a contribution but both these monies were allocated to improvements to other schools outside the area.

In endorsing the provision of a new school within the development the Director of CFD acknowledges that in the current Capital Investment Plan there is insufficient Capital allocation to gap fund/finance the construction of the proposed new school. In recognising the advice that the provision of a school building to shell is the best possible outcome, the Director is committed to identifying resources available from Council sources (during the annual cycle of resource and budget planning and other in-year opportunities to secure resources- for example through S106 agreements) and bidding through external sources of funds (such as the DfES) wherever possible. The Director of CFD is also mindful of opportunities available via the recently announced Primary Capital Programme - a Government initiative aimed releasing (possibly from 2008/09) investment funds (however limited) for primary schools provision.

Subject to financial viability and to conditions and S.106 commitment which bind the developer to the school's delivery, it is your Officers' recommendation on balance to adopt Option 3, as whilst there may be a degree of uncertainty in finding available funds to complete the school build within five years, the Council could reasonably anticipate other S.106 funds and Education grants becoming available.

EFFECT ON EXISTING ORIENTAL CITY DEVELOPMENT

The carrying out of the redevelopment will clearly require the displacement of the existing Oriental City from the site. The effect on the businesses of the individual tenants is not a planning consideration. However, the fact that the existing retail offer and other elements of Oriental City will be lost during the reconstruction period is a factor to be taken into account. However, the current retail element on the site will of course be replaced in the new scheme, as will the community space. Accordingly, it is considered that the temporary loss of the existing Oriental City facilities is more than outweighed by the fact that the latter elements will be re-provided, and by the overall benefits of the new scheme.

OBJECTIONS AND CONCERNS

The Council has received objections raising concerns as a result of the proposed development. Firstly, the comments raised by the Statutory Consultees are outlined and objections from the residents will be detailed below.

Having regard to the type of application the following formed **Statutory Consultees**:-

- The Countryside Agency – Commented that the application site does not affect any priority interests of the Countryside Agency within Greater London and therefore made no formal representations.
- English Nature – Commented that the English Nature was satisfied that the Environmental Statement has addressed the key nature conservation and ecology issues. English Nature expects the recommendations as sited in the ES to be implemented in full.
- GLA – Stage 1 report has been issued and made recommendation that subject to inclusion of additional entrances to the residential blocks, the scheme is supported on design grounds, but does not meet the Mayor's energy policies and raises concerns regarding the scale of retail. Since the issuing of the Stage 1 referral, the applicant have improved the energy rating and made dual entries for each block of flats.

The application is subject to referral to the Mayor of London for decision.

- OfSTED – no representations received
- CABE – supported the scheme overall; however stated that the Local Authority should be satisfied with the building typology and design approach. The residential above the retail units dealing with different uses and tenures in this development and establishing a management strategy to do this was applauded.
- TfL – No formal written comments received but officers at TfL have been working closely with the Transportation engineers of Barnet and Brent and the applicants agents to ensure an acceptable scheme.
- Thames Water – Impact study of the existing infrastructure (*which is covered in ES*) is required and is so conditioned in order to determine the magnitude of any new additional capacity required by the system which the developer should fund. The applicant is required to contact Thames Water as early as possible. The applicant also has the responsibility of obtaining a building over permit from Thames Water as there are sewers crossing the site.
- The Environment Agency – Requested flood risk assessment which the applicants have produced. At the time of writing, their objection remains and officers are working to ensure that the outstanding technical issues will be resolved by the time Members consider this application.
- Metropolitan Police – No objections raised as the applicant have successfully addressed secured by design principles.
- Brent Primary Care Trust - remain committed to the delivery of a new medical centre in Stag Lane and would not support or fund other satellite sites in the area.

Adjoining boroughs have provided the following comments:-

- London Borough of Harrow – made no representations
- London Borough of Barnet – The planning committee members of Barnet have made a determination that whilst Barnet supports the social, economic, community and regeneration benefits of this mixed use, high density scheme the following concerns were raised.

Retail element of proposal would have adverse impact on the role and function of Edgware Town Centre: - ***Your officers would comment that as part of the sequential approach no alternative sites have been found in Edgware and the bulky goods nature of this proposal would have no adverse impact on the services provided in Edgware.***

Concerns expressed about the height and massing of the development :- ***Barnet, Brent and the GLA are adopting a common approach for the A5 Corridor and high rise blocks have been agreed in Barnet between Cricklewood and Colindale.***

Traffic and parking provisions:- ***Transportation officers from Brent, Barnet and TfL have met and agreed a common approach to OC involving S.106 funds going to Barnet.***

Concerns to the whether Brent will have funding for the proposed school:- ***Addressed in detail in the report.***

No responses were received from the **residents associations** as named organisations.

Two **Ward Councillors** made representations to the proposal raising reservations to the development, in terms of its height, overdevelopment, traffic congestions.

In relation to the objections/comments received from the nearby residents the following are responses to the concerns raised.

Issue: too large and ambitious

Remark: A common concern of many residents which was acknowledged at the start of the pre-application planning process so that the development has been skillfully designed so as to minimise its impact on properties on the Grove Park estate. Extensive publicity has been given to this and to the previous proposals. The proposal is a large scale development. However in the context of the application site with its high quality architecture it is considered to be acceptable. From its suburban edge, the proposal rises in height away from the Plaza Walk development and the highest blocks, whilst altering the skyline, have no impact on existing residents. A particular concern for residents is the prospect of high rise and high density development within the A5 Corridor. The project may be ambitious but it is realistically deliverable and the applicant has supported this with a financial viability of the scheme.

Issue: traffic problems, congestion, increase of traffic flow, insufficient parking and further impact

Remark: Another common concern of many residents which was again subject to analysis and assessment with Barnet and TfL at the start of and during this application. For officers this has been one of the key issues to resolve and the report deals with this in detail. As expanded upon in this report the proposed parking provision is at an acceptable level in accordance with policy. The GLA and the TFL seeks reduction in the

levels of parking proposed but given the current parking provision for the OC and the requirement for the new housing development any further reduction is not considered to be acceptable for this authority. Barnet Council on the other hand have requested additional parking. However, it is considered that an increase in parking provision will directly lead to more traffic congestion. Therefore the proposed level of the provision together with the sustainable travel measures implemented is deemed to provide an acceptable compromise. With regard to increased traffic flow and congestion, the applicant will be obliged to pay financial contributions through a Section 106 agreement to improve the public transportation network, including pedestrian ways, cycle paths, and other highway improvements. In addition, the junction between Capitol Way and Edgware Road is proposed to be improved through a Section 278 Highways Agreement and pedestrian toucan crossing would also improve pedestrian environment.

Issue: existing on street parking affected

Remark: As addressed above in this report, the proposal is unlikely to have adverse impact on on-street parking due to the provision of night time "overspill" residential parking and the provision of parking spaces with drop-off pick-up passenger facilities for both the school and the residential occupiers on the podium level.

Issue: no demand for additional D.I.Y

Remark: As explained under 'retail' whilst there may be other DIY stores in the catchment area there is still a demand for additional retail spaces within N.W. London to meet regional and local sustainable land use planning objectives. Whilst this retail spaces is not specifically DIY in nature, the combination within the proposal is likely contribute to the demand.

Issue: No PCT provision

Remark: The applicant initially proposed a PCT provision within the scheme. However, Brent PCT has written saying that it has no requirement for such facility in this locality other than it remains committed to the Roberts' Court site and investment in satellite facilities at OC is not part of the Brent primary care strategy. Therefore, the proposal makes a financial contribution through S106 towards the Roberts Court in Stag Lane.

Issue: Water supply, sewerage

Remark: The Thames Water Authority has not raised an objection to the proposal but requests an impact study to implement necessary mitigation procedures. The submitted ES has outlined this issue and a further study with Thames Water is required and conditioned.

Issue: Skyscraper tower block in a rural setting, it will dominate the skyline and destroy the character of the area

Remark: The application site is not in a rural setting although the proposal does include a tall building. The tallest building should not be singled out and looked at on its own, rather should be analysed in the context of the development. As expanded in this report, the proposed height of the tallest tower and the architecture of the development as a whole would only enhance the area by rejuvenating and revive the locale.

Issue: Bringing more 'graffiti artist' in the area with a problem of graffiti by increasing housing, anti social behaviour,

Remark: There is no evidence to suggest that the increase in population is a direct link to graffiti. However, it can be assumed that high quality environment with vibrancy of the pedestrian and living environment would discourage graffiti and tagging.

Issue: Development of OC is welcomed but the proposal is not

Remark: The proposal would allow a range of mixed use on the site, making it more sustainable.

Issue: Increase in population without additional supporting infrastructure - schools, hospitals, jobs, library and leisure

Remark: The proposal is a comprehensive mixed use development, including a school and leisure facility. The construction and the end result of retail and schools are likely to create additional jobs in the borough.

Issue: Primary school welcome but there is a long term lack of places for 11-18yr olds

Remark: The proposed development has taken a step further in providing the borough with a primary educational facility which is in critical need. No developer is required to make such provision although a sum of financial contributions towards education is sought with any large developments. The provision of a school is in excess of the financial contribution that would normally be received. Moreover, shortage in places in high school and 6th form entry is not yet recognised in the north part of the borough.

Issue: lack of public transport and worsening due to increase of population

Remark: The development on the application site together with other developments along Edgware Road (in Brent and Barnet) will be making significant financial contributions towards the improving the public transport.

Issue: Unsustainable

Remark: The proposal is a sustainable development through its fully integrated energy efficient and renewable scheme. The energy strategy provides a site-wide proposal which incorporates combined heat and power across the residential and education uses. The proposal also includes energy efficient lighting, sunlight maximisation, rainwater collection, water meter installation and the installation of approximately 3,200sq.m green roof are all part of the sustainable initiative. These are all in line with the Council's policies and the Mayor of London's objectives.

Issue: Noise, dust, smell and vibration

Remark: There is no doubt that a degree of noise, dust and vibration impact will have to the nearby residents from the proposal. The submitted ES has outlined the mitigation measures in minimising these impacts. A degree of impact is inevitable due to the nature of construction.

Issue: Decrease in value of the properties

Remark: This is not a planning issue. However, the regeneration of the site would only uplift the vibrancy and recognition of the area.

Issue: Present view of landscape would be ruined

Remark: Although the proposal results in the loss of an existing landscape buffer between the road and the OC site itself along Edgware Road frontage, the existing planting does not present a feature of high landscape value. The proposal with its integration of the soft and hard landscape feature along the Edgware and Grove Park street frontage would further enhance the public realm.

Issue: No positive gain or benefit to jobs

Remark: It is considered that there are numerous positive gains from this development as stated in the report, e.g. a school, regeneration, improvement to the existing OC as well as further employment opportunities on site.

Issue: Interference with TV reception

Remark: Whilst this issue has been technically addressed in the submitted ES, both theory and practical experience have shown that large developments can have a disruptive effect on television reception. Reports of picture degradation linked with the construction of masts, towers, wind-turbines, and of domestic, commercial or industrial buildings, are unfortunately not uncommon. However in most cases computer modelling can enable an assessment to be made of whether a given structure is likely to cause problems. It will also be possible to predict the areas where reception difficulties are likely to occur, and to estimate the number of households that could be affected. It will also be possible in most cases to offer suggestions on how potential problems could be minimised.

Remedial action can either be taken at the structure, or at the homes affected. The possibilities for treating the structure itself include using a radio absorbing coating, the construction of 'irregularities' on flat walls or the introduction of angled cladding. However such measures may only have a limited impact. Often the more affective approach is to introduce measures at the homes affected. Such measures could include replacing the receiving aerials for affected households; re-tuning television receivers at affected households; the construction of a new 'analogue' or 'digital' television transmitter station or the replacement of terrestrial television reception by 'digital satellite' or 'cable television' services. If any of these solutions are chosen, the developer will be required to fund, construct, and where appropriate maintain, the remedial measures.

A condition has been formulated requiring the developer to fully assess the potential impact of the Oriental City development on local television reception and that necessary remedial measures are implemented to prevent any such adverse effects.

Issue: Availability of light and fresh air

Remark: The detailed architectural design of this scheme have taken into account to the Rights to Light and the massing distributed to minimise the impact to the availability to light.

Issue: Leaseholders and tenants not informed of the development and uncertainty of the businesses.

Remark: As part of the Council's public consultation process, the OC tenants were also consulted and site notices placed around the perimeter of the application site. The Council has met the legal requirements as to consultation (which are fairly limited) and has carried out further non statutory consultation as recommended by the Government as a matter of good practice. It is not considered necessary as part of this to consult persons who visit or shop at the store.

The applicants themselves consulted with the tenants prior to the submission of the application and throughout the application stage. With reference to the uncertainty of the business, financial considerations and competition are not normally a planning consideration but this application sets out to safeguard the OC concept and replaces the units of accommodation on site.

Issue: Loss of the performance stage (community facility) and accessible areas within the facility.

The applicant has confirmed that the community facility (such as performance stage) will be replaced (400sq.m) and made accessible to the Oriental community. This is also secured through a S106 legal agreement. The existing facility is controlled by the centre management.

Issue: Failure to consult the oriental community and produce a Racial Impact Assessment.

There has been wide consultation with those who live and work in the locality (see CONSULTATIONS) but not with those who visit or shop at the store. A community worker acting on behalf of the wider Chinese and Oriental community across the South-East is concerned they have not been engaged in the process and the application does not comply with the London Plan (para. 3.103) in requiring the production of a Racial Impact Assessment:-

The Mayor will work with boroughs....to look at the proposed content of social and economic assessments and address the impacts by these assessments into the development of policies.....the Race Relations (Amendment) Act 2000requires local authorities to carry out race equality impact assessment.

but such assessments relate to policy documents and not to individual planning applications.

The specialised nature of the existing retail store, which is to be replaced on site, is recognised in its appeal to all cultural and age groups and the Council's Unitary Development Plan has already been the subject of an Equalities Impact Assessment. The applicants have also undertaken a socio- economic impact assessment as part of the EIA and found the scheme compliant.

In addition to this, the current owner, landlord and original founder of the OC concept has confirmed that OC Ltd. holds the head lease of the entire premises of which all the other tenants are sub-tenants. OC Ltd. has been working with the applicant to secure vacant possession and in turn separate tenants meetings have taken place. OC Ltd. have a contractual relationship with the applicant to acquire a new head lease in respect of the new OC.

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The proposed development falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, specifically within the category : 'urban development projects over 0.5 hectares'. The regulations state that any development which falls within Schedule 2 is EIA Development (and hence requires an Environmental Statement to be produced) when it is likely to have significant effect on the environment by virtue of factors such as its nature size or location. Schedule 3 of the Regulations describes the criteria for determining whether a development has such effects and these include;

- the characteristics of the development (e.g. its size, use of natural resources, quantities of pollution, waste generated);
- the environmental sensitivity of the location; and
- the characteristics of the potential impact (e.g. its extent, magnitude, probability and duration)

The applicant accepts that the development is likely to have significant effects (with which view the Council concurs) and has accordingly produced an Environmental Statement”.

The applicant has undertaken the EIA in accordance with the Regulations and the Department of the Environment, Transport and the Regions (DETR) Circular 02/99 'Environment Impact Assessment'. The Environmental Statement (ES) contains the information specified in Part I and Part II of Schedule 4 of the Regulations.

The submitted ES, prepared by WSP Environmental UK, has considered and outlines;-

- **The Transportation impact** - the report outlines the 4 key potential impacts arising from the development; - *pedestrian/cyclist safety, traffic generation during construction phase, traffic generation/operational phase and traffic congestions*. The assessment summarises the impact arising from the development in having a minor to moderate significance of impact. However, it would provide mitigation and enhancement measures which include: - Toucan Crossing over Edgware Road, Construction management programme, construction traffic management plan, Residential Green Travel Plan, School Green Travel Plan, Retail Green Travel Plan and improvements to the Edgware Road/Capitol Way Junctions. The mitigation measures will result in the proposals having in the main a minor effect on the area.
- **A Townscape and Visual assessment** - the report outlines 8 key potential impacts:- , arising from *Construction; on site townscape character and quality (operational phase); on long distant views and views to important landmarks (operational phase); on the setting of Conservation Areas and listed buildings (operation phase); on the setting and ambience of green public spaces (operational phase); on public viewpoints (operational phase) and summary of impact on private viewpoints*. It found that the proposal would have a positive visual impact on the townscape and that only moderate negative visual impacts would be experienced during the construction phase. However, the implementation of the mitigation measures during the construction phase will result in minor negative residual effects.
- **Noise and Vibration** - In accordance with relevant policies at all levels, a noise and vibration assessment has been undertaken to determine the construction and operational impacts of the development. Baseline surveys enabled the determination of the prevailing noise and vibration environment and information pertaining to the development including the predicted traffic data was utilised to establish potential impacts, formulate appropriate mitigation measures and determine residual impacts. The findings conclude that the vibration impacts are anticipated to be negligible at all states of the development. During the demolition and construction phases potential adverse impacts are anticipated to be temporary, local and minor. However, standard “best practice” construction mitigation measures are anticipated to improve the majority of potential impacts so that they are negligible. Having considered the nature of the development and the works on site, it is inevitable that some temporary and adverse residual impact may still occur. When the works have been completed, permanent local changes to road traffic noise levels on the existing residential properties are predicted to be minor, although a moderate adverse impact is predicted at the existing Network Housing accommodation adjacent to the Capitol Way car park entrance. With respect to the proposed residential properties, in accordance with PPG24, the installation of appropriate thermal glazing would achieve a recognised ‘good’ internal noise target level, resulting in the site being suitable for residential development.
- **Air Quality** - The assessment reports that during the construction phase there is the potential for localised generation and release of dust. To mitigate this impact, dust monitoring will be carried out for a period of six months prior to construction and during the construction period. The measurements will be

taken in six different locations whereby the data can be used to compare the nuisance during the construction to that which existed previously. Where necessary, further mitigation measures can be invoked. In addition to the monitoring, the ES has identified further mitigation such as;- *covering of vehicles carrying loose aggregate at all times, ensuring that completed earthworks are covered or vegetated as soon as practicable, regular inspections to be carried out, cleaning of local highways and site boundaries where necessary, minimising surface areas of stockpiles, use of dust-suppressed tools for all operations and ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use.* The ES requires a close liaison with Brent Council during the construction process and that the developer makes a commitment to the considerate contractor scheme and a Construction Environmental Management Plan to be adhered to during the construction phase which would further mitigate the impact. With regard to the effects of increased road traffic emission on air quality, the findings show that the development would cause a small to moderate increase in nitrogen dioxide (NO₂) concentrations and a small increase of PM₁₀ (which is a particulate matter up to 10 micrometres in size, such as dirt, dust, smoke etc, that causes less severe health effects) concentrations. However, the implementation of the green travel plan, proposed toucan crossing, and other measures to reduce the dependency on private vehicle travel would encourage more sustainable modes of transportation. The residual effect of increased road traffic emission on air quality is considered to be insignificant to minor adverse for NO₂ and insignificant for PM₁₀ according to the WSP criteria.

- **Microclimate** - The ES concludes that the redevelopment of the OC is likely to have a long-term positive impact on the local wind environment, part due to the increased in the urban density which adds roughness at the ground level, thus reducing the overall wind velocities at a pedestrian level. The detailed analysis in the ES of the potential wind impact from the development suggests that it is unlikely that discomfort will arise for the areas of pedestrian activity. In relation to sunlight and daylight, the proposal is not considered to have a material impact on 130 The Greenway and 1A and 2A Evelyn Avenue. Whilst it is clear that there will be a degree of reduced daylight to Stadium Housing (Blocks D and I) the level of amenity remaining will be at an acceptable level.
- **Telecommunications** - The ES identifies four potential interferences; - Broadcast, Satellite, Mobile phone and Microwave links. With regard to the *Broadcast* interference, the ES finds that the buildings proposed at the site will have no significant impact on medium wave or FM radio reception when compared to the baseline condition. The properties located within the theoretical direct line of sight broadcast shadow (North West from the application site) may experience a reduction in television signal strength. However the impact on reception can be classed as “low” as residents can access digital broadcast, satellite or cable services. Furthermore, digital broadcast services (radio and television) will replace analogue broadcast services across UK and therefore by 2012 analogue services will become redundant. In relation to the *Satellite* interference, this is also considered to be low/moderate when compared to the baseline condition and the commercial premises can also access digital broadcast and cable services. *Mobile* interference is likely to be experienced and reduce the signal strength from individual mobile phone transmitters. However, the surrounding cells usually overlap which enable mobile phones to utilise an alternative cell site with a stronger signal; therefore the mobile phone reception in the surrounding areas is not likely to be significantly affected. The majority of mobile phone cell sites are connected by *microwave links* and require a clear direct line of site in order to operate.
- **Water quality & resources** - The ES has identified existing conditions and carried out an assessment of the impacts on; - surface water features, pollution incidents, geology, hydrology, ground and ground water contamination, flooding, drainage and water supply. During the construction phase increases in both water use on the site and foul flows from the site are highly likely. It is anticipated through mitigation measures that the realignment of the two main sewers located to the east of the site may be required. There are many other mitigation measures to minimise the impact on water quality by adopting: -
 1. systems for storing polluting liquids on impervious bases;
 2. silt trap systems and oil interceptors;
 3. regular maintenance of construction vehicles to reduce the risk of hydrocarbon leaks.If these mitigation measures are provided and appropriate site practices are adopted, the potential residual impact is considered to be of neutral significance. The impact is considered to be temporary however if necessary the Environment Agency, through Anti-Pollution Works Regulation 1999, have the power to stop construction activities at any time, should the development present a significant risk to the environment. During the operational phase, the maintenance of surface water quality is of primary concern with the demand for portable water above that presently required and increased quantities of foul and washwater requiring treatment and disposal. There are number of new technologies available

to reduce the demand and consume the natural resources in a sustainable manner such as low flush toilets and water efficient taps which should be implemented to the development. The residual impact, if measures are applied consistently and effectively, should considerably offset increased water demand at the site. However, inevitably there will be a residual increase in the water usage at the site. Also, with the balance between green roofs (the podium level landscape) and the hard surfaced areas there would be reduction in both total and peak surface water resulting in a small positive impact. In addition, the proposals will require a flood risk assessment.

- **Soil geology and contamination** – This section of the ES considers the land contamination issues at the site in support of the development proposal. The report identifies the potential contaminants in the soil may have derived from the historical uses of the site as Aircraft Works, Motor Works, Telephone and Electrical Works. The potential pollutants are likely to be oils, solvents, metals and PCBs (Polycarbonated biphenal). WSP recommends that a site specific investigation should be undertaken to assess the presence of potential residual soil contaminants at the application site prior to construction. Intrusive investigation including a contamination/environmental assessment is recommended to clarify the extent of any contamination on site. Once this is undertaken appropriate measures and good practice is required to be adopted. There are also potential for contaminants associated with construction plant, operations and materials to impact on the soils and groundwater at the site. There are mitigation measures such as storing liquid chemicals in appropriate containers in accordance with the Environment Agency's Pollution Prevention Guidance Note 6 and all drainage systems must direct surface water run off to retention reservoirs designed to EA specifications. These measures will mitigate the potential for sediment and contaminated water entering local watercourses. Any exposure of adjacent site users and members of the public to contaminated dust from impacted soils is also identified as a potential impact. Good practice measures in accordance with BRE guidance can be implemented to mitigate such impact. During the operational phase, the potential impacts are likely to be fuel oil runoff from private vehicles entering the groundwater via drainage system. Such impact can be alleviated by interceptors provided for all areas where vehicles will be permitted prior to any discharge. WSP have also studied the 'do nothing' scenario and conclude that in the event that the redevelopment does not take place at the site there is the potential for the contamination of soils and groundwater, environmental liabilities may arise and the contaminants would potentially migrate off site.
- **Cultural Heritage & Archaeology** – Following consultation with English Heritage, Brent and Barnet it can be concluded that there are no known features of archaeological or cultural heritage interest within or in the vicinity of the site of proposed development and therefore, there would be no impact if a 'do nothing' scenario was adopted. WSP have undertaken an extensive study of the site's archaeological and cultural heritage from Prehistoric through to Post Medieval. There have been previous archaeological investigations in 1991 which identified the use of the site and its surroundings for agricultural purposes prior to the 20th century. In relation to buried archaeology, the baseline survey established that the development site lies adjacent to a major Roman road known as Watling Street, today followed by the Edgware Road. However archaeological investigations within the and adjacent to the development site have not identified the survival of Watling Street or any other significant archaeological deposits. WSP considered that as the development site have already been subject to site investigation in 1991 there is no further necessary archaeological evaluation is required. Although WSP recommends that a watching brief is implemented in the course of construction, this is not considered necessary because of the depth of existing foundations.
- **Ecology & Nature Conservation** - The ES found the fauna and flora habitat value was low with no rare or special type of species protected under *Wildlife and Countryside Act 1981* and that the proposal will result in the loss of limited amenity grassland, landscape planting and scattered trees of ecological value. However, the vast majority of the site is occupied with hardsurfaced areas with small grassland and planting which is of low value for wildlife. The ES states that as black redstarts and bats have been recorded under a kilometre from the proposed development, the provision for bird boxes and perches, as well as bat bricks and boxes could be incorporated into the new building design. The impact is very minor due to the nature of the application site and the development will necessitate the removal of parts of the scrubs and scattered trees that could support breeding or roosting birds. However, the impact can further be minimised by operation of site clearance outside of bird breeding season (March to July). In summary, new plantings of native species would offset the negative permanent impact from the loss of existing grassland and trees. The disturbance of breeding or roosting birds can have minimal interruption if site clearance is undertaken outside breeding months. Other disturbances to the wildlife during the construction would include noise, dust and human activity which are considered to be temporary. Undertaking standard best practice guidelines would minimise the impact. Once the development is operational, the increase in light levels will be permanent however low level lighting

would mitigate this. Best Practice guide techniques including Environment Agency Pollution Prevention Guidelines would also minimise the contamination of surface run-off and polluting Silk Stream and Brent Reservoir SSSI.

- **Socio Economic** – It is not in fact clear that such effects are a matter which needs to be considered in an Environmental Statement, but in any event the applicants have addressed them in their Statement. The proposed development is anticipated to result in minor negative temporary socio-economic impacts during construction associated with construction activities. It is also likely to have temporary medium positive impacts associated with the generation of employment in the local construction sector. Once completed, the provision of new housing will bring moderate long term benefits. The creation of jobs within the development in the long-term is considered to be of moderate benefit at local and regional levels. The loss of the existing Oriental City development whilst the development takes place is a factor to be considered. However, this would only be short term in nature as the development will be re-provided in the scheme once the new development is constructed”.
- **Sustainability & Waste** – In summary, the ES reports that the proposals will meet the policy objective for the local area by resulting in a ‘very positive’ score as identified in the SPG19. The proposed development would increase the vitality and viability of the Edgware area by providing enhanced facilities, increasing the usage of a currently underused site, promote a living, working and recreation environment and promoting public transport.
- **Cumulative impacts** – Several proposed major projects have been identified within the immediate vicinity of the application site that there are likely to result in cumulative impacts on the environment. Such schemes within the assessment are: - *Copland Community School (Wembley); Land between Wembley Stadium Station and South Way; Wembley Central Square; Land surrounding Wembley Stadium; Karma House 575 North End Road; RAF East Site (Colindale), Grahame Park Estate (Colindale); and the West Hendon Estate Regeneration.* The potential cumulative impacts with these developments and other redevelopment at 399 Edgware Road may occur during the construction phases when they coincide with one another. However, it is considered that the construction phase is considered to be temporary in nature which can also be minimised through effective implementation of construction best practices. At operational stage, the cumulative impact can be both positive and negative. For example, positive impacts can result with regard to an improved public realm, landscape and visual impacts with removal of degraded buildings and the refurbishment of others. The improved provisions and new provisions will also benefit the existing and new community. Examples of negative impact identified are, increase of hard and impermeable surfaces in the area, increase of local population increasing the demand on local drainage network, infrastructure, road network, water supply and local waste water.

Council's Assessment of the EIA

The ES has addressed the Council's concerns regarding archaeology/heritage, Air Quality, Contaminated Land and Noise impact assessments. There are identified mitigation measures in the ES which need to be employed by the developer in order to minimise the impacts arising from the proposed development. In certain instances further assessments have to be undertaken by the applicant using the more up to date data and during the relevant time. Where further measures are required, such as monitoring dust levels, noise etc, these have been addressed by attaching appropriate safeguarding conditions to the recommendation to grant permission and these include the Code of Construction to be agreed. On balance the development is not considered to have an adverse effect on the environment. In any event, any minor adverse effects that did take place would be more than outweighed by the regeneration benefits of the development.

CONCLUSION

The proposals for the Oriental City site outlined above represent the largest development of its kind in the north of the borough and under the present architects and their predecessors have taken some four years to finalise. The scheme builds on the outcomes of a thorough Environmental Impact Assessment and advice from officers, statutory bodies and consultees have helped to shape and develop a design of high quality and merit.

The mixed use scheme sets out specifically to deliver a rebuild of Oriental City which is a major attraction for the Oriental community, and visitors and tourists alike. Its provision is safeguarded by condition and through the S.106. In addition, the proposal makes a small contribution to the Borough's housing stock and provides a primary school, of which there is a critical shortage in the north of the borough. This will serve the needs of local residents - present and future.

The application of a sequential approach enables the report to consider the appropriateness of the proposed retail provision on this site; the report then examines the impact of traffic and parking and justifies in the context of current schemes within the A5 Corridor the storey heights varying from 3 to 23.

Mitigation measures will be put in place to address the short term inconvenience of construction traffic and noise on local residents. The regeneration proposals for the site will have an impact on the character of the area, but they will also provide a significant improvement along one of the major routes into and out of London and serve to guide other schemes which follow in its wake.

The application is recommended for approval, but is subject in the first place to the views of the Mayor of London and the Government Office for London. Subject to their direction, the proposals are subject to a Section 106 agreement and detailed conditions, which should ensure that the anticipated quality of development becomes a reality.

Appendix A

SCHEDULE OF ACCOMMODATION

The school, which forms part of this planning application, will be implemented in accordance with Sheppard Robson drawings 2800_MP_00_101/2/3/4 which detail the four floors of the development and drawing no. 2800_20_407 which provides an internal classroom layout.

In terms of specification, the school will be made available to the equivalent of Category B (for office development). This means everything other than a number of fixtures and fittings. This is known as the turnkey approach whereby if you turn the school upside down all the non fixed items like tables and chairs etc which would fall away are not included.

Items like flooring, lighting, storage are included. A more comprehensive list is set out below:-

- Excavation and foundations
- Underground drainage

Ground Floor

- School Entrance from car park on Ground Floor

First Floor

- Administration
- Deliveries/Store
- Kitchen room
- Nursery
- Play Area (internal)
- Reception Classroom x2
- Classrooms x4
- Outdoor teaching
- Hall
- Hall/Dining Room
- Hard Play Area (external)
- Soft Play Area (external)
- Covered play area (nursery, external)
- Entrance/ open courtyard external area

Second Floor

- LRA/ICT Classroom
- Food Science Classroom
- Dining Room
- Classrooms x8
- Outdoor teaching
- Terrace
- Plant
- Vertical movement cores

Third Floor

- Soft play
- Games Court
- Vertical movement cores

Cost of Providing Podium Deck for School

- Cost of sub-structure
- Steel structure beneath podium
- Waterproofing and drainage to podium
- Concrete podium

Appendix B

Specification for School - Category A and B finishes:
Category A includes tables, chairs, shelves and other such fittings.

Please note that this specification is to be compliant with the relevant Building Bulletins.

Superstructure

Frame

Reinforced Concrete Frame
Reinforced Concrete Slab

Upper Floors

Reinforced Concrete Slab

Roof

Single ply membrane on RC slab

Stairs

RC concrete stairs with handrail

External Walls

External Walls to be a mixture of masonry, insulated render and timber cladding (Subject to planning comments)

Windows and External Doors

Polyester powder coated aluminium double glazed windows

Internal Walls and Partitions

RC Shear Walls to cores
60 minute Metal Stud with acoustic treatment as required

Internal Doors

Solid doors veneered faced complete with matching hardwood frame and architrave, FD30

Internal Finishes

Walls

Generally dry lined or plaster with painted finish
Hygienic wall cladding system
Toilets and showers – Tiled

Floors

Screed including insulation
Carpet tiles (classrooms, library, offices etc)
Anti slip vinyl (kitchen, stores, cupboards etc)
Non slip vinyl (mainly WC's showers etc)
Sprung Floor (dance studio if applicable)

Ceilings

Suspended ceiling to WC's
Mineral board tile which is both sound proof and fire protected
Mineral board tile which is both sound proof and fire protected with metal surface finish

Foyers

General Allowance for Enhanced finishes

Fittings and Furnishings

Pupil Toilets, Staff Toilets, Accessible Toilets

MDF framed vanity units with rolled edge worktop
Mirrors to each basin
WC cubicles and doors

Towel dispensers
Dryers Disabled toilet fittings; handrails etc
Soap dispensers

Secure Entrance Foyer

Reception desk
Signage

Kitchen

Adequate mechanical and electrical provisions for kitchen installations (by others)

Offices

Adequate space for storage spaces

M&E

Sanitary Appliances and Services Equipment

WC's
Showers
Wash hand basins
Urinals
Disabled WC
Cleaners sinks

Disposal Installation

Rainwater installation
Soil and Vent pipes

Water Installation

Incoming water main
Distribution pipe work with boosters and pumps

Heat Source

Gas fire boilers, chimneys etc

Air Treatment / Extract

Extract ventilation (toilets and kitchens)
Air Conditioning excluded assumed natural ventilation

Electrical Installation

External Lighting
Small power
General Lighting

Gas Installation

Distribution and booster set

Lifts

2No, 8 person hydraulic lift

Protective Installation

Lightning protection

Fire Alarm, Communications and Security

Fire Alarm incl detectors
Sounders
Beacons
Break glass units
CCTV
Intruder alarm
Access control system
Data outlets

Specialist Installations

Builders Work in Connection
Forming holes through structure

External Works
Site Works
Drainage
External Services

Appendix C

SPECIFICATION FOR SCHOOL: OPTION 3: BUILD TO SHELL and CORE

Please note that this specification is to be compliant with the relevant Building Bulletins.

Superstructure

Frame

Reinforced Concrete Frame
Reinforced Concrete Slab

Upper Floors

Reinforced Concrete Slab

Roof

Single ply membrane on RC slab

Stairs

RC concrete stairs with handrail

External Walls

External Walls to be a mixture of masonry, insulated render and timber cladding (Subject to planning comments)

Windows and External Doors

Polyester powder coated aluminium double glazed windows

Internal Walls and Partitions

RC Shear Walls to cores

Internal Finishes

Walls

Internal face of blockwork / studwork walls left unfinished

Floor

Screed including insulation to ground floor slab
Upper floors left unfinished

Ceilings

Exposed soffits to upper floors with no ceiling finishes.

Foyers

Left as shell

Fittings and Furnishings

Pupil Toilets, Staff Toilets, Accessible Toilets

None

Secure Entrance Foyer

No allowances made

Kitchen

No allowances made

Offices

No allowances made

M&E

Sanitary Appliances and Services Equipment

Incoming supplies to plant room only.
No distribution or fixtures & fittings

Disposal Installation

Rainwater installation
Soil and Vent pipes

Water Installation

Incoming water main to plant room cap off point
No distribution

Heat Source

Capped incoming gas supply only

Air Treatment / Extract

none

Electrical Installation

Capped incoming electrical supply only

Gas Installation

Capped incoming gas supply only

Lifts

None

Protective Installation

Lightning protection (substructure & structure only)

Fire Alarm, Communications and Security

None

Specialist Installations

Builders Work in Connection

none

External Works

Site Works

Site infrastructure only

Drainage

To serve site completed

External Services

To serve site completed

RECOMMENDATION: Grant subject to S106 & refer to SoS

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

Central Government Guidance

The London Plan 2004, save for the policies requiring 50% affordable housing.

Brent's Unitary Development Plan 2004, save for policies H2 and H3

Council's Supplementary Planning Guidance

Relevant policies in the London Plan are as follows:-

Policy 2A.1 – Criteria for sustainable development.

Policy 2A.3 – Areas for Intensification, identifies Colindale as an area for intensification.

Policy 3A.1 – Increasing London's supply of housing

Policy 3A.2 – Borough housing targets, sets each borough a target for additional homes, between

1997 - 2016. Brent has been set a target of 13510 additional homes or 680 a year. A draft alteration to the London Plan recommends increasing this target to 950 a year.

Policy 3A.4 – Housing choice

Policy 3A.5 – Large residential developments should be located in areas of high public transport accessibility and include provision of suitable non-residential uses within such schemes.

Policy 3A.6 – Definition of affordable housing.

Policy 3A.7 – Affordable housing targets.

Policy 3A.8 – Negotiating affordable housing in individual private residential and mixed-use schemes.

Policy 3A.14 – Addressing the needs of London's diverse population.

Policy 3A.15 – Protection and enhancement of social infrastructure and community facilities.

Policy 3A.21 – Education facilities, the boroughs should ensure adequate provision is made.

Policy 3A.25 – Social and economic impact assessments.

Policy 3B.1 – Developing London's economy.

Policy 3C.1 – Integrating transport and development.

Policy 3C.2 – Matching development to transport capacity.

Policy 3C.3 – Sustainable transport in London.

Policy 3D.4 – Development and promotion of arts and culture.

Policy 4B.1 – Design principles for a compact city.

Policy 4B.2 – Promoting world-class architecture and design.

Policy 4B.3 – Maximising the potential of sites.

Policy 4B.4 – Enhancing the quality of the public realm.

Policy 4B.5 – Creating an inclusive environment.

Policy 4B.6 – Sustainable design and construction.

Policy 4B.7 – Respect local context and communities.

Policy 4B.8 – Tall buildings, the Mayor will promote tall buildings where they create attractive landmarks enhancing London's character.

Policy 4B.9 – Large-scale buildings, design and impact.

Policy 4B.14 – Archaeology.

Policy 5D.1 – The strategic priorities for West London.

Policy 5D.3 – Areas for intensification in West London

Housing – London Plan Supplementary Planning Guidance (November 2005)

This SPG provides guidance on the implementation of housing policies in the London Plan. It gives detailed guidance for boroughs on how to develop sites for housing and how to determine housing mix and density for any individual site. It emphasises that new developments should make the most effective and appropriate use of the land available, consistent with the principles of Sustainable Residential Quality.

West London Sub Regional Development Framework

The purpose of this framework is to provide guidance on the implementation of policies in the London Plan in order to help deliver a sustainable and prosperous future for the West London sub region, which is made up of the six boroughs of Brent, Ealing, Hammersmith and Fulham, Harrow, Hillingdon and Hounslow.

Relevant policies in Brent's 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 sustainability, 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

Tourism, Entertainment and the Arts: the need for and impact of new tourists and visitor facilities

Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services
Waste: in terms of the development of waste management facilities
Design and Regeneration: in terms of guiding new development and extensions.

Although the development does not accord with UDP policies H2 and H3, since the required level of affordable housing is not being provided, it is considered that this is outweighed by the provision of a new school as part of the development. The proposal is considered to be acceptable for the reasons set out in the conclusion to this report.

CONDITIONS/REASONS:

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- (2) Details of materials to be used for all external work including samples, shall be submitted to and approved by the Local Planning Authority before any work is commenced and the development 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.

- (3) Further details of the proposed development shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall comprise:-
- (a) the design of the building(s), including annotated elevations;
 - (b) the external appearance of the building(s), including profiles of elevations;
 - (c) elevations of buildings showing location of advertising signage;
 - (d) method of supplying tv digital cabling to all residential units;
 - (e) the provision and safeguarding of dedicated parking spaces for car club use;
 - (f) the design of the means of vehicular and pedestrian access to and movement within the site;
 - (g) the finished levels of all buildings, roads (indicating gradients), landscape works and boundaries relative to adjoining properties;
 - (h) the use and treatment (including drainage) of all open areas of the site;
 - (i) controls at pedestrian and vehicular entry points to provide safe and secure access;
 - (j) the provisions for loading, unloading and parking of service vehicles;
 - (k) the provisions for school servicing and drop off;
 - (l) cycle storage/parking provisions for residential, school and retail uses
 - (m) the proposed boundary treatment including all fences, walls and gateways;
 - (n) the provision of refuse and waste storage and disposal facilities;
 - (o) parking and access provision for disabled persons
 - (p) the provision of lighting to ensure safety and convenience on roads, footpaths and accesses to buildings;
 - (q) the provision and safeguarding of dedicated parking spaces for motor cycles.
 - (r) the provision of any green roofs to the development;
 - (s) the design of the front of the school building and its relationship with the kerbs on the access ramp to ensure drivers leaving the school car park can see traffic descending from the residential car park;
 - (t) combined waste collection areas (recycling/residual waste) shall be provided on each floor level in accordance with details that shall first be submitted to and approved in writing by the local planning authority;
 - (u) the provision of separate waste storage for the retail part of the development, with allowance for segregated waste streams to meet the Landfill Allowance Trading Scheme allowances for the Borough. Commercial waste can not be mixed in with domestic waste;
 - (v) further details of the entrance to the retail car park and service yard;
 - (w) further details of the layout of the school staff car park to ensure adequate safety for the users of the site, including pedestrians.

Reason: These details are required to ensure a satisfactory development is achieved.

- (4) The area of public footway beneath the building in the vicinity of retail atrium 1 shall be stopped up before any work is commenced and the development shall be carried out and completed in accordance with the details so approved before the building(s) are occupied.

Reason: In the interests of public safety.

- (5) The premises shown to be used for the sale of bulky goods and as a school shall be used only for those purposes and no other purposes specified in the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended without the prior permission of the Local Planning Authority.

Reason: To ensure that no other use commences without the prior permission of the Local Planning Authority and to enable other uses to be considered on their merits.

- (6) The remainder of the undeveloped land within the curtilage of the site shall be suitably treated with hard and soft landscaping, including trees/shrubs/grass, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any construction work on the site, such landscaping work to be completed prior to occupation of the building(s) or within six weeks of the commencement of the next planting season, if the commencement of construction of the development takes place outside the planting season in accordance with a program to be first agreed in writing by the local planning authority. The approved scheme shall be fully implemented.

Such a scheme shall also indicate:-

- (a) details of the construction of the podium deck and its planters
- (b) details of the subsoil on the podium
- (c) moundings and contours;
- (d) other appropriate matters within the context of a landscaping scheme, such as details of signboards, seating, footways and other paved pedestrian areas.
- (e) details of the proposed arrangements for maintenance of the landscaping

In the event that no scheme is submitted and approved prior to commencement of demolition/construction works, the Local Planning Authority shall be empowered to prepare a scheme which shall be forwarded to the applicant or any subsequent occupier of the site, and such scheme shall be implemented as required above.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality.

- (7) No development shall commence until a detailed phasing plan (to include demolition) has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved phasing plan unless otherwise agreed in writing by the local planning authority.

Reason: In order to ensure that the development is correctly phased in the interests of the proper planning of the area.

- (8) No development shall commence until further details of the proposed development have first been submitted to and approved in writing by the Local Planning Authority which list and detail the actions and works to be carried out, together with their timetable for implementation, to address the issues identified in the Environmental Impact Assessment, which include the impact study required by Thames Water and details of mitigation measures. The development shall thereafter only be implemented in accordance with the approved details so approved unless otherwise agreed in writing by the local planning authority.

Reason: To ensure a satisfactory form of development.

- (9) Details of adequate arrangements for the storage and disposal of
- (a) refuse
 - (b) food waste
 - (c) paper and cardboard waste
 - (d) including litter bins inside and outside the premises

shall be submitted to and approved, in writing, by the Local Planning Authority and shall be installed prior to the commencement of the appropriate part of the development hereby approved.

A waste-management strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant part of the development and implemented thereafter.

Reason: To protect the amenities of the locality and in the interests of hygiene.

- (10) No goods, equipment, waste products, pallets or materials shall be stored or deposited in any open area within the site.

Reason: To safeguard the visual amenities of the area and the efficient operation of activities within the site.

- (11) The A3/A5 uses shall only take place between the hours of 7.30 hours and 24.00 hours daily unless the Local Planning Authority gives its written consent otherwise.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

- (12) Notwithstanding the details submitted and otherwise approved no part of the development shall commence until the applicant has submitted to and had approved in writing by the Local Planning Authority further details that show either:

(a) that the development particularly will not have any adverse effect on radio and television reception at properties in the surrounding area, or

(b) that remedial measures will be implemented to prevent any such adverse effects. The details of these remedial measures shall be agreed in writing with the Local Planning Authority before development commences and shall be implemented before the development could cause any disruption to reception.

Reason: To protect the interests of occupiers of nearby residential and commercial occupiers.

- (13) Notwithstanding the development hereby approved, details of apparatus for the neutralisation of all effluvia from the processes of cooking, etc., shall be submitted to and approved in writing by the Local Planning Authority and thereafter installed in accordance with the approval prior to commencement of any A3/ A5 use and retained thereafter.

Reason: To safeguard the amenities of the occupiers of adjoining property.

- (14) Before building works commence on the site, a study of noise levels and vibration - measuring existing and predicted noise levels and vibration at the boundary of and within the site and providing for the insulation of the proposed dwelling units and the school against the transmission of external noise (and vibration) from the adjacent highway and the servicing area - shall be submitted to and approved in writing by the Local Planning Authority. Any works which form part of the scheme shall be completed in accordance with the details so approved before any of the dwelling units are occupied.

Reason: To safeguard the amenities of the future occupiers of the development and in order to comply with PPG24 "Planning & Noise".

- (15) Details of the play area and its equipment on the podium deck shall be submitted to and approved in writing by the Local Planning Authority and the play areas shall be completed in accordance with the approved details prior to the commencement of use of the residential accommodation. Appropriate access arrangements shall also be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented.

Reason: In order to ensure satisfactory provision of the playground and its equipment.

- (16) During demolition and construction on site:

- the best practical means available in accordance with British Standard Code of Practice BS5228: 1997 shall be employed at all times to minimise the emission of noise from the site;
- vehicular accesses to adjoining and opposite premises shall not be impeded at any time;
- no waste or other material shall be burnt on the application site;
- a suitable and efficient means of suppressing dust must be provided and maintained, including the adequate containment of stored or accumulated material, so as to prevent it becoming airborne at any time and giving rise to nuisance.

Reason: To protect the amenity of the occupiers of adjoining premises.

- (17) The development shall not be commenced until (i) a site investigation (in accordance with a scheme to be agreed in writing by the Local Planning Authority and carried out by a person approved by the Local Planning Authority) has been carried out to determine the nature and extent of any contamination present and the results, of such investigation together with recommended measures to contain, treat or remove any contamination found have been submitted to the local planning authority .
- (ii) The local authority have approved in writing remediation measures to be taken to contain, treat or remove any remediation found or to avoid risk to the public when the site is developed (or have confirmed in writing that no remediation measures are required) and
- (iii) the remediation measures (if any) approved by the Local Planning Authority have been implemented and a completion report and certification of completion by the person approved by the Local Planning Authority has been submitted stating that remediation has been carried out in accordance with the approved remediation scheme and the development can be implemented.

Reason: To ensure the safe development and secure occupancy of the site proposed for use.

- (18) Dust levels at sensitive receptor points, to be agreed in writing with the Council, shall be continuously monitored using frisbee gauges in accordance with arrangements which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To monitor dust levels.

- (19) A fixed wheel-washing facility shall be provided before commencement and be operational during development, the location and details of which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of the environment.

- (20) All parking spaces, turning areas, loading bays, access roads and footways shall be constructed and permanently marked out prior to commencement of use of any part of the approved development, or upon further application within such longer period as may be approved by the Local Planning Authority. Such works shall be carried out in accordance with the approved plan(s). Parking spaces shall be constructed with minimum dimensions 2.4m x 4.8m and lorry spaces with minimum dimensions 15m x 3.5m.

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.

- (21) Notwithstanding the provisions of Schedule 2, Part 1 (Class H), Part 24 and Part 25 (Classes A to B) of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any future enactment of that Order, no development by telecommunications-code systems operators carried out on the school and residential building(s) hereby approved, in the form of telecommunications, satellite antenna installation development shall be carried out unless a formal planning application is first submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent installations on school buildings that are prejudicial to the visual amenity and to safeguard the learning environment.

- (22) Prior to the operation of any retail uses hereby approved further details of hours of servicing and hours of opening to the public shall be submitted and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approval.

Reason: To enable the Local Authority to assess the servicing pattern of similar type of uses and assess its potential impact to the nearby and future occupiers of the residential dwellings and to the school users.

- (23) Before any demolition works commence on site, details shall be submitted to and approved in writing by the Local Planning Authority, specifying the access points to the site and routes for demolition and construction traffic, the parts of the site used for site huts, storage of materials and plant.

Reason: In the interests of residential amenity.

- (24) During demolition and construction on site:-

a) The operation of site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays;

b) The hours of demolition and construction limited to 0800 - 1830 Mondays - Fridays, 0800-1300 Saturdays and at no other times on Sundays or Bank Holidays.

Reason: To limit the detrimental effect of demolition and construction works on adjoining residential occupiers by reason of noise and disturbance.

- (25) Notwithstanding the submitted details of this application, further details of measures to restrict surface water discharge from the development to 5 lit/sec/Hectares shall be submitted to and approved in writing by the local planning authority before the development commences and shall be fully implemented.

Reason: In order to prevent flooding to properties and as required by Thames Water.

- (26) Notwithstanding the submitted details of this application which are otherwise approved, the development shall not be commenced until:-
- (i) a Flood Assessment of the site (in accordance with a scheme of investigation and analysis which has been approved by the local planning authority) which addresses the risk of flooding; has been submitted to the local planning authority
 - (ii) the local planning authority have approved in writing remedial measures to address the risk of flooding (or have confirmed that no remedial measures are required; and
 - (iii) such remedial measures (if any) have been fully carried out.

Reason: In order to address any risk of flooding to properties in the locality.

- (27) The development hereby approved shall be fully completed in all respects in accordance with the proposals contained in the application, and any plans or particulars submitted therewith and details subsequently approved.

Reason: To ensure that the regeneration benefits of the development are fully realised and to avoid any detriment to amenities by any work remaining incomplete.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

Planning Policy Statement 1 – Creating Sustainable Communities
Planning Policy Guidance Note 3 – Housing (March 2000)
Planning Policy Statement 6 – Planning for Town Centres (April 2005)
Planning Policy Guidance Note 13 – Transport (March 2001)

CABE/EH: Tall Buildings Guidance
The London Plan

Brent UDP 2004
Supplementary Planning Guidance 4
Supplementary Planning Guidance 17
Supplementary Planning Guidance 19
Supplementary Planning Guidance 21

WSP Environmental Impact Statement
WSP Flood Risk Assessment
WSP Transportation Assessment
RPS Planning Statement
RPS Retail Impact Statement
Sheppard Robson Design Statement
Faber and Maunsell Sustainability Statement

Letters of objection
Petition

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



Planning Committee Map

Site address: Building & Grounds, Oriental City, Edgware Road, London, NW9

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