

231 WATFORD ROAD

DESIGN AND ACCESS STATEMENT


SEPTEMBER 2021

PREPARED FOR




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01 / Introduction

Client.....  Fruition Properties

Architect..... **BARR GAZETAS**

Planning.....  Stantec


QS.....  Henry Riley

Structural, Civil and Highways Engineer.....  Waterman

MEPH Engineer.....  Elkoms Consulting
Building Services Engineers


Landscape Architect..... **CONCEPT**

Fire Engineer..... Bespoke Fire Safety Design Ltd

Air Quality and Building Control.....  **STROMA**
BUILT ENVIRONMENT

Acoustics.....  **ACOUSTICS**
PLUS

Daylight Sunlight.....  **DAYLIGHT SUNLIGHT**
CONSULTING

Flood Risk.....  **ARDENT**
CONSULTING ENGINEERS

Tree Survey.....  **ANDREW DAY**
ARBORICULTURAL CONSULTANT

DEVELOPMENT HEADLINES

PLANNING



1. The new build residential development will provide 43 units with associated private and communal amenity space in accordance with and developing on the design principles established at the first and second pre-app meeting.
2. Units will be a mix of 1 bed, 2 bed and 3 bed including allowance for 10% accessible units.
3. An active ground floor frontage and entrance is proposed. These will help integrate the building with the area.
4. Amenity spaces will comply with Brent policies. Private amenity spaces will meet The New London Plan minimum standard. The balance will be provided at ground floor and with communal roof terraces.
5. Cycle spaces will comply with The New London Plan.
6. The development will generally comply with the New London Plan and Brent policies and be in line with the pre-app and DRP responses to date.
7. The development is proposed as a Low Carbon development.

1. The building is not Listed/ locally Listed but close to Sudbury Court Conservation Area.
2. The Local Authority is Brent.
3. Pre-planning feedback was issued on 05.10.20 and 09.03.21. Further informal feedback issued on 25.05.21 and DRP feedback issued on 06.07.21.

02 / Existing Site



The site is located in the London Borough of Brent, in front of the John Lyon roundabout and at the junction between Watford Road and Sudbury Court Drive. It is bound by 135 Sudbury Court to the south, Formula One Autocentres to the north and no 15 and 17 Amery Road to the west.

The closest tube and overground station is South Kenton and the site has a PTAL rating of 1b indicating a low level of access to public transport. A few hundred meters north is Northwick Park.

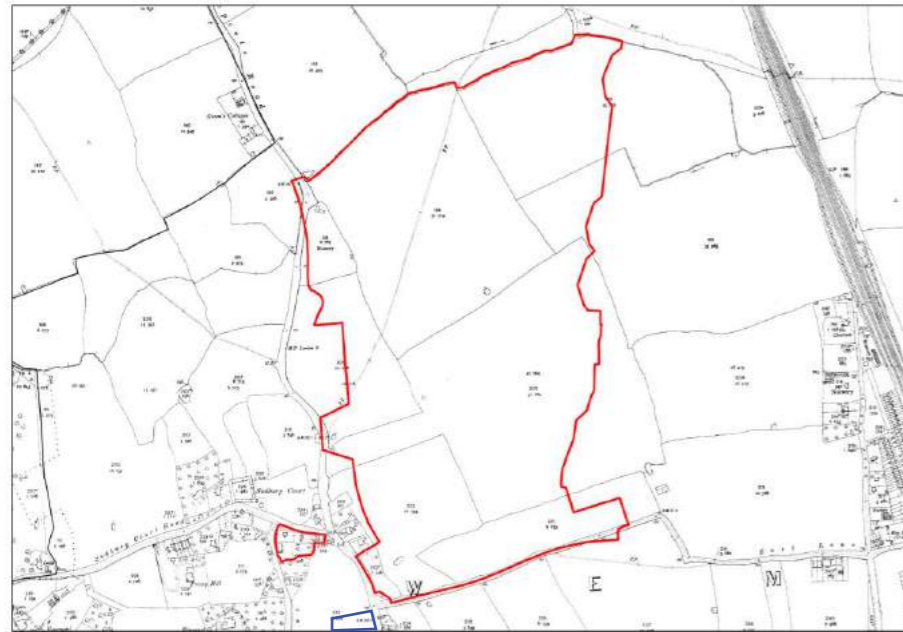
The site comprises an existing restaurant, Mumbai Junction, and its car parking facilities.



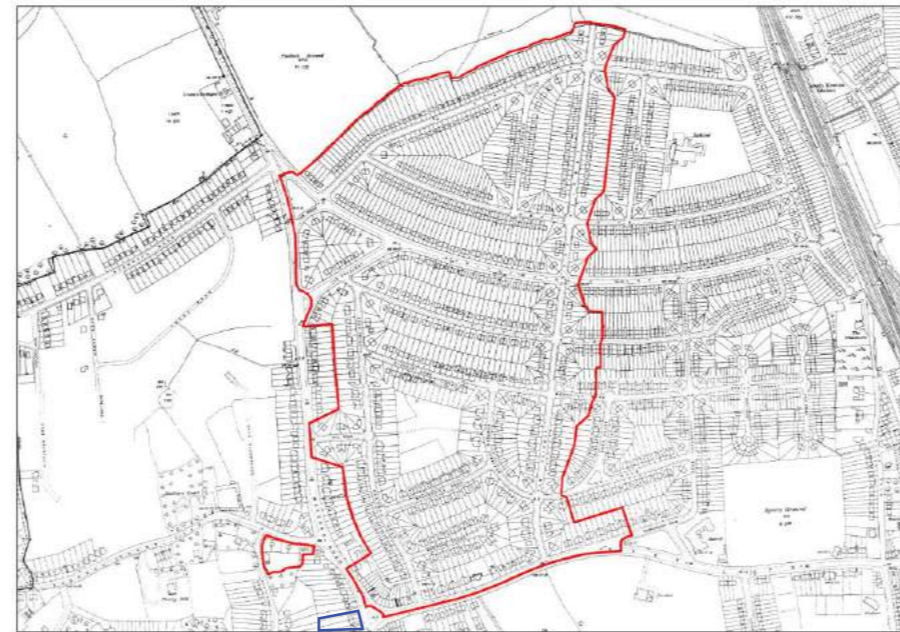
South Kenton Tube and Overground

--- 231 Watford Road





1910



1940



2006



Junction of Blockley Road and the Fairway

— Conservation area
— Site

The Sudbury Court Conservation Area sits in the **Kenton Ward** of Brent within the large suburban dormitory of north-west London and is **surrounded by many similar developments from the late 1920's through to the end of the 1930's.**

The Conservation Area is contained by Watford Road to the west, East Lane to the south and Northwick Park to the north.

The maps within this page show the area development within the years.

231 Watford Road sits right outside the Conservation Area and it's not Listed. There aren't any Listed Buildings in the proximity of the site.

3-5MINS TO HARROW-ON-THE-HILL,
NORTHWICK PARK AND KENTON STATIONS

5 MINS TO HARROW
SCHOOL OF BALLET

15 MINS TO SOUTH KENTON

■ ■ ■ ■ ■ Transport distance
■ ■ ■ ■ ■ Walking distance



WATFORD ROAD

AMERY ROAD

SUDBURY COURT DRIVE

WATFORD ROAD

SUDBURY COURT
CONSERVATION AREA

3 MINS TO SHOPS ON
HIGH STREET

8 MINS TO SUDBURY
COURT PARK

17 MINS TO CLEMENTINE CHURCHILL HOSPITAL

231 Watford Road





Context colour palette

The area is rich in character and specific materials and tones, which are summarised within this page. Different tones of red bricks are present throughout as well as rendered façades and pitched roofs with clay brown and green glazed tiles.

DESIGN CUES FROM THE SUBBURY COURT CONSERVATION AREA











Roof profiles of 239 and 245 Watford Road feature a roof enclosing an additional storey on the street facing elevation than on the flank elevation



Several properties in the conservation area feature a prominent double bay in the centre of the facade that projects beyond the main eaves line. They also feature a double step in the roof as the wings of the property recess backwards. Both of these feature in the proposed design for 231 Watford Road.

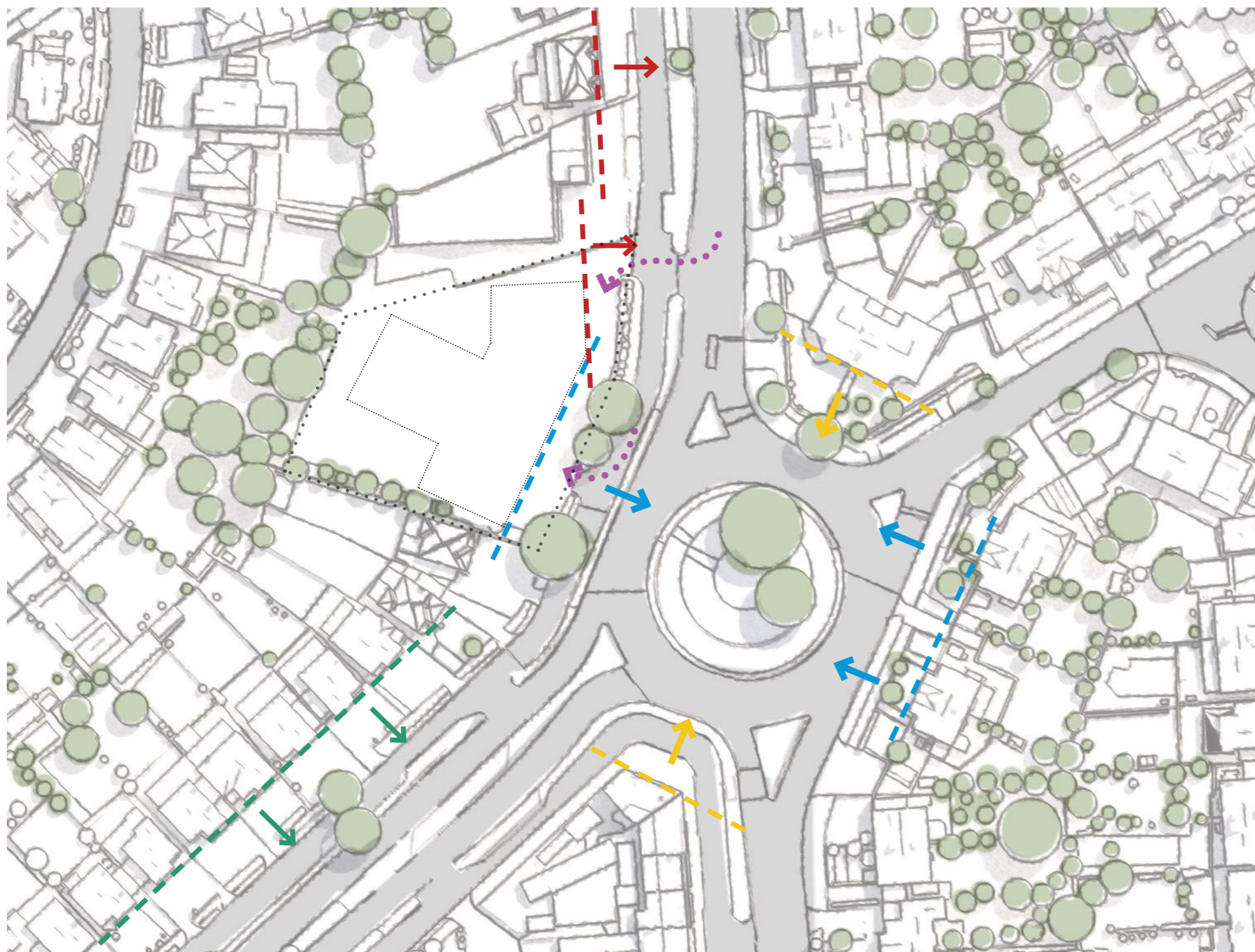



 South Kenton Tube and Overground

-  Transport Links
-  Post Office
-  Shop
-  Restaurant
-  Church
-  School
-  Surgery / Hospital
-  Park

 The Clementine Churchill Hospital
 BARR GAZETAS

 
 231 Watford Road



The site presents some opportunities and constraints.

1. Relationship with the roundabout and junction:

The site sits in front of the **John Lyon's roundabout**. All the buildings on the other sides of the roundabout directly face the junction creating a symmetry.

2. Building line:

The site is not symmetrical but the site line follows the carriageway line and the surrounding buildings' façades follow these lines.

3. Local area:

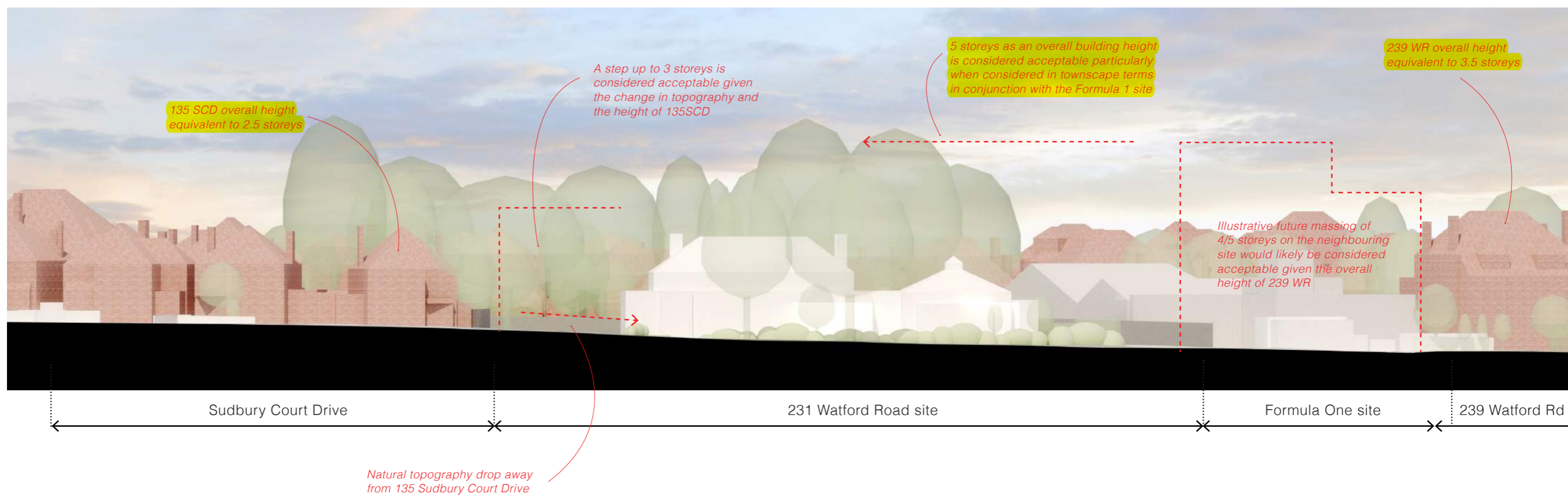
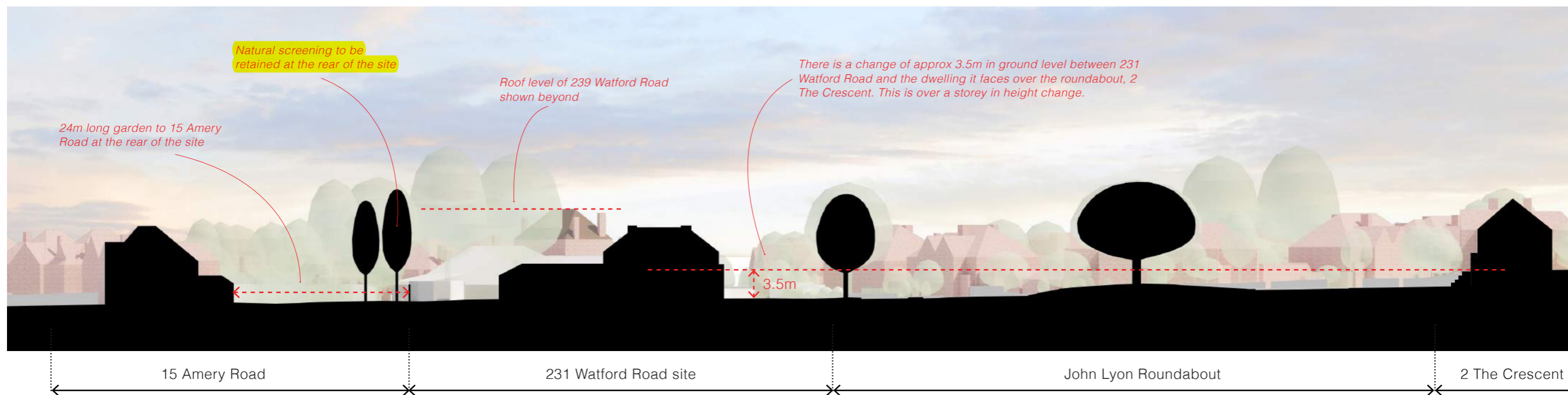
The buildings that surround the site are typical of the 1930s and face the junctions straight on. **The local area is characterised by brick and rendered buildings with pitched roofs with clay and glazed tiles.**

4. Landscape and Greenery:

The area sees a generous amount of trees and gardens where the housing have private amenity spaces. There are several large trees surrounding the site and more specifically to the west.

5. Access

The site is accessible from two sides on the front only and through a separate carriageway just off the main road.



The following policies have been reviewed and taken into consideration while developing the scheme.

- London Plan, March 2021
- Brent Development Management Policies
- Draft Brent Local Plan

Key policy points:

Housing Standards:

1. Minimum space standards as below for 1B, 2B and 3B flats:
 - a. 1B1P: 37-39m² | 1B2P: 50m²
 - b. 2B3P: 61m² | 2B4P: 70m²
 - c. 3B4P: 74m² | 3B5P: 86m² | 3B6P: 95m²
2. A dwelling with two or more bed-spaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.
3. A one bed-space single bedroom must have a floor area of at least 7.5 m² and be at least 2.15m wide.
4. A two bed-space double (or twin) bedroom must have a floor area of at least 11.5 m².
5. Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 m² within the Gross Internal Area).
6. Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.
7. A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 m² in a double bedroom and 0.36 m² in a single bedroom counts towards the built-in storage requirement.
8. The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.
9. A minimum ceiling height of 2.5 meters for at least 75% of the gross internal area is strongly encouraged.

Private outside space/ amenity:

1. London Plan:

Where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 m² of private outdoor space should be provided for 1-2 person dwellings and an extra 1 m² should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.

2. Brent Development Management Policies:

All new dwellings will be required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This is normally expected to be 20sqm per flat and 50sqm for family housing (including ground floor flats).

Cycle Storage:

1. 1.5 space per 1B2P unit and 2 spaces per all other dwellings.
2. Visitors cycle spaces: 2 spaces for 5 - 40 dwellings and thereafter 1 space per 40 dwellings.
3. 5% of the cycle spaces should accommodate larger cycles in accordance with TfL guidance.

Car parking:

1. 75% of the units require an on-site car parking space.
2. For new residential development, a minimum of 3% of parking spaces provided for private units should be dedicated to disabled use. Demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with one designated disabled persons parking space per dwelling in future.
3. 20% of the parking spaces to have active charging facilities for electric vehicles, with passive provision for all remaining spaces.

Refuse and recycling:

Minimum storage for 4,500l of recyclable waste, 4,500l of residual waste and 966l of organic waste are required, which would result in the need for 9 x 1,110l Eurobins and two wheeled bins.

Accessible Housing

At least 10% of dwellings (which are created via works to which Part M volume 1

of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'

All other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

Housing size mix:

Brent council seeks to deliver a target of 25% of new homes as family sized (3 bedrooms or more) dwellings. For every four dwellings included within developments at least one must be 3 bedrooms or more. Exceptions to the provision of family sized dwellings will only be allowed where the applicant can show that:

- The location or characteristics of the development are such that it would not provide a high-quality environment for families, or
- Its inclusion would fundamentally undermine the development's delivery of other Local Plan policies.

Affordable Housing

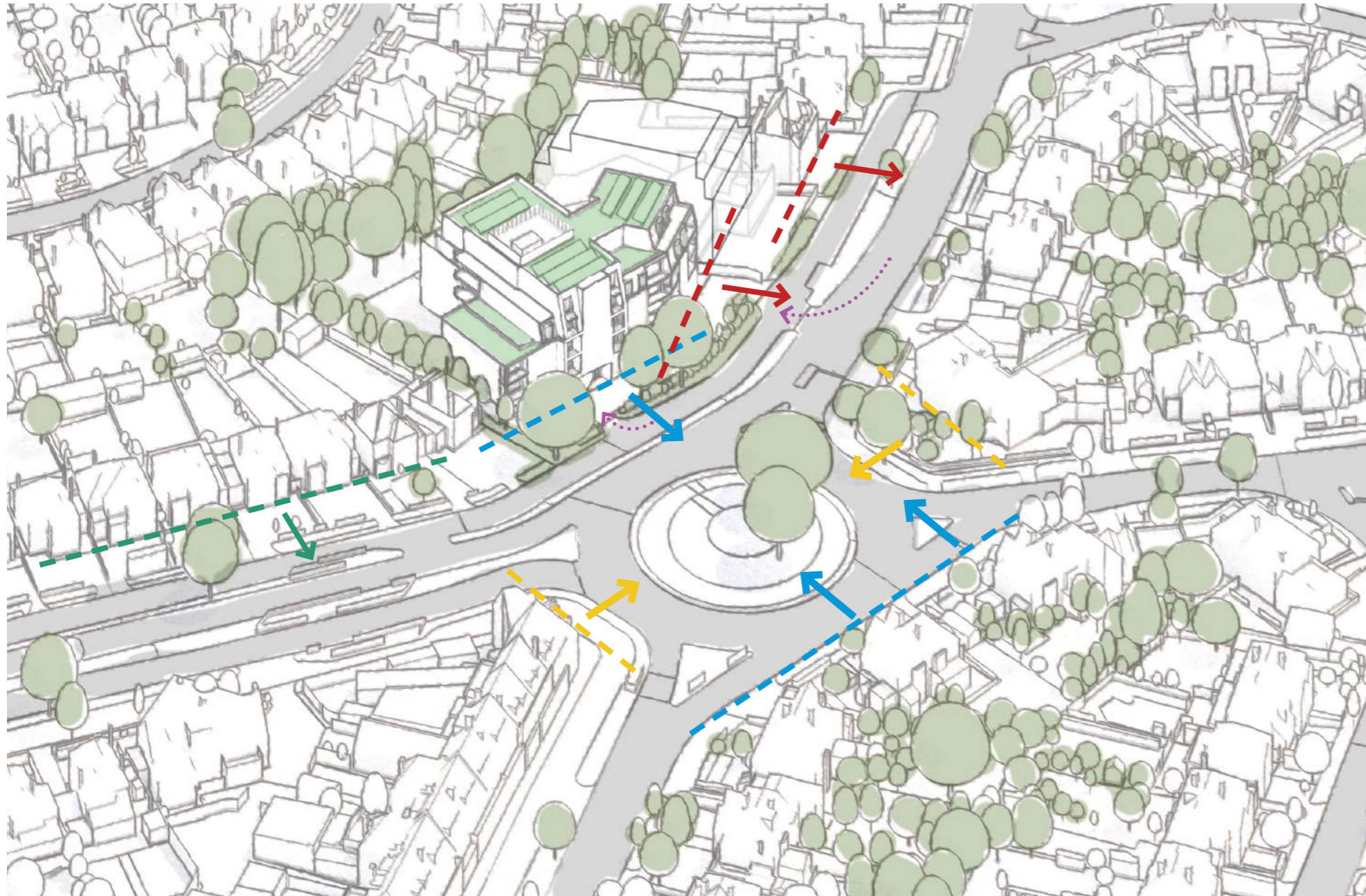
1. The London Plan targets a minimum of 35% housing provision to be affordable for major developments (schemes with 10 or more residential units), which becomes 50% for public sector land where there is no portfolio agreement with the Mayor; or for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses.
2. Brent's Core Strategy policy CP2 sets the target that 50% of new homes delivered in the borough will be affordable. The maximum reasonable amount of affordable housing will be sought on individual residential and mixed use developments on sites with the capacity to provide 10 or more homes.
3. 70% of new affordable housing provision should be social/affordable rented housing and 30% intermediate housing at affordability levels meeting local needs.

Minimising Carbon:

The London Plan states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy: be lean: use less energy; be clean: supply energy efficiently; be green: use renewable energy.

These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations leading to zero carbon residential buildings from 2016 Year Improvement on 2010 Building Regulations.

03 / Design Development



The design proposals respond to the following points:

1. Relationship with the roundabout and junction:

The site sits in front of the John Lyon's roundabout. The proposed building addresses the junction, and strengthens the sense of place through its orientation and **scale**.

2. **Building line:**

The site extends towards North East along Watford Road and it's not symmetrical. The proposed building massing follows the site line around Watford road to create a relationship with the adjacent buildings, and any possible future developments of the neighbouring site.

3. Local area:

The proposed building has a base, a middle and a top section. It uses a mansion block typology with bay windows, balconies and **pitched roof forms** which are drawn from the existing architecture in the area.

4. Landscape and Greenery:

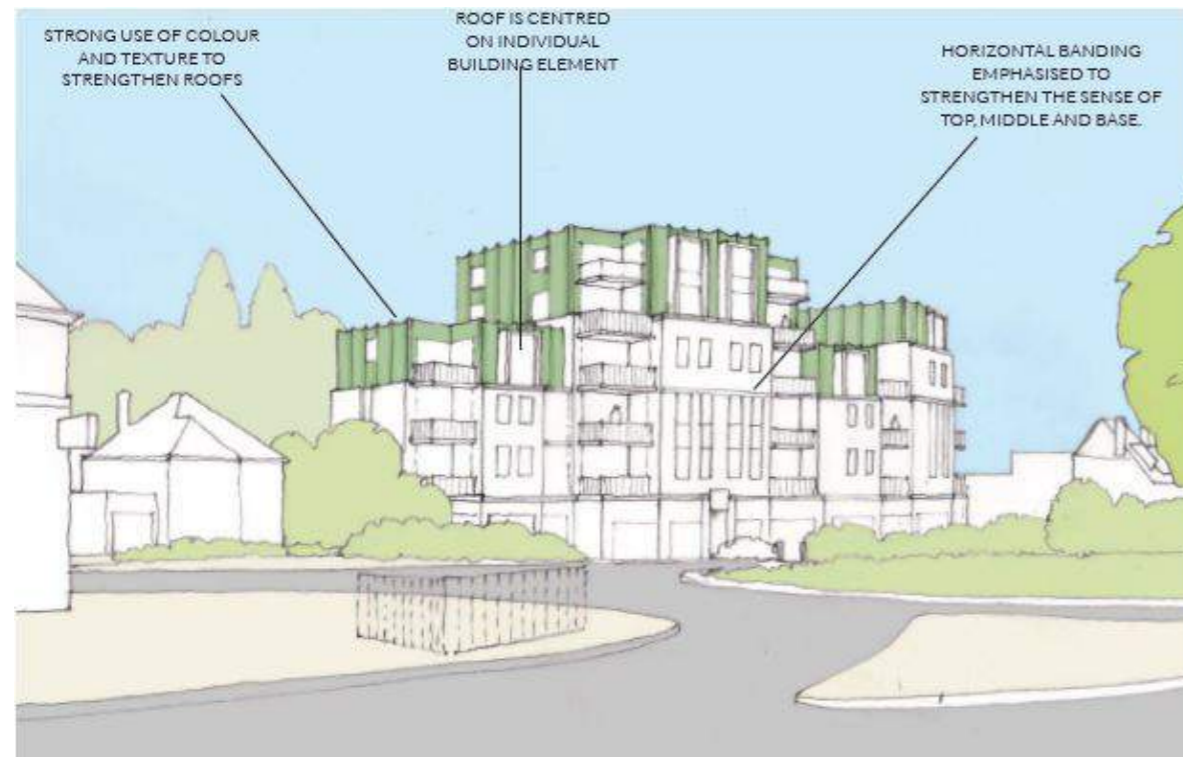
The vast majority of the existing trees are retained as part of the redevelopment as they provide for a screen to the neighbouring properties Part of the removed trees on the boundary with the Formula One site will be replaced with new ones. Communal gardens and terraces as well as private amenity spaces are created to enhance the resident's experience of the new development.

5. Access

The site dual access from the front has been maintained while the building has been set back to create an **active frontage and entrance**.

6. Future Development Considerations

The proposed scheme design is being considered in both stand alone terms and with due consideration to the **potential for future development on the adjacent Formula One site** to the north which is a low rise commercial site that could feasibly come forward as a residential development site in the **near future**.



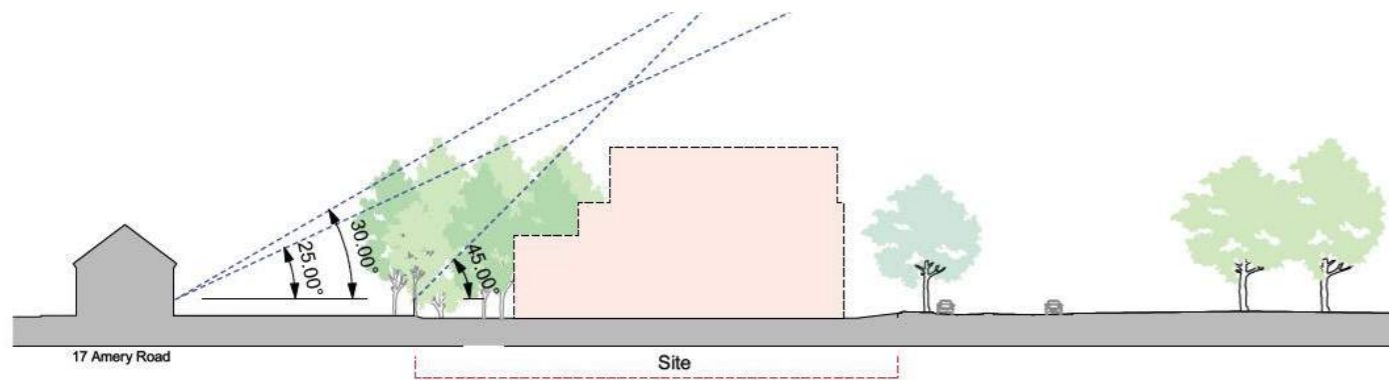
Comments Received:

- It would be difficult for the Council to support anything above a maximum of 5 storeys. 5 storeys on the northern boundary with 233-237 Watford Road could be acceptable as long as it complements the existing character. 3 storeys on the southern boundary with 135 Sudbury Court Drive would be acceptable
- A pitched roof form with accommodation in the roof space would help the scale transition from edge to the centre of the building and dormer windows could be introduced.



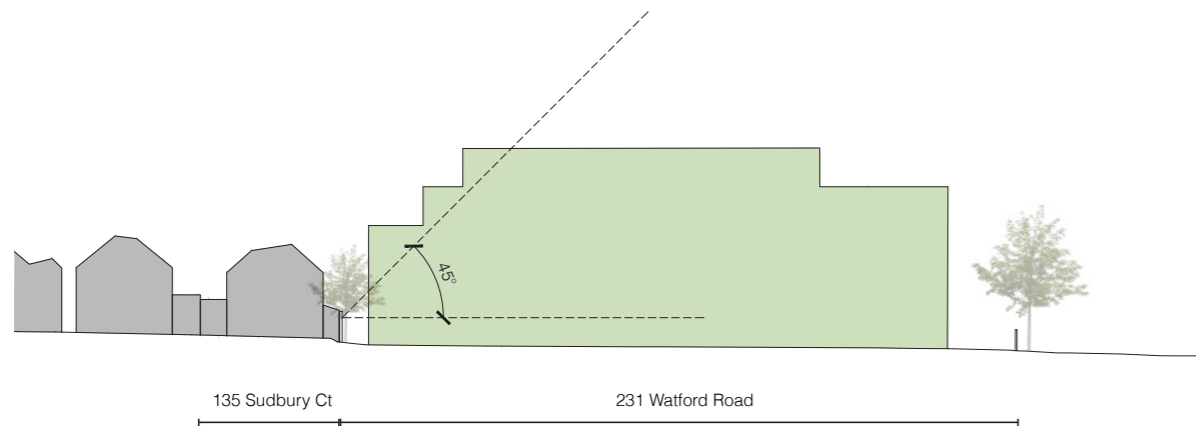
Response:

- The massing reaches 5 storey in the central part and towards the northern boundary where it also steps back from Watford Road. 3 storey are proposed to the boundary with 135 Sudbury Court.
- The front elevation (Watford Road) now shows a chamfered facade from 3F to roof level and a step back from Watford Road on the northern side.

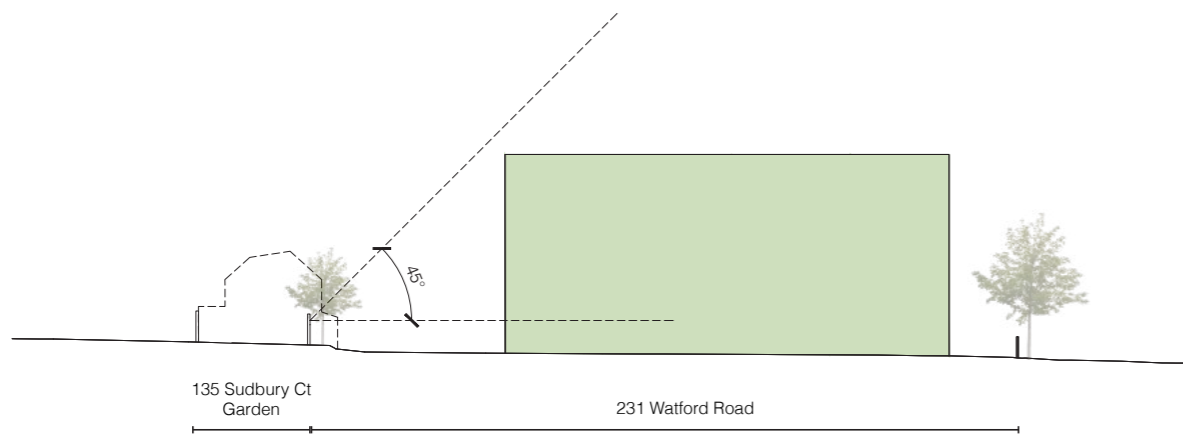


Comments Received:

- The 45 degree rule needs to be applied to Sudbury Court Drive as well as 17 Amery Road.



Context section through 135 Sudbury Court



Context section through 135 Sudbury Court's garden

Response:

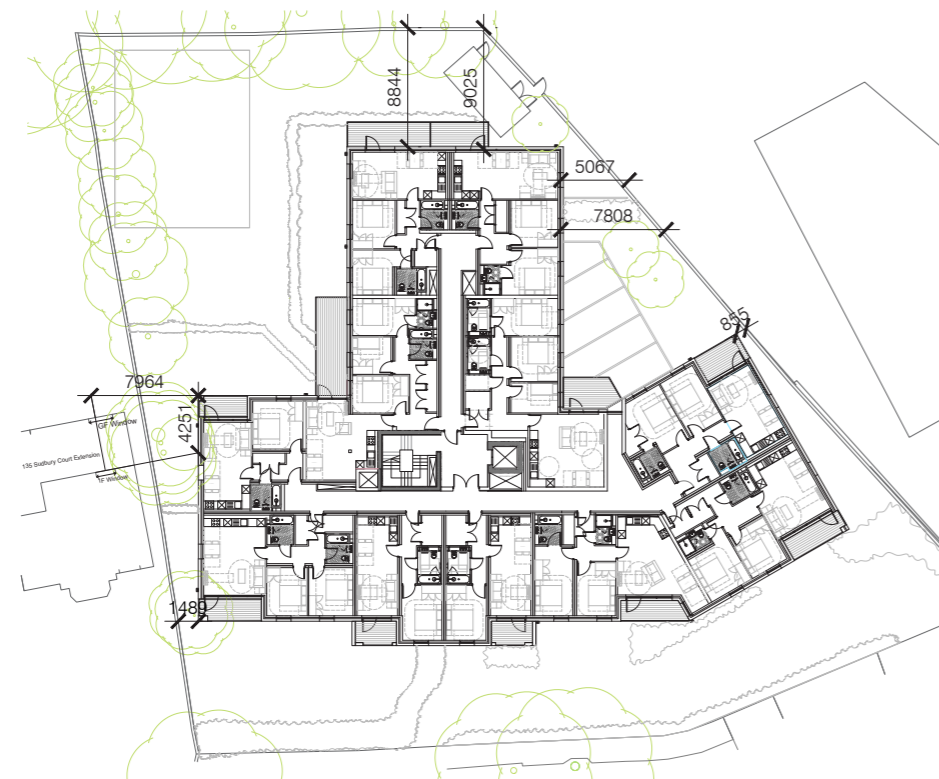
135 Sudbury Court has been tested from its side and rear boundaries. There is no infringement on the rear boundary and the infringement to the side appears to impact only a non-habitable room, as noted below.

- Planning permission granted in 2016 at no.135 for 'Erection of a single storey side to rear extension to dwellinghouse' (LPA Ref: 16/1564). It is unclear if this has been implemented but the proposed layout shows windows at no.135 facing the site being secondary, non-habitable rooms including a window to a hall and small window to a utility room at ground floor level and at first floor, a hall/ stair window and what looks like a small bathroom window.
- The eastern elevation of no.135 has a high level of privacy and screening due to the existing trees along the boundary of our site (see page 22) - these trees are retained as part of the proposals.
- There are no facing windows on the flank wall of the proposed block facing 135 at first and second floor levels and therefore no impact on privacy or overlooking. Daylight sunlight impacts has been assessed as part of the submitted daylight sunlight assessment but it should be noted that habitable rooms to the rear of no.135 has large windows at ground and first floor level and the property benefits from a long garden.



Comments Received:

- The Council advised in pre-app 1 and 2 that the relationship between the proposed building and the northern boundary was too cramped. A distance of 9m will need to be maintained between the sole window serving a habitable room and the neighbouring boundaries.
- The proposals must take into consideration the 1:2 rule outlined in the Residential Extensions and Alterations SPD2.
- The outlook and quality of garden towards the substation and car parking shown in pre-app 2 should be reconsidered.



Response:

- The GF plan on the left shows the relationship of the scheme with the existing boundaries.
- 1:2 rule has been assessed from both the nearest GF and 1F habitable windows of 135 Sudbury Court. The proposals comply with the rule when checked against the GF window and, although the new massing protrudes 269mm more to the back than it should, it is arguable that the development doesn't impact negatively on 135 Sudbury Court property's garden nor its windows. A daylight / sunlight study has also been carried out to help demonstrate that the new massing does not overshadow the neighbouring properties.
- The landscaping as been updated as shown on the GF plan.