



Comments Received:

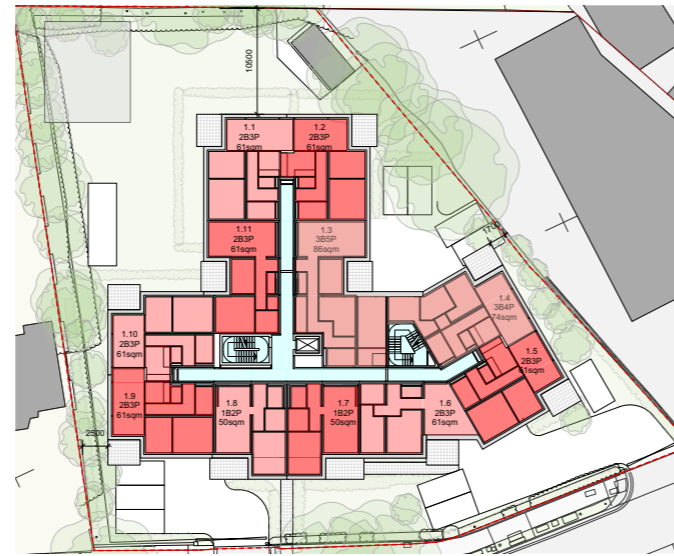
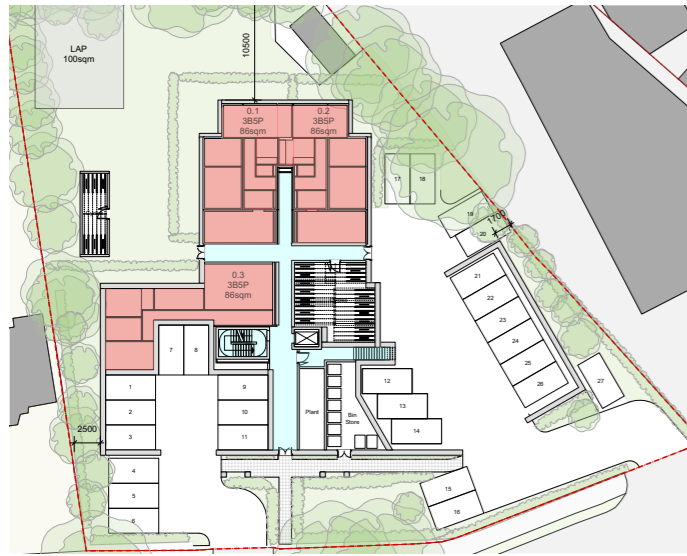
- Single aspect units facing north should be avoided, a high proportion of dual aspect flats should be achieved.
- Having the entire frontage dominated by parking gates etc creates a blank hostile frontage and would not be supported. The Council thus support locating residential accommodation on the ground floor to the front of the site, as long as technical reports support this (air quality, noise levels etc). Two vehicular undercroft accesses is considered too much, one is usually acceptable.
- The communal entrance should be clearly articulated and the lobby shown in the pre-app 2 proposals should be larger. Currently way finding is poor and the main residential entrance is lost in the elevation



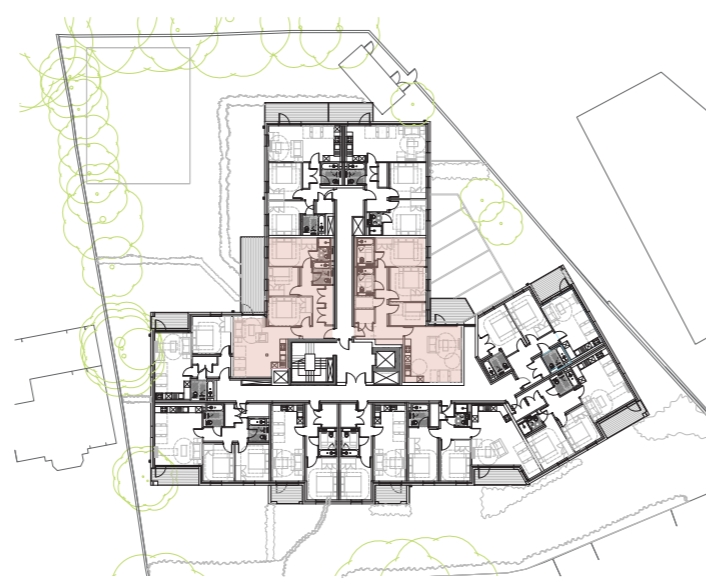
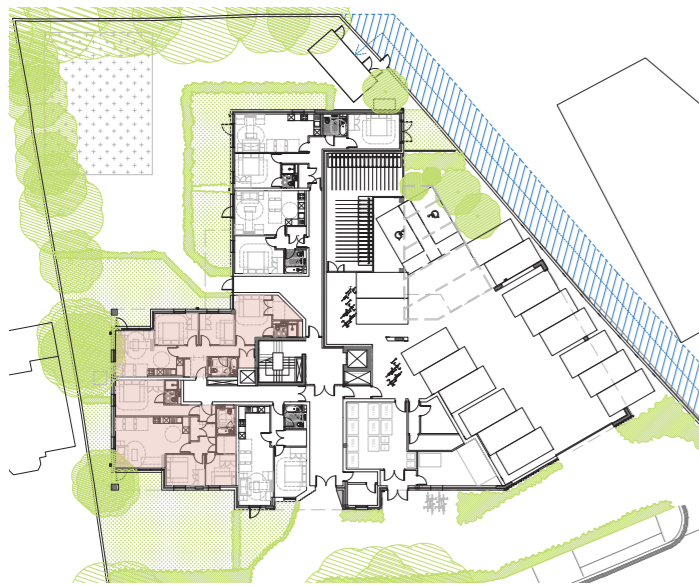
Response:

- There are no single aspect units facing north. Additional windows have been added to the flats side walls to avoid single aspect as far as possible while taking into account overlooking to the neighbouring properties.
- Building frontage including car park, entrances and landscaping has been revised. There are currently no parking spaces in front of the building. Air quality and noise are also been reviewed to demonstrate GF flats feasibility. One undercroft omitted.





3 Bed



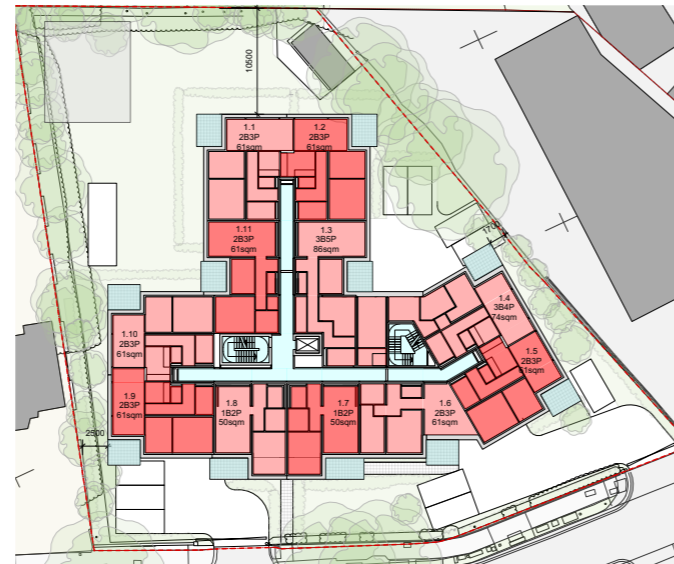
3 Bed

Comments Received:

- The proposal should get as close to providing 25% 3 beds as possible, but this will be considered in terms of viability and in the planning balance.
- The highest need in 3 bed units is affordable rent.
- The proposals should provide 50% affordable homes, with 70% of those affordable homes being social or affordable rented housing and 30% being intermediate housing (such as shared ownership or intermediate rent).

Response:

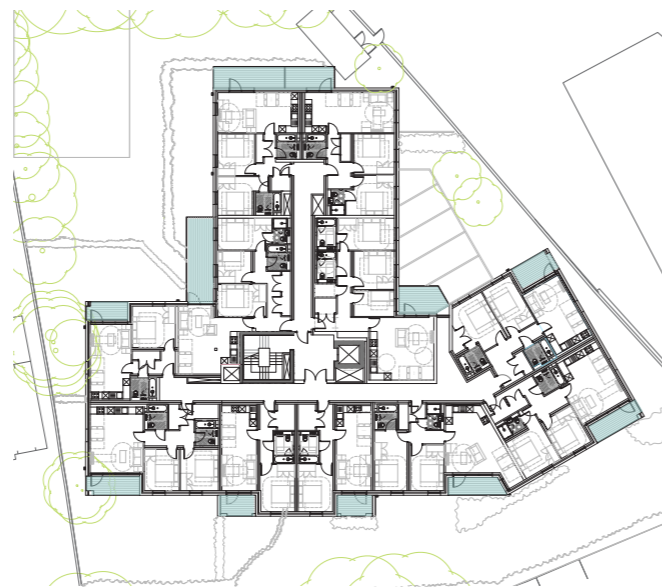
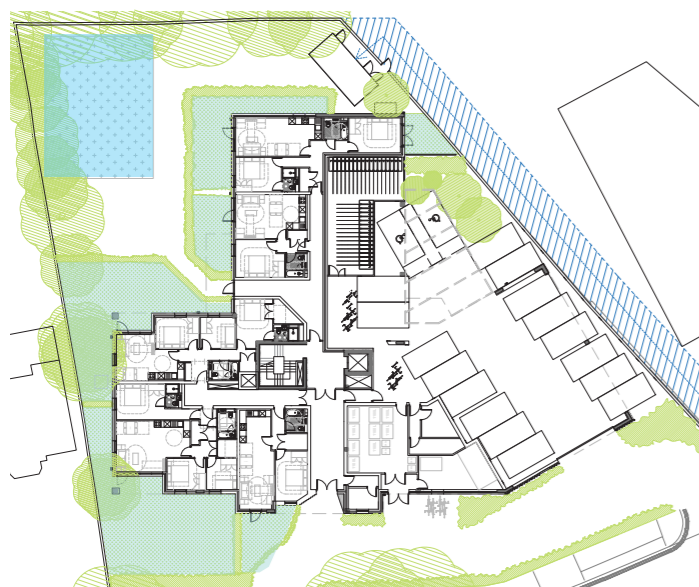
- There are 9 no. 3-bed flats in the scheme which is a 21% provision of the total.
- This is what is feasible given the policy constraints e.g. on amenity provision for larger units, and the fact that the scheme is a block of flats.
- The viability / AH offer is going to be tested and agreed with the LPA during the determination period.



Children's' play area
Private amenity space

Comments Received:

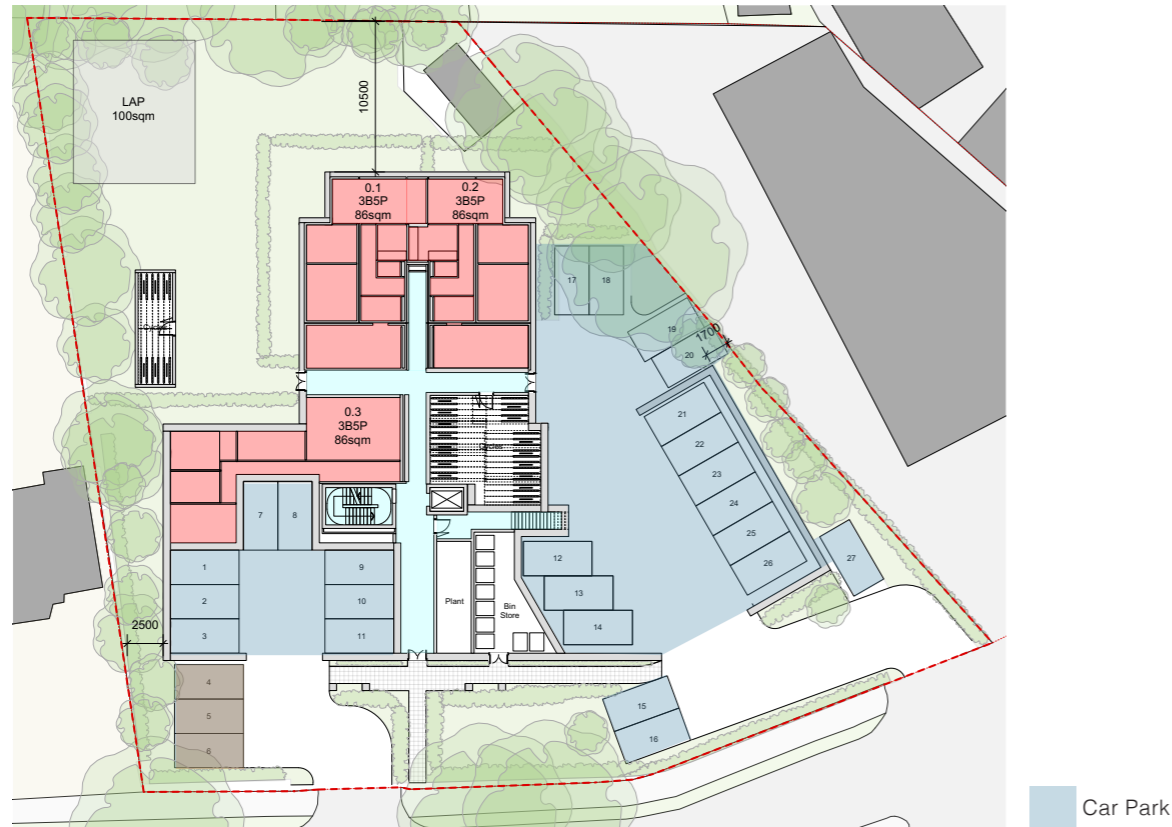
- The private amenity space standards for 3 bed units, regardless of floor level, is 50sqm. The private amenity space standards for 1 or 2 bed units is 20sqm Any shortfall in private amenity space should be offset by communal amenity space. Each balcony/terrace should at least meet London Plan policy D6 standards – i.e. a minimum of 5 m² of private outdoor space for 1-2 person dwellings and an extra 1 m² for each additional occupant, and it must achieve a minimum depth and width of 1.5m.
- On-site play space for children should be included as part of the amenity space offer. 10sqm per child should be provided, this is to be determined using the GLA child play space calculator.



Children's' play area
Private amenity space

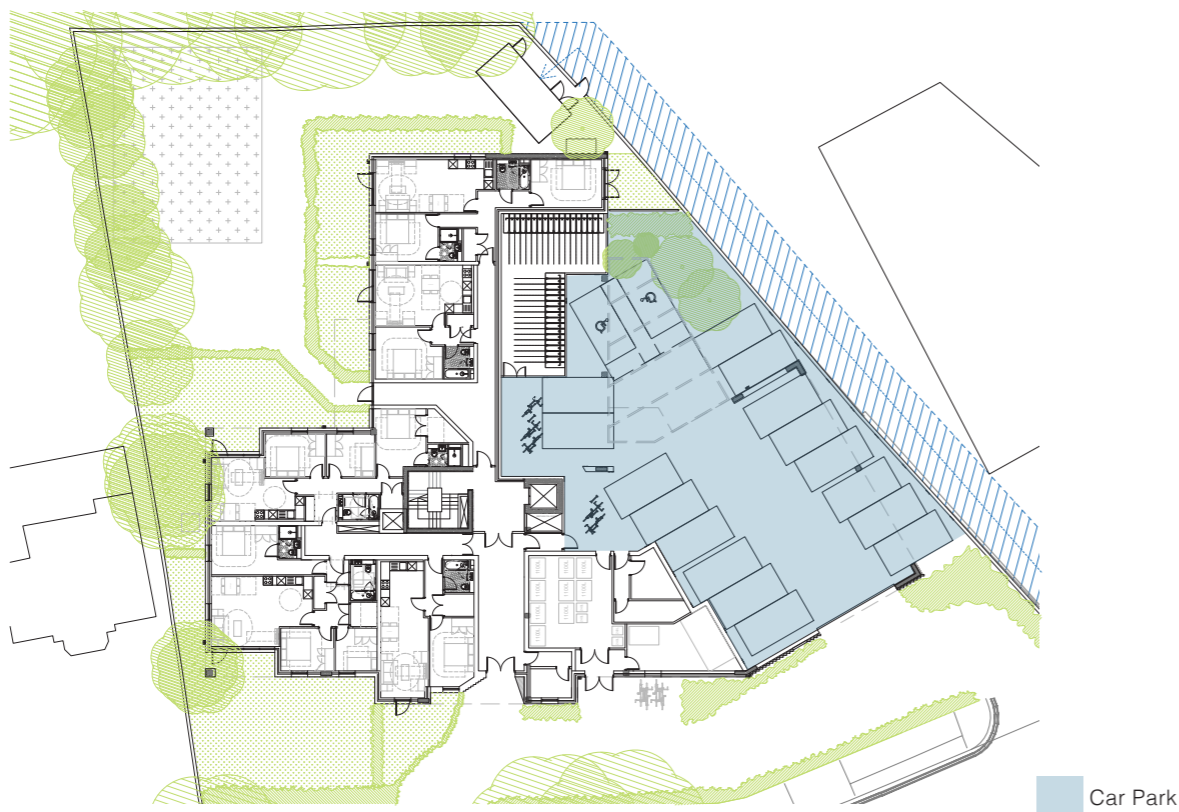
Response:

- Private amenity spaces as shown in the current plans comply with both Brent and the London Plan Standards. GF flats have 50m² private amenity space as a minimum. The amenity spaces of the upper floors comply with the London Plan standards and any shortfall is offset by the communal garden at GF and the terraces on the upper levels.
- On site play space for children has been added to the proposals and been determined by the GLA child play space calculator.
- A detailed proposals for the landscape has been put together.



Comments Received:

- The proposal should provide 0.75 parking spaces per flat, this is based on expected demand based on census data. A parking survey should be undertaken to determine what level of on-street parking is available. At least 2 disabled parking bays will be needed from the outset.
- Efforts should be made to reduce the level of hardstanding and increase the level of green space and natural amenity space.
- One visitor cycle space would be required as a minimum.
- The pre-app 2 proposals would result in a need for 11 x 1,110l Eurobins. The refuse store shown in the pre-app 2 proposals is approximately 14m from where refuse vehicles could park which is just over the maximum distance, but this could be addressed by providing a more direct footpath to the store from the service road.



Response:

- As demonstrated by the parking survey carried out by Waterman, there is capacity in the immediate surroundings of the proposed building to accommodate the cars that cannot be parked within the development, which provides for 18no parking spaces including 1no disabled parking. The London Plan requires 3% of total parking spaces to be provided as disabled parking while Brent Policy requires 10% if all accommodation is private and the proposals reflect this. The car park has been rearranged to provide a more active building frontage and no car parking are proposed in front of the building.
- Green spaces have been maximised to the front of the building.
- Visitor cycle spaces have been provided in front of the building.
- Bin store updated to show required number of bins. Binstore location retained with access from the main facade. Refer to the Waste Strategy submitted as part of the Planning Application.