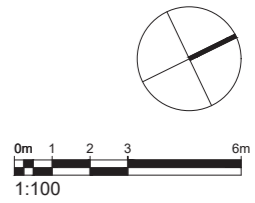


# 4.07 PROPOSED LAYOUTS

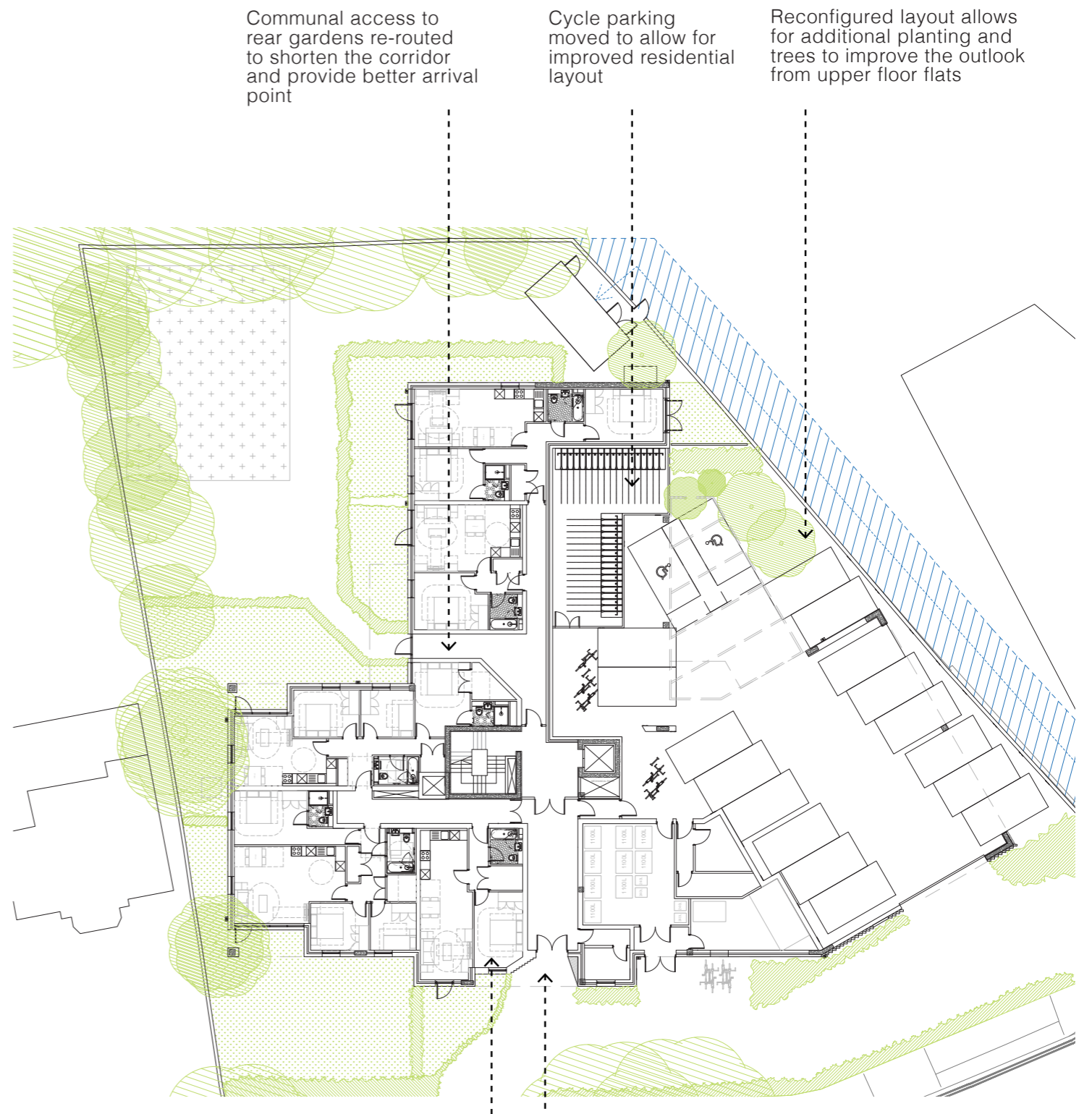
## GROUND FLOOR PLAN



- 1 Bed
- 2 Bed
- 3 Bed
- Circulation
- Facilities/  
Storage
- Plant
- Existing substation  
access  
boundary
- Flat access
- Building access



Design as presented at the pre-planning review in August 21



Current proposed ground floor plan

Communal access to rear gardens re-routed to shorten the corridor and provide better arrival point

Cycle parking moved to allow for improved residential layout

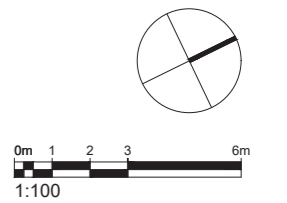
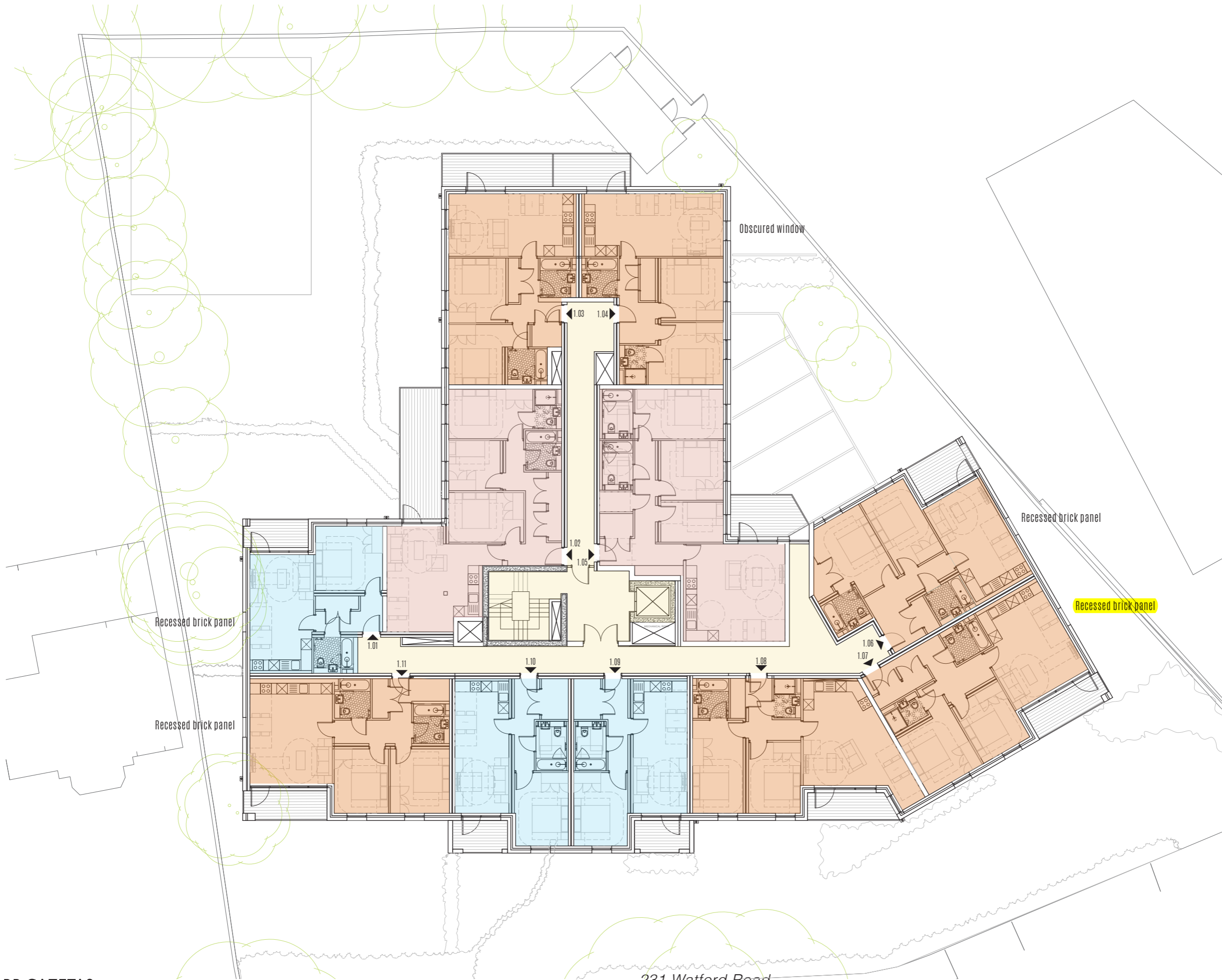
Reconfigured layout allows for additional planting and trees to improve the outlook from upper floor flats

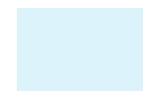


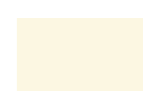

Plant area relocated and frontage activated

Material changes to the entrance design serve to provide contrast and improve its visibility

# 4.07 PROPOSED LAYOUTS

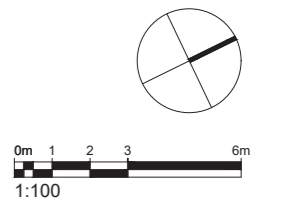
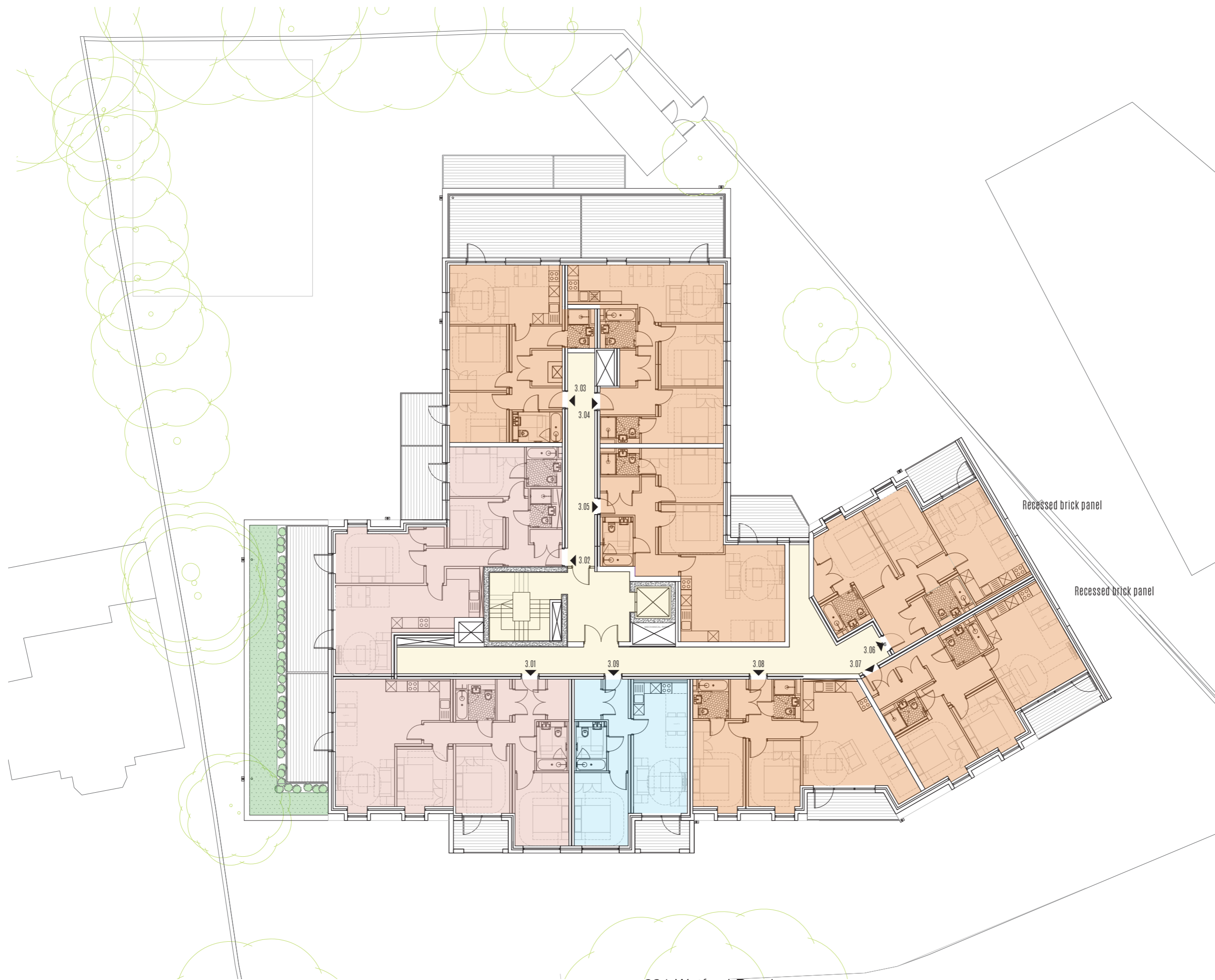
TYPICAL FLOOR PLAN



-  1 Bed
-  2 Bed
-  3 Bed
-  Circulation
-  Flat access

# 4.07 PROPOSED LAYOUTS

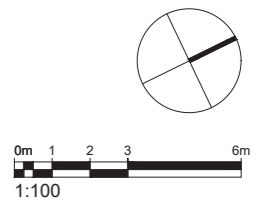
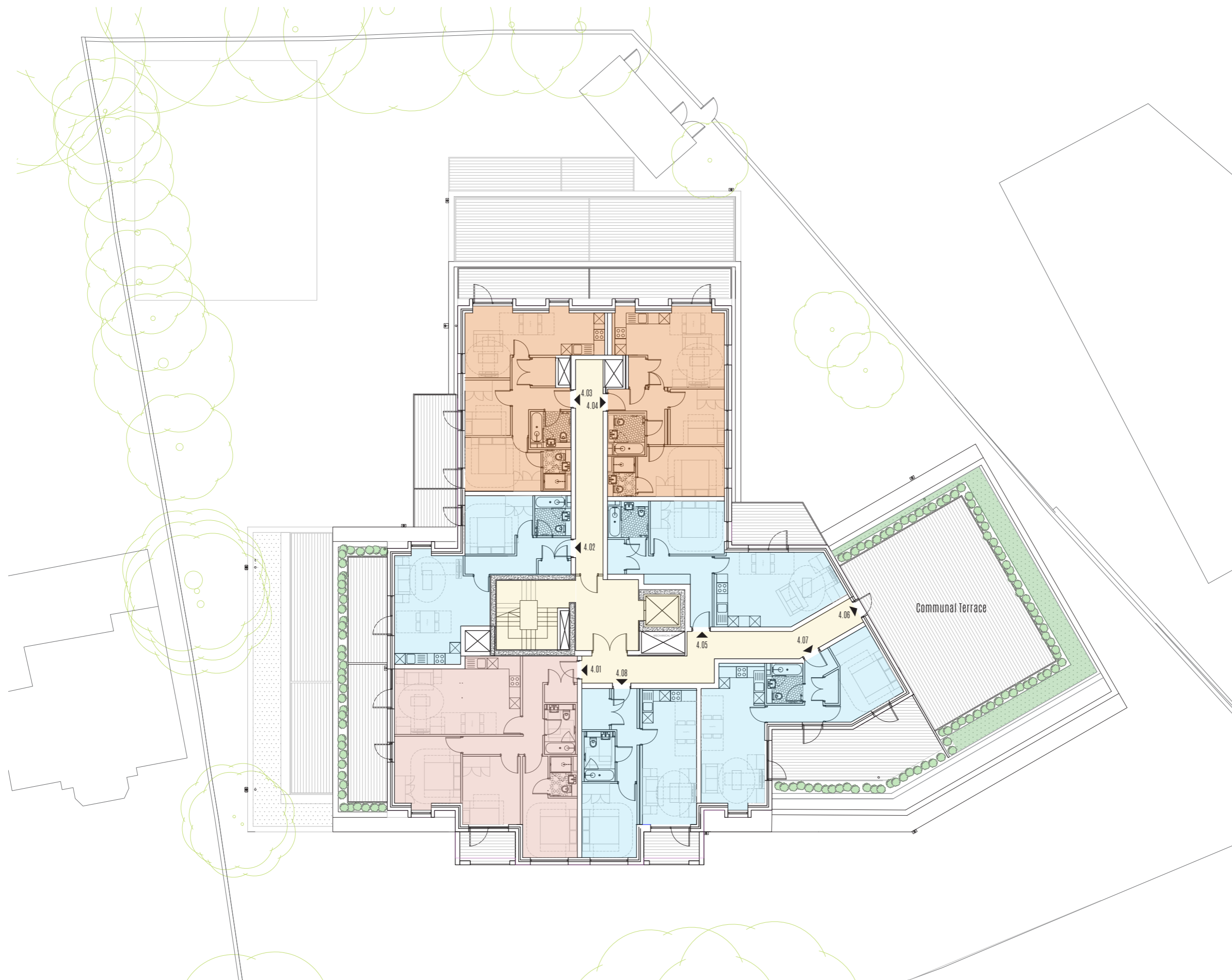
THIRD FLOOR PLAN

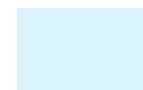


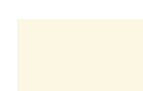



- 1 Bed
- 2 Bed
- 3 Bed
- Circulation
- Flat access

# 4.07 PROPOSED LAYOUTS

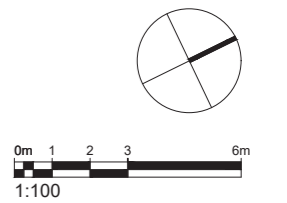
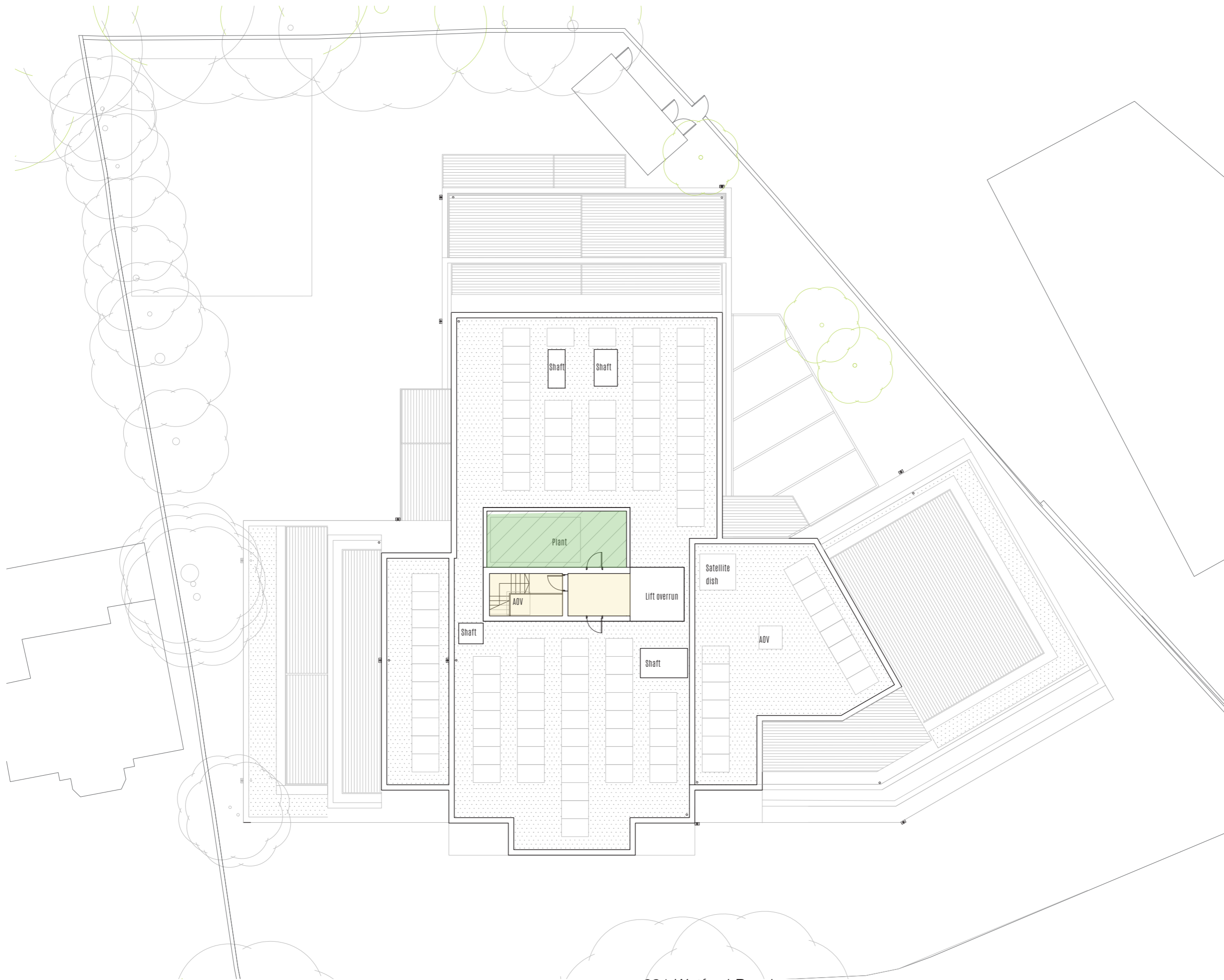
## FOURTH FLOOR PLAN

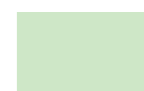
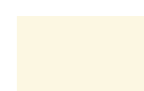



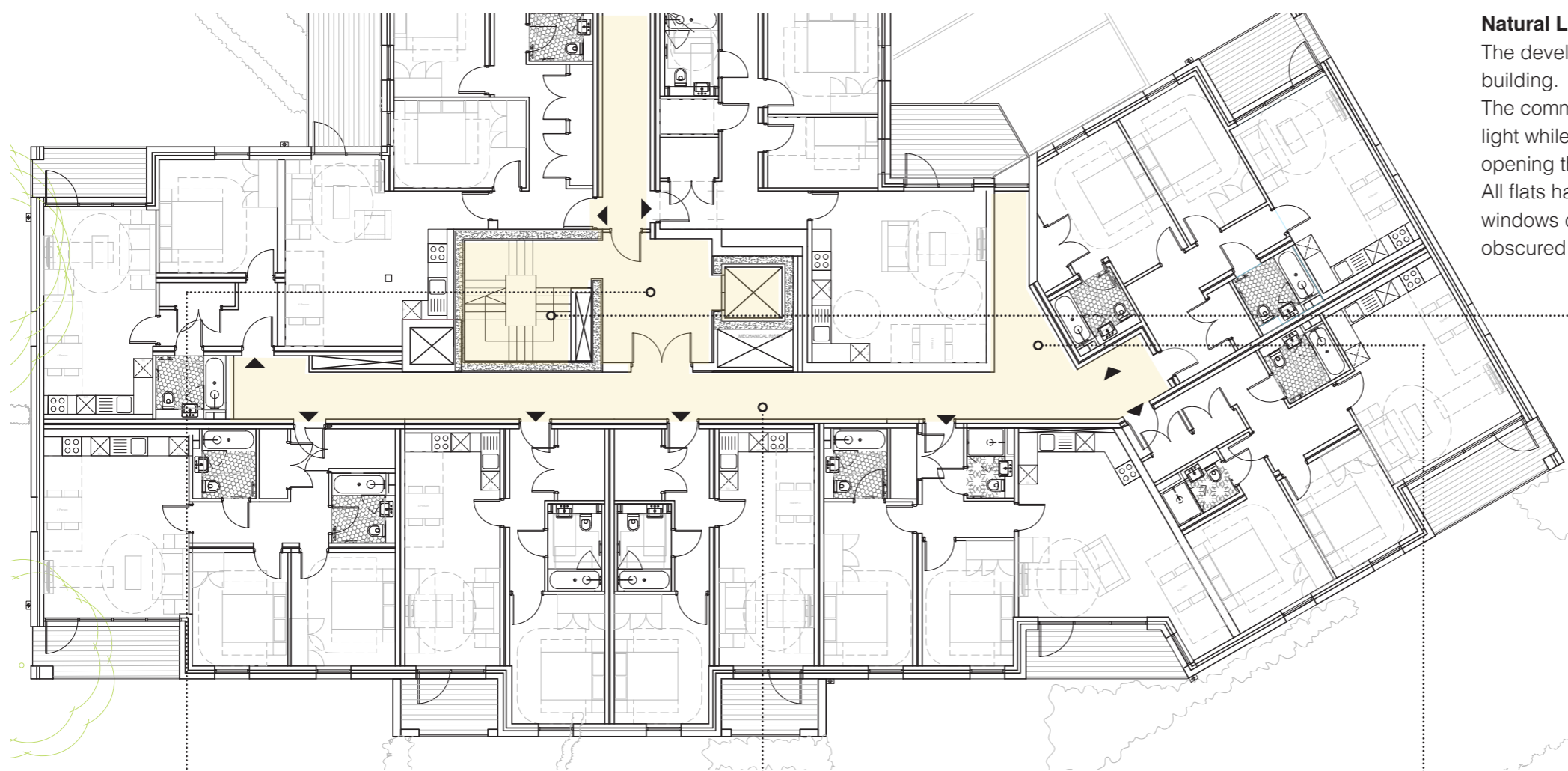
-  1 Bed
-  2 Bed
-  3 Bed
-  Circulation
-  Flat access

# 4.07 PROPOSED LAYOUTS

ROOF PLAN



-  Plant
-  Circulation
-  Flat access



**Natural Light**

The development is seeking to maximise natural light throughout the building.  
 The communal GF corridor has three points of access and sources of natural light while the 1F, 2F and 3F have an east facing window. The 4F have an opening through the communal terrace.  
 All flats have windows in all habitable rooms. Some flats have obscured windows due to overlooking but the same rooms have additional non obscured openings.

Typical floor plan highlighting common parts



Stone tiles and feature lights



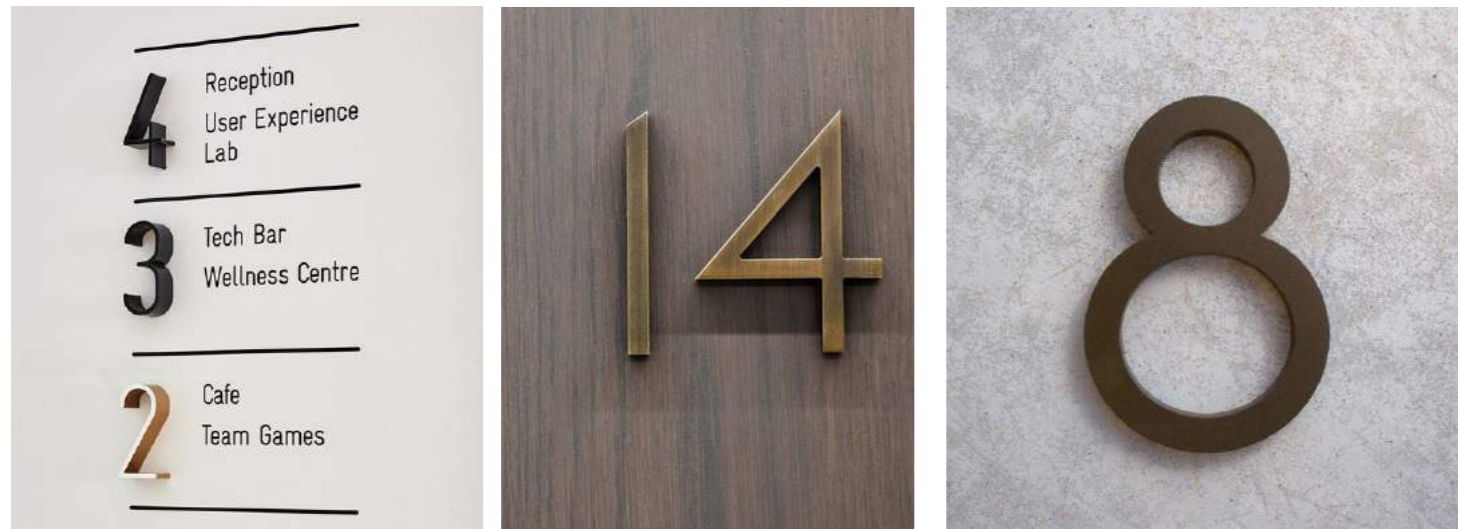
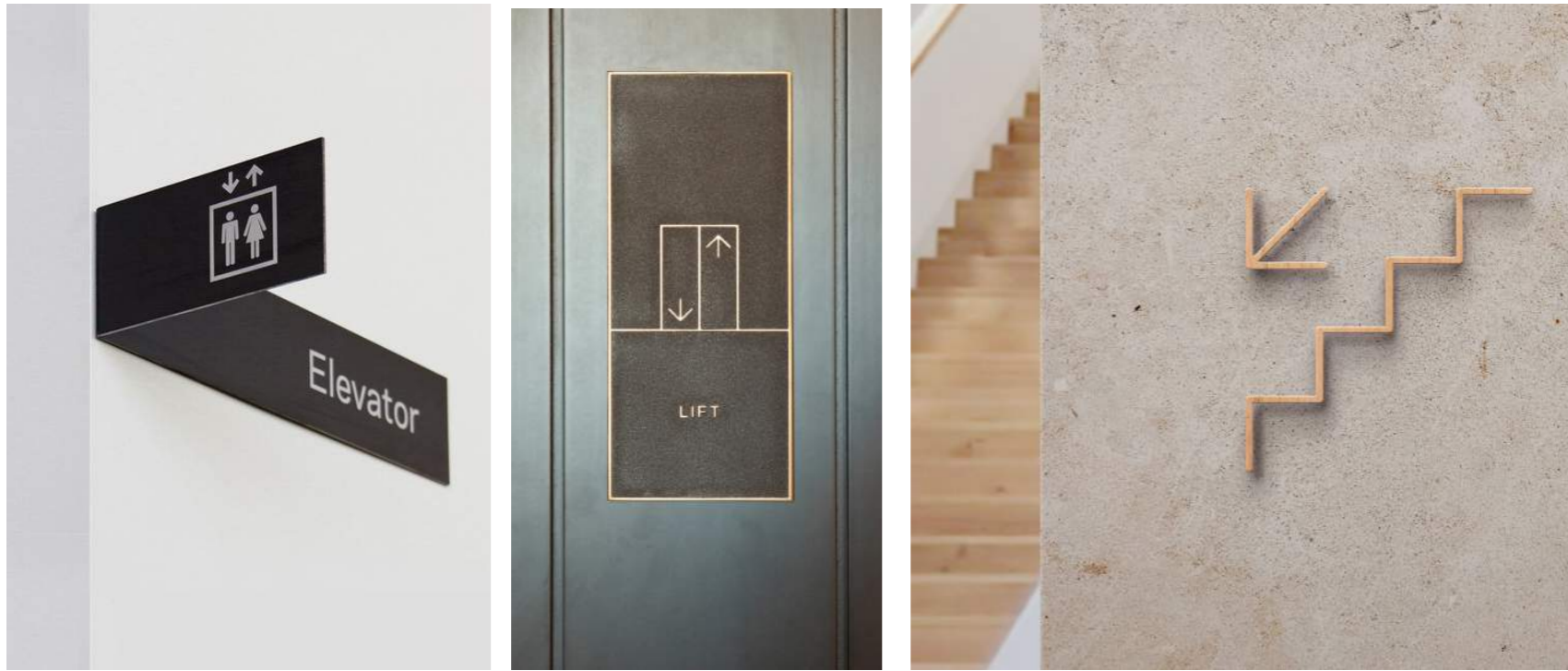
Acoustic panels



Dropped ceiling with integrated lights



Integrated signage and stair



Proposed wayfinding icons



# 4.10 PROPOSED SECTIONS

CONTEXT SECTION THROUGH JOHN LYON ROUNDABOUT



15 Amery Road - 31m away

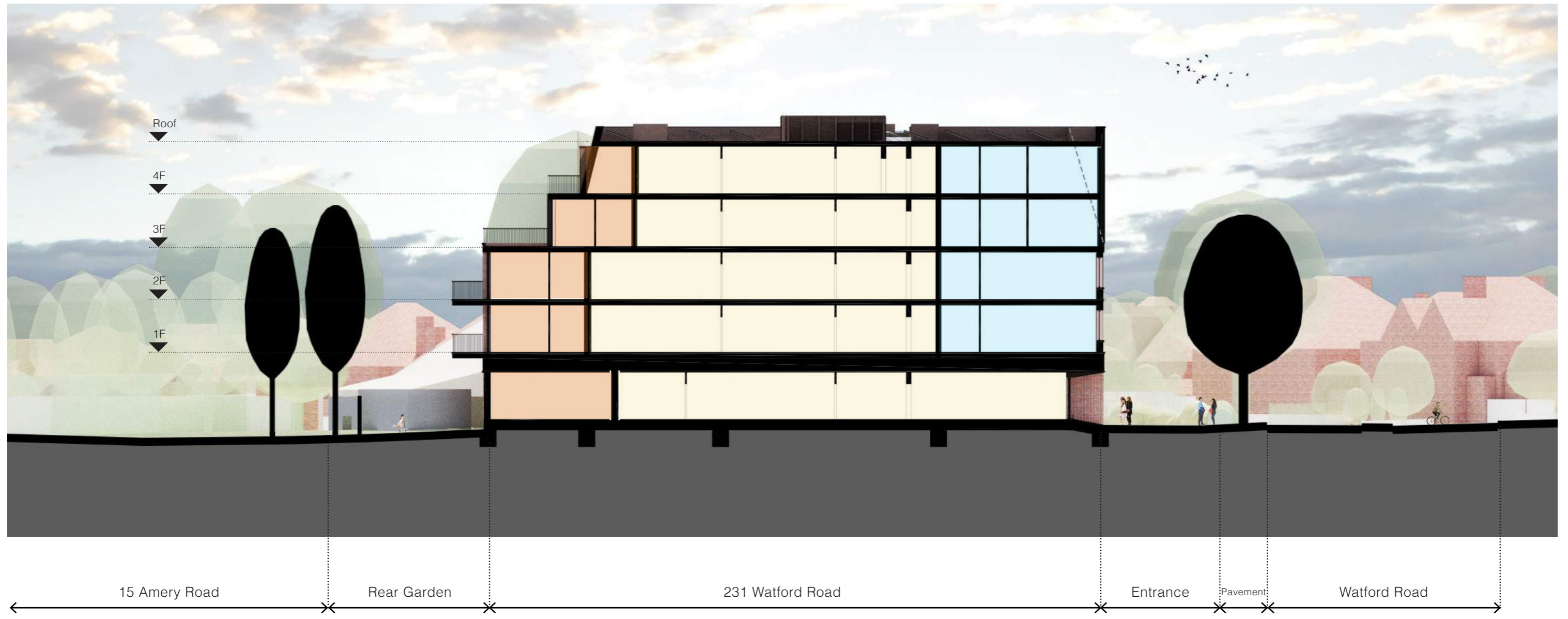
231 Watford Road

John Lyon Roundabout

1 The Crescent - 83m away

- 1 Bed
- 2 Bed
- 3 Bed
- Circulation





- 1 Bed
- 2 Bed
- 3 Bed
- Circulation

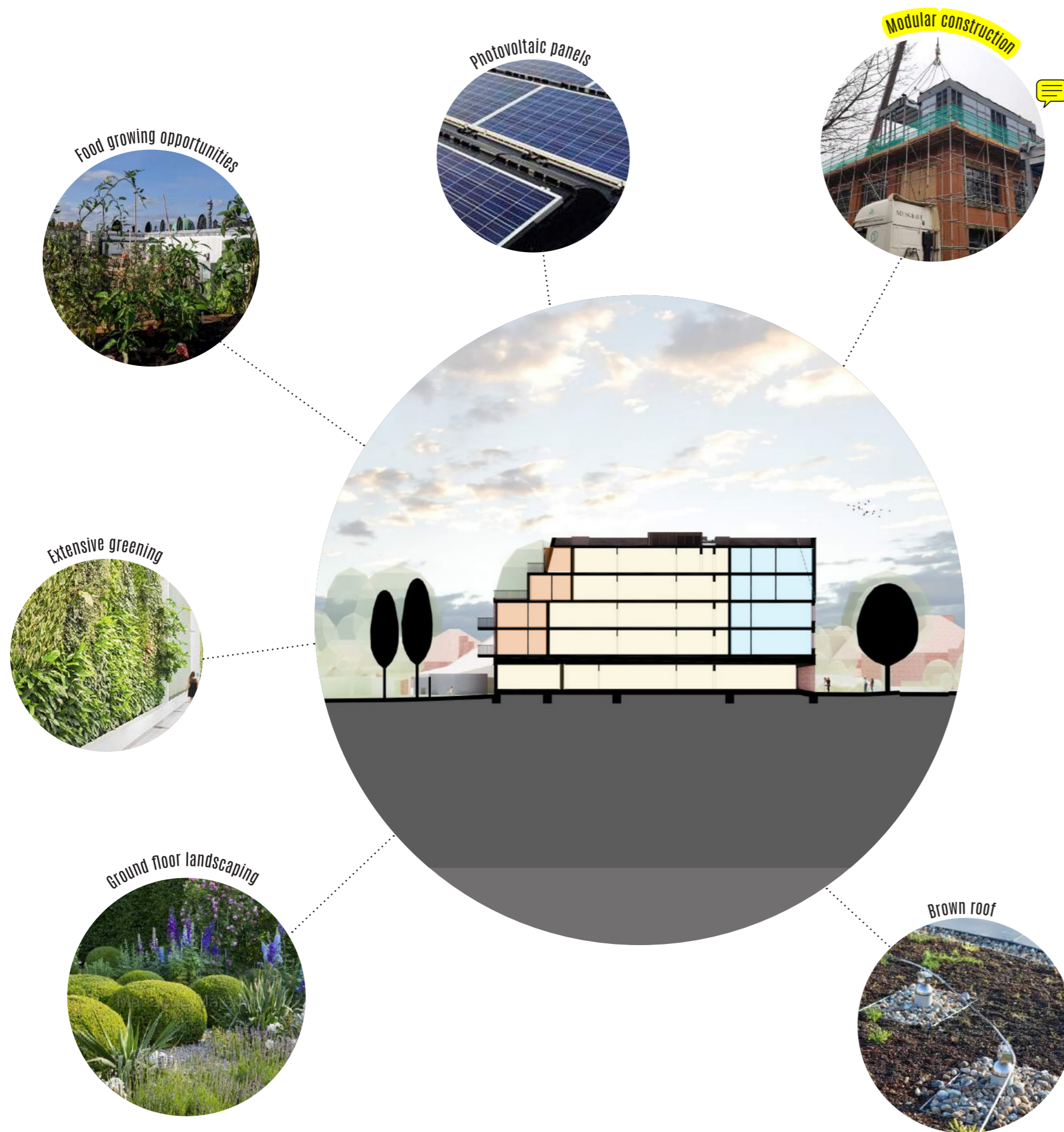




← 133 Sudbury Court | 135 Sudbury Court | 231 Watford Road | Formula One →

- 1 Bed
- 2 Bed
- 3 Bed
- Circulation





The London Plan requires major developments to be net zero-carbon and the scheme seeks to achieve this.

The carbon reduction strategy will follow the energy hierarchy: Be Lean (use less energy), Be Clean (supply energy efficiently), and Be Green (use of low and zero carbon energy sources). The Energy Strategy shows that the building achieves an overall improvement in regulated emissions over the Building Regulations Part L standards for regulated emissions of minimum of 72.97%.

1. Be Lean:

The proposed passive design and efficiency targets will be achieved through careful consideration of the building design, high-performance façade, and high-efficiency building services. The following passive design and active energy efficient measures are being considered within the development:

- High-performance, engineered façade optimising levels of insulation and shading
- Windows carefully designed to balance daylight, heat loss and heat gain
- Solar control measures
- Improved U-values
- Highly energy efficient central plant
- Energy efficient ventilation
- Low energy lighting

2. Be Clean:

There is no existing DHN network within 500m from the site however the site is within heat map of interest therefore the possibility of the future connection of DHN has been considered.

3. Be Green:

A number of renewable technologies are being considered, including:

- Solar Photovoltaics
- Air Source Heat Pumps

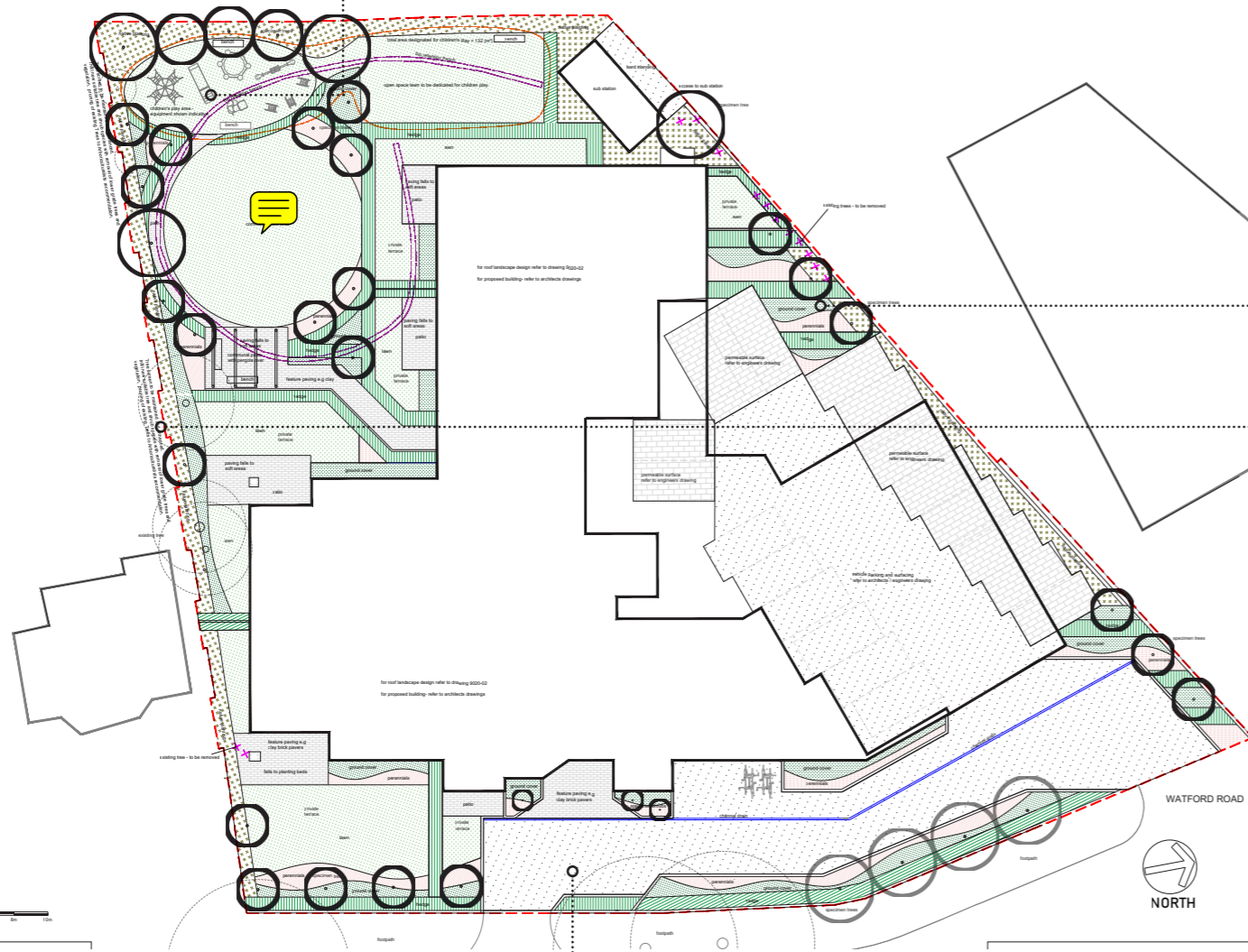
Additional opportunities to develop the sustainability agenda on this project with innovative solutions, include:

- Extensive greening providing significant biodiversity gain
- Accessible terrace and garden areas with food growing opportunities for residents
- Ground floor landscaping improving ecological value and contributing to improved local air quality
- Modern Methods of Construction and off site manufacturing to reduce waste
- Enhanced cycle storage

The specifications of key building elements are also going to be pushed to ensure materials are selected that are best in class in terms of carbon footprint and/or maximise recycled content. Manufacturers that have adopted Circular Economy principles in their manufacturing processes will be given priority.



Wooden children's playground



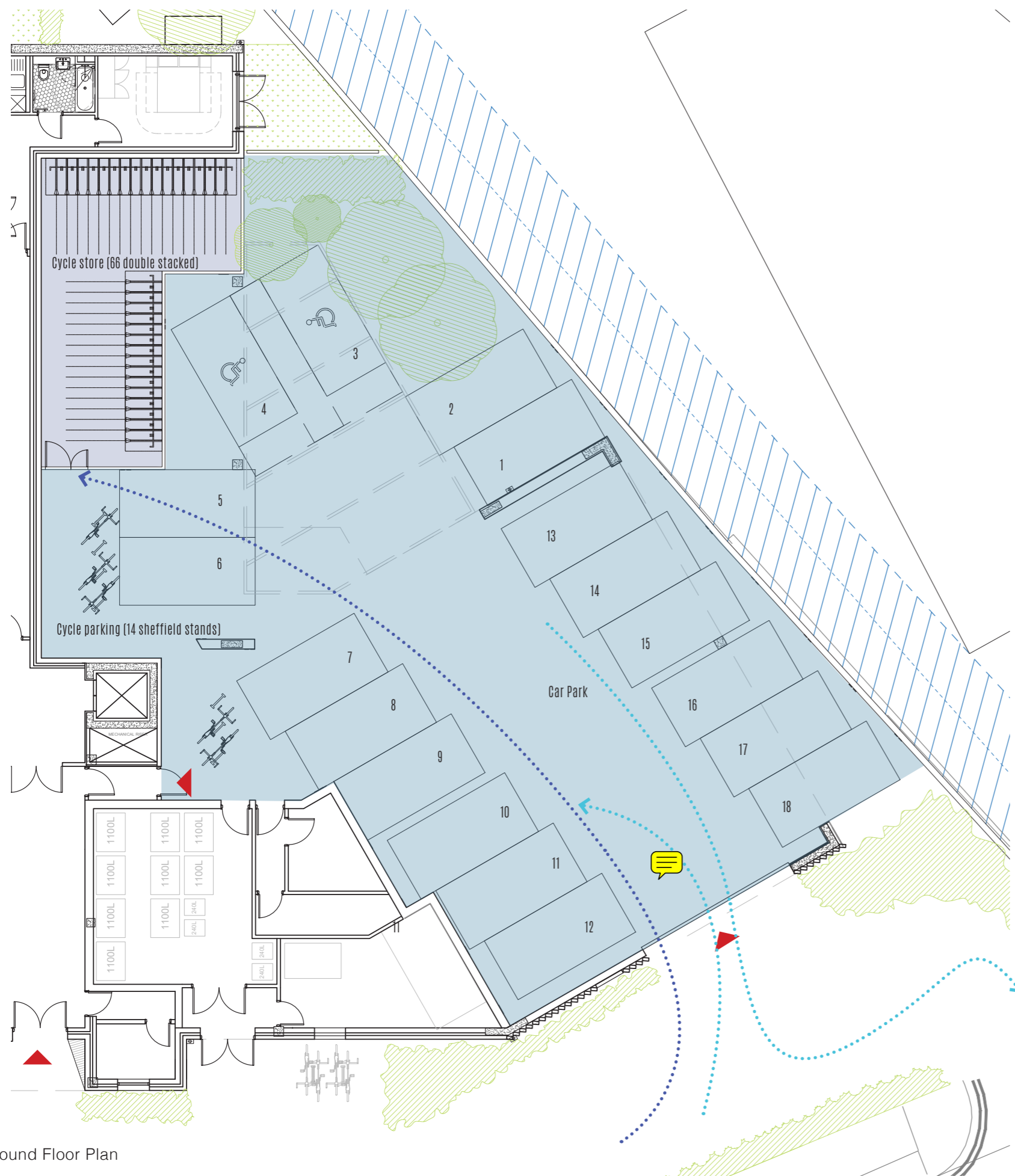
Screening hedges and boundaries treatments



Planters with integrated seating and decking - upper floors communal terraces



Clay pavers



Ground Floor Plan

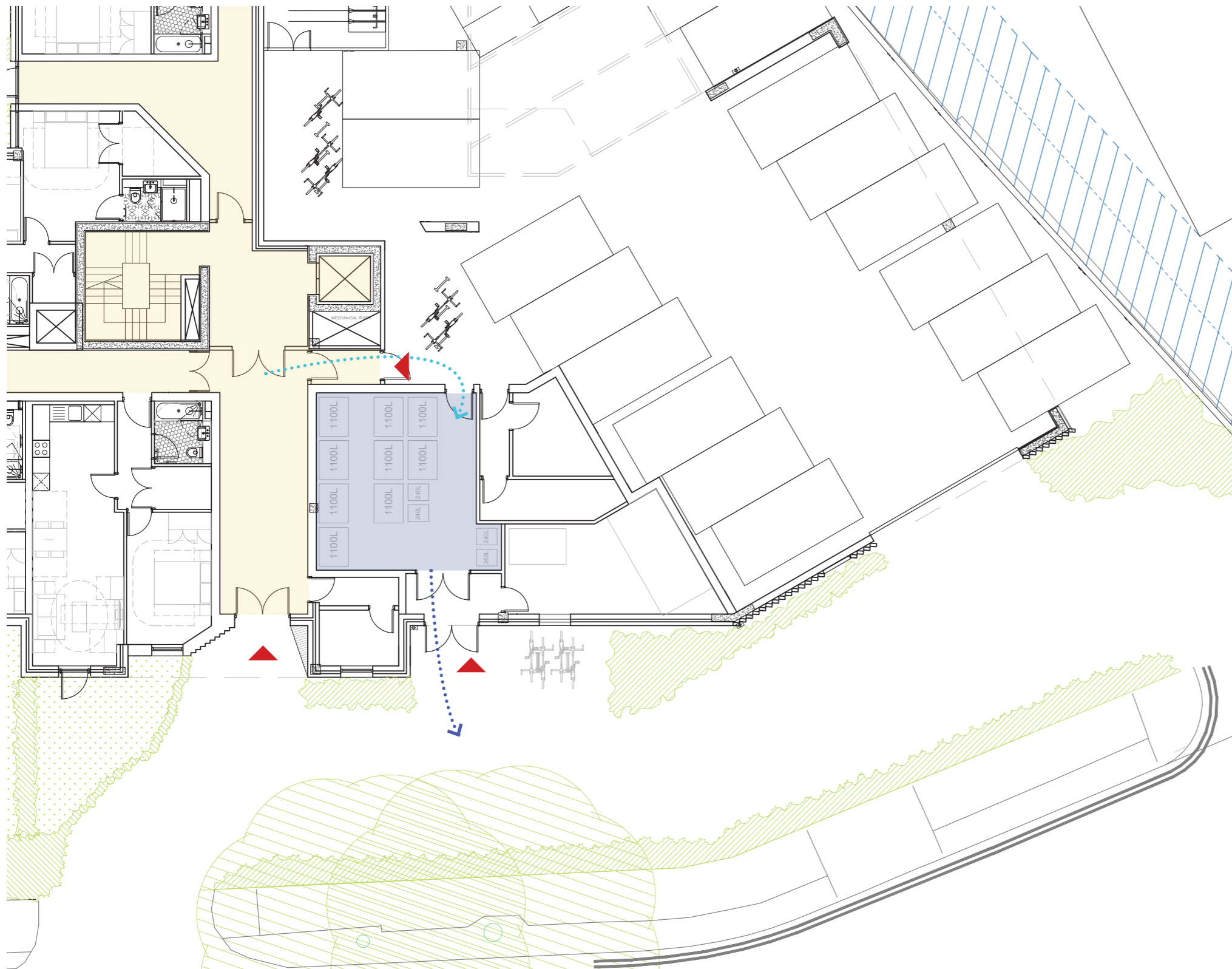
**Cycle parking:**

The cycle storage has been calculated in accordance with The London Plan, March 2021 and therefore 1.5no. bike spaces have been provided for 1B2P flats while 2no bike spaces have been provided for all other flats for a total of 80no. spaces. These include for spaces for larger bikes in accordance with TfL guidance which requires 5% of the cycle parking to be for larger bikes.

**Car Parking:**

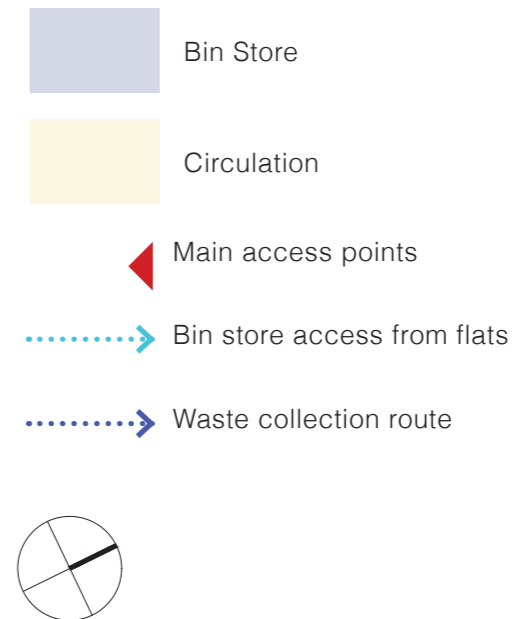
The Scheme makes provision for a total of 18 on-site parking spaces, including the provision of two disabled parking bay. 9no active charging facilities are also proposed which exceed the min London Plan required, which would be 4no (20% of the total parking). The maximum permitted car parking provision for the proposed scheme is 45.5 spaces based upon the LBB Parking Standards. The forecast car ownership associated with the scheme, based on National Census data for Brent 008A, is 32 vehicles. Parking surveys (conducted according to the Lambeth Methodology) identify available on-street parking capacity for approximately 23 vehicles on the immediately surrounding network and 150 available spaces within the wider 200m walking distance of the development. A parking accumulation model has been developed based upon a starting occupancy of 38 vehicles (i.e. displacement of 20 vehicles) and finishing occupancy of 34 vehicles (displacement of 16 vehicles). It is considered that the forecast displacement is likely to represent a robust 'worst case' estimate of parking demand as it does not account for shifts by residents to more sustainable and active modes of travel. The proposed 18 spaces accommodate approximately half the likely parking demand associated with the site. In unconstrained circumstances, the forecast parking accumulation for the development will likely exceed the provided capacity of 18 bays and result in a total of 16-20 vehicles displacement. The parking surveys conducted in May 2021 indicate that there is sufficient existing capacity in the surrounding highway network to accommodate the identified displacement on-street without detrimental impact upon existing on street parking conditions, highway conditions, other forms of movement or the environment.





LB Brent guidance is set out in their 'Waste and Recycling Storage and Collection Guidance for Residential Properties'. In design terms, collection operatives will be able to get to within 10m (for Eurobins) of the storage location, so the refuse vehicle will be able to enter / exit the site from the existing access points. Based on the LBB guidance, an assumption of weekly collections, and the current proposal, the Scheme is likely to generate a requirement for 9 Eurobins (1100 litre) and 4 wheeled bins (240 litre) as follows:

- Dry Recycling (4680 litres) = 4 Eurobins, 2 Wheeled bins
- Residual Waste (4680 litres) = 4 Eurobins, 2 Wheeled bins
- Food Waste (966 litres) = 1 Eurobin



Ground Floor Plan

## 4.15 NATURAL LIGHT , AIR QUALITY AND NOISE



### Air Quality

The key findings in regards of the site air quality are as follows:

- All modelled receptor locations on the development site were predicted to be below the Air Quality Objective (AQO)
- The highest value predicted is 32.1µgm-3 which is approximately 80% of the AQO of 40µgm-3
- A single existing receptor on the nearby roundabout was predicted to exceed the AQO (43µgm-3), but the impact of the development on this location is minimal (change of 0.1µgm-3)
- All levels of PM10 are well below the AQO

The results are positive and there will be no a need for mechanical ventilation. Being below the AQO means that the expected pollution is at a lower level than the level that would typically cause concern. It is unlikely that there will be a need for extra measures to tackle air quality in the development. Please also refer to the Air Quality Assessment for more details.

### Noise

The average daytime and night-time noise levels recorded are detailed in the table below.

Location	07:00 to 23:00 L <sub>Aeq,1hour</sub> , dB	23:00 to 07:00 L <sub>Aeq,8hour</sub> , dB	10 <sup>th</sup> highest L <sub>Amax</sub> dB
Front façade of 231 Watford Road	66	61	79 <sup>1</sup>
Rear façade of 231 Watford Road	62	58	69
Corrected rear façade of 231 Watford Road (front -5dB)	61 [-5dB correction]	56 [-5dB correction]	69 [no correction]

It is recommended that in order to meet the LPA requirements, acoustic fenestration and ventilation measures be considered in order to protect the daytime and night-time amenity of future occupiers.

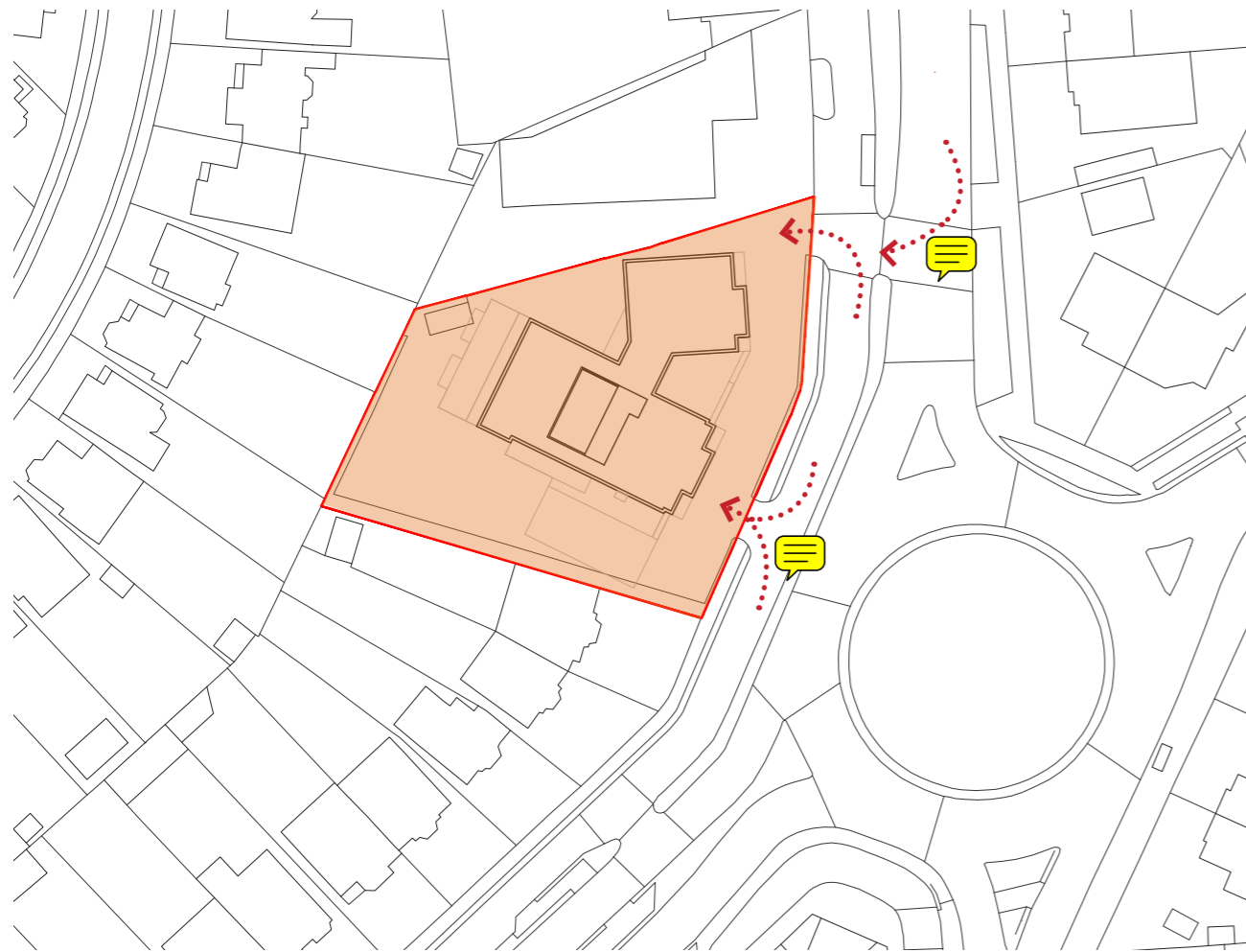
To reduce daytime and night-time noise exposure in the proposed dwellings, attention should be given to the sound insulation of the façade of the building. The windows and trickle vents will normally be the weakest elements of any façade. Glazing with an appropriate acoustic performance will be able to provide sufficient attenuation from noise levels generated from the adjacent highways and reduce internal noise levels to meet the levels stated within ProPG, BS 8233:2014 and WHO guidelines for Community Noise. Please also refer to the Noise Impact Assessment for more details.





05 / Access

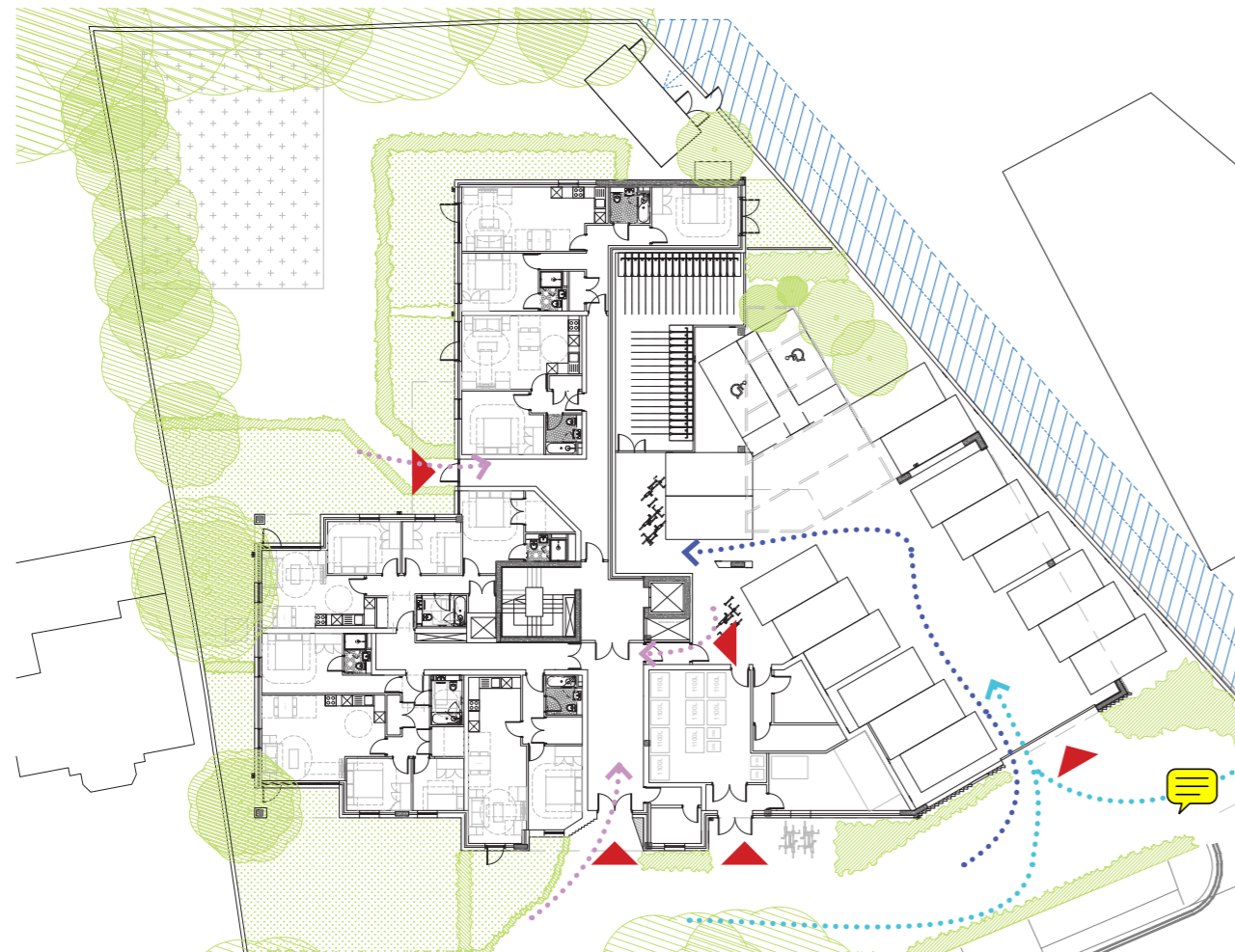
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Proposed Site Plan









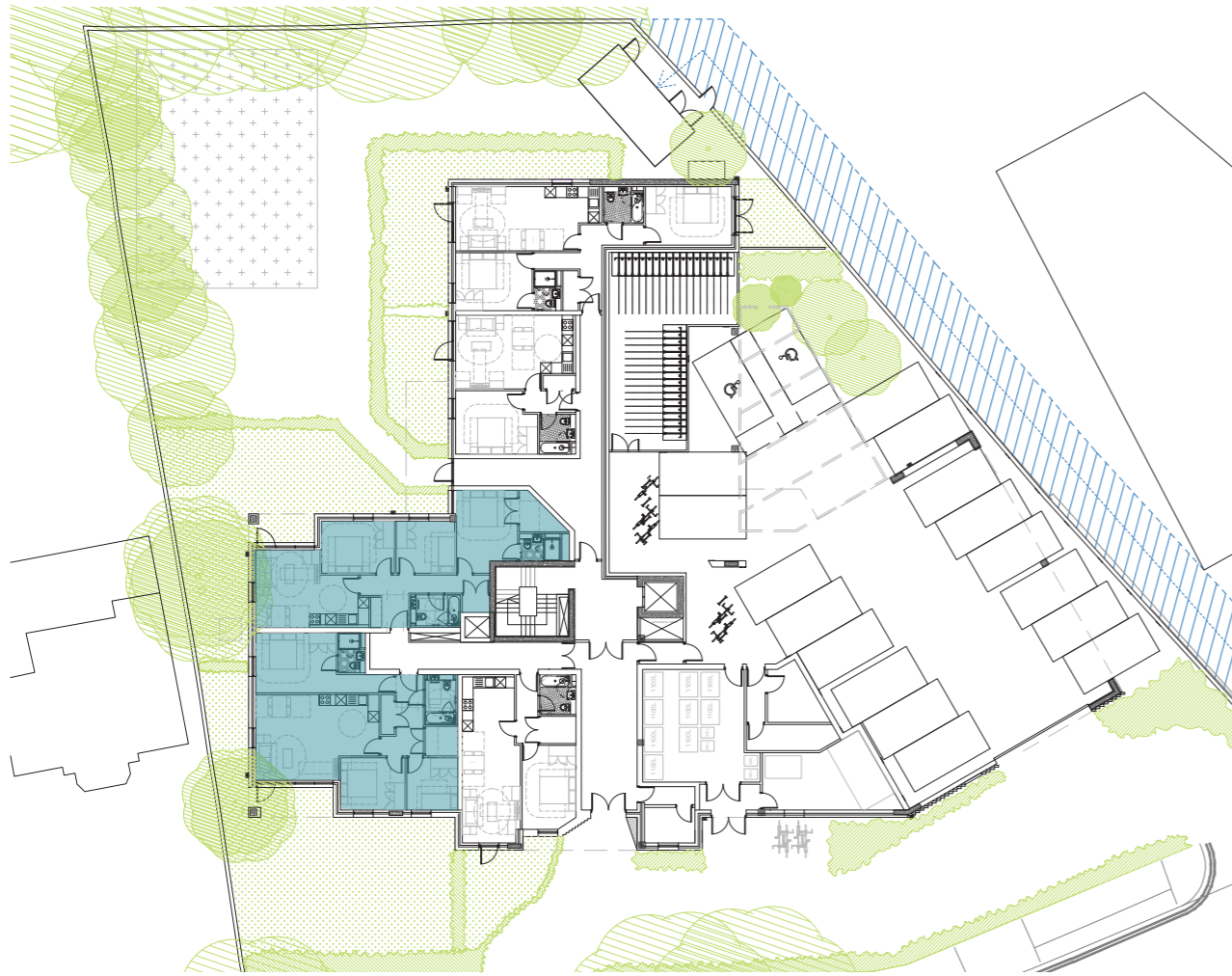
The existing dual site access from Watford Road and Sudbury Court Drive has been maintained and includes for pedestrian, cycle and vehicular access as illustrated within the page.



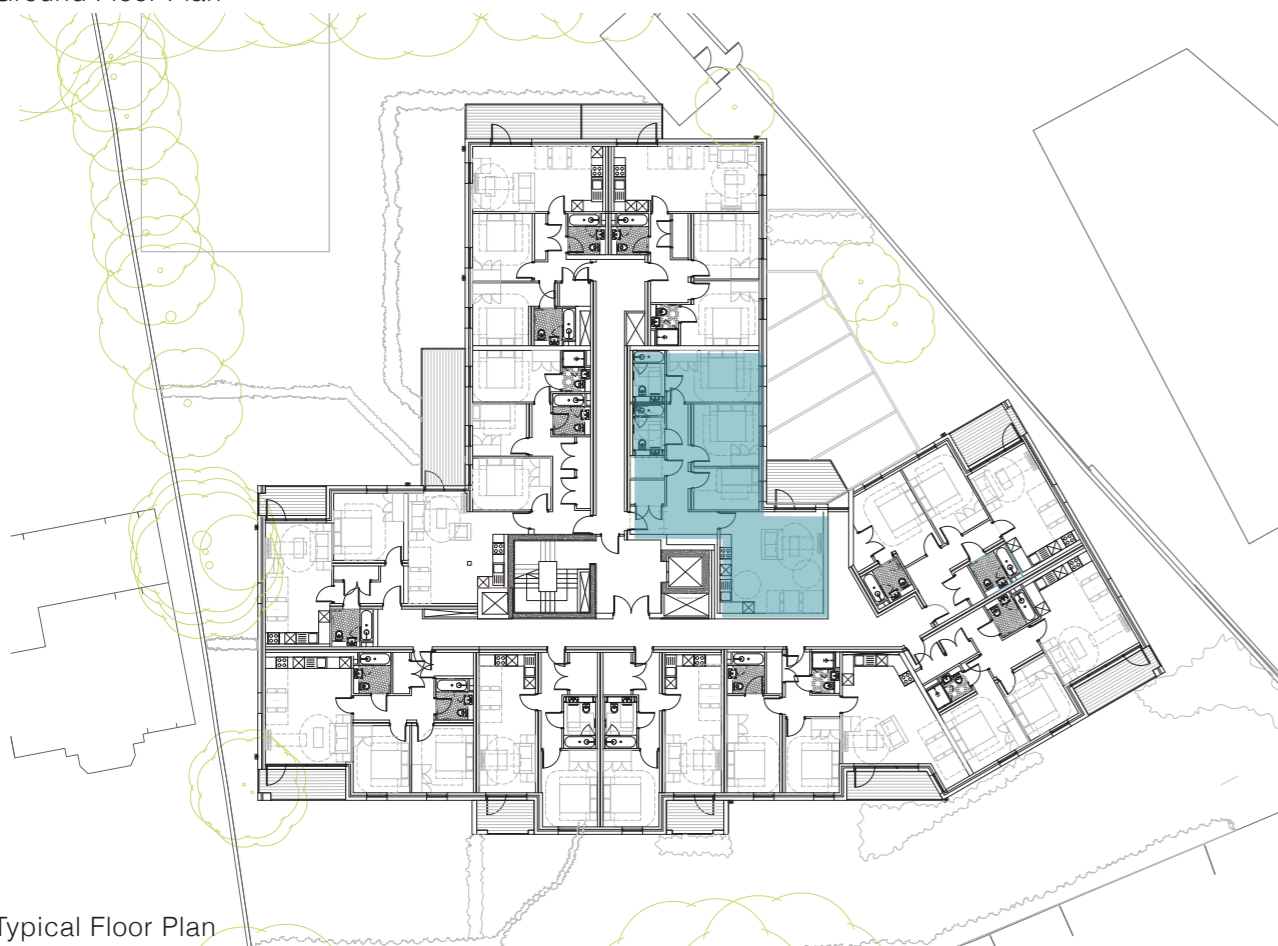
Ground Floor Plan  
BARR GAZETAS



-  Site
-  Building step free access points
-  Site access
-  Vehicular access
-  Cycle access
-  Pedestrian access

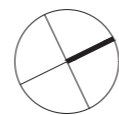


Ground Floor Plan



Typical Floor Plan

 Accessible flats



The proposals include for 39no x M4(2) homes and 4no x M4(3) homes, which represent 10% of the total flats provided. The accessible units are highlighted within this page and are located on GF, 1F and 2F. A DDA compliant lift is provided to access the upper floors of the building.