

Briefing Notes

ITEM 01 - Smiths Farm, Northolt, UB5 6AH

Amended recommendation

In response to the TFL comments, the applicant has now agreed additional contributions be included in the S106 Agreement.

Amended Heads of Terms to include:

- £221,000 towards bus service enhancements
- £110,950 towards measures to mitigate impacts on Northolt Station.

Further representations

Comments were received from Transport for London at a late stage and could not be included in the committee report. These comments are summarised as:

- a contribution of £110,950 towards Northolt Station should be secured based on the impact of the proposed development on the Station. This contribution should be separate to the contribution of £100,000 towards Town Centre Improvements in the committee report, which focuses on improving the active travel environment rather than public transport infrastructure.
- a contribution towards bus service enhancements is required related to the impact of the proposed development on the surrounding transport network. TfL estimate the proposed development will generate a total of 34 bus trips during the AM peak. Based on this, a proportionate contribution of £221,000 towards bus service enhancements should be secured from this development, in line with Policy T4.
- A Parking Design and Management Plan is to be secured through condition. This should detail how a further 7% of dwellings can access a disabled parking space, should demand arise.
- It is welcomed that 40% of the parking spaces are to be provided with active electric vehicle charging provision with passive provision for all remaining spaces but need to confirm how this is to be secured.
- It is disappointing that the applicant has not undertaken a night-time ATZ despite this request being raised as part of TfL's comments on the previous application and at pre-application stage.
- A Travel Plan is to be secured within the S106 agreement and the targets within the Travel Plan should be in line with the Mayor's strategic mode shift target, identified in Policy T1.

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- A Construction Logistics Plan should be secured through condition. TfL's preference is that further detail on measures to be implemented to ensure bus operations are not adversely impacted should be identified at this early stage.
- The committee report references TfL's concerns about the delivery and servicing arrangements, and that additional information will be provided to TfL prior to Stage 2 referral. The preference would be that this is resolved prior to the application being determined by committee.

Notes/Additional Clarifications

1. In the Main Issues section of the report, the reference to Metropolitan Open Land should be to Metropolitan Green Belt.
2. In the report section on Impacts on Residential Amenity, the following paragraph should be inserted.

Immediately to the north of the site on Kensington Road is a 2 storey residential property, Allendale, which is occupied as 3 flats. While this property lies close to the proposed 4 storey Block A, the windows in its facing flank wall mainly serve staircases and one at ground level has obscured glazing. In addition, the adjoining property's flank wall and rear garden are largely screened by tall trees while there would be only a few narrow windows in the facing flank wall of Block A. No unacceptable impacts on amenity appear likely here.