



Supplementary - Planning Committee

Thursday, 12 May 2011 at 7.00 pm

Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

Membership:

Members

Councillors:

Sheth (Chair)
Daly (Vice-Chair)
Baker
Cummins
Hashmi
Kabir
McLennan
Mitchell Murray
CJ Patel
RS Patel
Singh

First alternates

Councillors:

Thomas
Long
Kansagra
Cheese
Castle
Oladapo
J Moher
Van Kalwala
Lorber
Gladbaum
Hossain

Second alternates

Councillors:

R Moher
Naheerathan
HB Patel
Allie
Beck
Powney
Moloney
Butt
Castle
Harrison
Mashari

For further information contact: Joe Kwateng, Democratic Services Officer
(020) 8937 1354, joe.kwateng@brent.gov.uk

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:

www.brent.gov.uk/committees

The press and public are welcome to attend this meeting

Members' briefing will take place at 6.15pm in Committee Room 4

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
20. Supplementary		1 - 14

Item No.6

Supplementary Information

Planning Committee on 12 May, 2011

Case No. 10/3262

Location Kingsland Hotel, Kingsbury Circle, London, NW9 9RR

Description Demolition of the existing 28 bedroom hotel and external store and erection of a new 3, 4, 5 and 6 storey, 92 bedroom hotel with associated alterations to car park layout and vehicular access off The Mall and landscaping along the frontage.

Agenda Page Number: 67

Members site visit

At the site visit, Members requested confirmation that the external area at 6th floor would not be used as amenity space. It is the intention that the external area at 6th floor is provided for maintenance and emergency access only and a condition can be imposed to ensure the use is restricted. The recommended wording for the condition is as follows:

The use of the external area at 6th floor shall be restricted to maintenance and emergency access only. It shall not be used for any other purposes including amenity space without the prior written approval of the Local Planning Authority.

Reasons: In the interests of the amenities of neighbouring occupants.

Amendment to the Section 106 Agreement

An amendment to the financial contribution has been agreed between officers and the applicant and reads as follows:

(b) A contribution of £719 per additional bedroom (£46,016), due on material start and, index-linked from the date of committee for Training, Sustainable Transportation, Open Space and Sports and environmental improvements in the local area. A further £281 per additional bedroom (£17,984) index linked from the date of committee is due upon Practical Completion, unless the owner legally agrees to give paid training and employment for a year for two unemployed or school leaver residents from Brent, once the new hotel is ready.

There is no standard contribution for hotel bedspace to mitigate the impacts of the development. The provision of training and employment for local residents is considered to be of particular benefit. The financial contribution will also ensure funding is available to contribute towards highways improvements in the immediate locality.

Consultation Responses

Observations have been provided by the London Borough of Harrow, in which they advise that owners on the northern side of Kenton Road (Nos. 692 -736) and on the western side of Honeypot Lane (Nos. 41 -63, VB Supermarket and TA Centre) should have been consulted on the proposed development in accordance with the requirements of the Consultation Protocol agreed by the Association of London Borough Planning Officers.

Consultation letters were sent to properties neighbouring the site in Brent however letters were not sent to those properties in the adjoining borough of Harrow. As such, given that those properties on the northern side of Kenton Road and the VB Supermarket are within the consultation area that would usually be applied to such a development, consultation letters are now to be sent to these properties providing 21 days for comment. The properties on Honeypot Lane and the TA Centre are located outside of the consultation area identified following the guidance set out in 'SPG2: Commenting on an application in Brent' and as such, it is not the intention to send consultation letters to these properties. Given that a site notice was displayed adjacent to the site and the application was publicised in the local press, it is not envisaged that this further consultation will result in a significant number of objections or that it will raise significant new substantive issues. As such, the recommendation remains approval subject to the signing of a satisfactory Section 106 Agreement but to delegate to the Head of Area Planning to consider any significant substantive issues raised in objection to the scheme following this additional consultation.

A letter of objection has also been received from QARA Group of Associations (Brent) raising the following points:

1. Lack of on site car parking exacerbating traffic congestion and parking problems within the surrounding residential streets;
2. No traffic and transport assessment has been conducted regarding traffic congestion and parking problems taking into account large developments within the vicinity of the site (1 -3 The Mall and the Jews Free School);
3. Scale, massing and density of the proposed hotel is contrary to policy CP17 (Protecting and Enhancing the suburban Character of Brent) within the adopted Core Strategy.

The above objections have been addressed within the remarks section of the committee report. Your officers can confirm that when assessing the impact of overspill parking on the adjoining highway, the recent developments within the vicinity of the site were taken into consideration.

Recommendation: To delegate authority to the Head of Area Planning to Grant Planning Permission subject to the signing of a satisfactory Section 106 Agreement and consideration of any new substantive objections received during the extended consultation period.

DocSuppF

Item No.7

Supplementary Information

Planning Committee on 12 May, 2011

Case No. 11/0403

Location 3 Burnt Oak Broadway, Edgware, HA8 5LD

Description Demolition of existing building and erection of a seven-storey mixed use building comprising 76 flats (23 x 1-bed, 38 x 2-bed, 11 x 3-bed and 4 x 4-bed units), 925m² of commercial floorspace (Use Class A1 and A2), with 75 parking spaces, first floor rear communal roof terrace and associated landscaping (as amended by plans received on 19 April 2011)

Agenda Page Number: 83

Members Site Visit

At the site visit, Members requested clarification regarding the distance of the development from the residential dwellings located on Limesdale Gardens. The rear elevation of the upper floors of the proposed building is approximately 20m from the rear garden boundaries of the properties on Limesdale Gardens and approximately 40m from the rear elevations of the dwellinghouses. The proposed podium deck is 6m from the rear garden boundaries and 26m from the rear elevations of the dwellinghouses.

Affordable Housing

Your Housing officer has reviewed the submitted information and confirms that the revised toolkit justifies the provision of 36% affordable housing.

Correction

The date by which the section 106 agreement needs to be completed is 4 June 2011 not 13 May 2011 as reported in the section 106 notes paragraph of the main report.

Consultation

Consultation letters were sent to properties neighbouring the site in Brent however letters were not sent to those properties in the adjoining borough of Barnet. As such, consultation letters are now to be sent to properties on the eastern side of Burnt Oak Broadway providing 21 days for comment. Given that a site notice was displayed adjacent to the site and the application was publicised in the local press, it is not envisaged that this further consultation will result in a significant number of objections or that it will raise new substantive issues. As such, the recommendation remains approval subject to the signing of a satisfactory Section 106 Agreement but to delegate to the Head of Area Planning to consider any significant substantive issues raised in objection to the scheme following this additional consultation.

Recommendation: To delegate authority to the Head of Area Planning to Grant Planning Permission subject to the signing of a satisfactory Section 106 Agreement and consideration of any new substantive objections received during the extended consultation period.

Item No. 10

Supplementary Information

Case No. 11/0992

Planning Committee on 12 May, 2011

Location Kingsbury High School Annexe, Bacon Lane, London, NW9 9AT

Description Discharge of condition 13 (MUGA Management and Maintenance Plan) and condition 24 (Surface Water Drainage Strategy) of full planning permission 10/2994 dated 04/02/11 for permission for phased development comprising Phase 1: erection of two-storey temporary school building with associated internal access road, car park, hardstanding play area, landscaping and new means of vehicular egress onto Bacon Lane (south) (3-year permission); and Phase 2: erection of single-storey permanent school building with associated hardstanding for sport and recreation, associated ancillary development and retention of means of vehicular egress onto Bacon Lane (south).

Agenda Page Number: 125

As set out in the original report, it is unusual for details pursuant cases to be considered by Members. The report explained the circumstances as to why officers considered this to be a prudent approach in light of the single objection which was received, albeit the objection was on grounds of traffic management, which is the subject of part of the other details pursuant application on this agenda. These two conditions relate to technical matters and do not materially alter the proposal. As such officers request authority to determine this application subject to the Environment Agency and Sport England support and consideration of any new substantive issues are raised in objection to the scheme.

Recommendation: To delegate authority to the Head of Area Planning to approve the application subject to consideration of any new substantive objections received.

DocSuppF

Item No. 11

Supplementary Information

Planning Committee on 12 May, 2011

Case No. 11/0961

Location Kingsbury High School Annexe, Bacon Lane, London, NW9 9AT

Description Details pursuant to condition 14 (Access) and 15 (construction Method Statement), of full application reference 10/2994 dated 4 February 2011 for: Permission for phased development comprising Phase 1: erection of two-storey temporary school building with associated internal access road, car park, hardstanding play area, landscaping and new means of vehicular egress onto Bacon Lane (south) (3-year permission); and Phase 2: erection of single-storey permanent school building with associated hardstanding for sport and recreation, associated ancillary development and retention of means of vehicular egress onto Bacon Lane (south).

Agenda Page Number: 131

As set out in the original report, it is unusual for details pursuant cases to be considered by Members. The report explained the circumstances as to why officers considered this to be a prudent approach. No objections have been received but a resident had objected to the other details pursuant application on this agenda, relating to surface water management and the MUGA maintenance plan, but on grounds of traffic management, to which part of this application is relevant.

Further information is now being submitted following appointment of a contractor, relating to delivery vehicles and movements and on-site traffic management. Officers are seeking a decision from Members to delegate authority to the Head of Area Planning for outstanding matters; the principle of the scheme has been agreed and this details pursuant application does not raise any significant new issues. Traffic management matters have been the subject of a number of meetings between officers of Regeneration and Major Projects and local residents and other interested parties to ensure there is minimal disruption to local residents and businesses during construction. As such officers request authority to

DocSuppF

Item No. 14

Supplementary Information

Case No. 11/0349

Planning Committee on 12 May, 2011

Location 271-273 Kilburn High Road, London, NW6 7JR

Description Change of use from shop (Use Class A1) to restaurant (Use Class A3), with erection of extract duct to rear and new shopfront with additional door

Agenda Page Number: 151

One further objection has been received since the production of the committee report so a total of 9 objections have been made by neighbours. The following comments have been made:

- There are already several extractors in the vicinity which let off high levels of smoke and smells
- Poor relationship between owner and neighbours with customers parking in the driveway to the neighbouring building blocking access and ignoring parking rules and signs which has led to the police being called
- The fire brigade had to attend when rubbish was burnt in the rear of the premises
- The cafe is often open till 2 or 3am and the applicants' behaviour should be taken into account

These comments are very similar to those discussed in the main report and no new issues have been raised. Whilst officers acknowledge that impacts of the use have been problematic for neighbours we remain of the opinion that subject to conditions to control the use the principle of the A3 use is acceptable. The conditions include limiting the hours of opening, the use of the rear of the premises, restriction of noise and music and a requirement for specifications of the extractor mechanism and duct to be submitted for approval. In the Design & Access Statement the applicant has also committed to discouraging customers from parking illegally while parking controls on the street should also be enforced to prevent this. A revised plan has been submitted showing the proposed duct on the rear elevation with the omission of the cowl as required by Environmental Health Officers. The plan P-179-02 is replaced with P-179-02 A.

Recommendation: Remains approval subject to conditions and revised plan

DocSuppF

Item No. 15

Supplementary Information

Planning Committee on 12 May, 2011

Location 1-10 inc Wood House, Albert Road, 1-16 inc Bond House, Rupert Road, 1-8 inc Hicks Bolton House, Denmark Road & 1-2 Denmark Road, NW6

Description Demolition of Bond House, Hicks Bolton House, 1-2 Denmark Road and Wood House and redevelopment to provide 64 affordable residential units (13xone-bedroom, 26x two bedroom, 17x three-bedroom and 8x. four-bedroom) and one retail unit (Use Class A1) within 3, 4, 5 and 6 storey buildings with private and communal amenity space, play space, on street parking, landscaping, a public open space and temporary open space. The development will involve the stopping up and realignment of Rupert Road and Denmark Road and the phased connection of Rupert Road to Carlton Vale.

Agenda Page Number: 157

FLOOD RISK ASSESSMENT (FRA)

As discussed in the main report, the Environment Agency (EA) had initially objected to the application due to technical deficiencies in the FRA submitted alongside the application. In response a revised FRA was prepared by the applicant and submitted to EA in order to address the issues raised. Having inspected the revised FRA *"The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), reference 264888/BNI/EAD/005, dated April 2011 by Mott MacDonald and the following mitigation measures detailed within the FRA*

- 1. Limiting the surface water run-off as far as possible towards Greenfield Run-off rates for all events up to and including the 1 in 100 year storm event.*
- 2. Provision of on-site surface water storage to attenuate all events up to and including the critical duration 1 in 100 storm event (with appropriate allowance for climate change).*
- 3. Surface water storage to be achieved using sustainable drainage techniques .*

Reasons:

- 1. To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site*
- 2. To prevent flooding elsewhere by ensuring that sufficient storage of surface flood water is provided on site.*
- 3. To ensure surface water flood storage is achieved with appropriate sustainable drainage techniques."*

Officers recommend that the above condition should be attached to any permission.

Recommendation: Remains grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning to agree the exact terms thereof on advice from the Director of Legal and Procurement

DocSuppF

Item No. 16

Supplementary Information

Planning Committee on 12 May, 2011

Location 12 Dudley Road, London, NW6 6JX

Description The erection of a rear dormer window with 1 rear and 1 front rooflight to the dwellinghouse

Agenda Page Number: 179

For clarity in the report to members sub heading 'Response to Objections' the 45m separation between the rear of the subject property and neighbouring properties should refer to the relationship with Kingswood Avenue and not Summerfield Avenue

Recommendation: Remains Grant Consent

DocSuppF

Item No. 17

Supplementary Information

Planning Committee on 12 May, 2011

Location 856-858 Harrow Road, Wembley, HA0 2PX

Description Retrospective change of use of 2 dwellinghouses (Use Class C3) to place of worship/ community centre (Use Class D1) and ancillary residential use, with the erection of single-storey rear extensions, and erection of outbuilding in rear garden with alterations to the site to regularise the development by:

- removing the rear "store" adjoining the eastern boundary
- removing the parapet walls on top of the rear extensions
- reducing the height of the single storey rear extension to a flat roof with a maximum height of 3m
- removing the middle section of the pitched roof on the detached library building, so that it appears as two buildings
- introducing enhanced soft landscaping to the front garden
- introducing secure cycle parking on site
- installation of 6 brick piers within front garden along highway edge

Agenda Page Number: 183

The Centre have agreed to submit an I-Trace survey. This monitors movements to and from the site over a period of time to ensure that agreed travel plan targets are met. A condition is recommended requiring the survey information be submitted prior to August, allowing 3 months for the submission of data. This was also a requirement of the previous planning permission but was not complied with. Failure to comply again could lead to

enforcement action and ultimately prosecution.

The applicants have confirmed that the front forecourt will be used for drop-off only and will not be used for permanent parking, apart from one space that is available for disabled parking. The applicants have confirmed that the approved Noise Mitigation Strategy measures will be undertaken on an ongoing basis.

Following the previous report, officers have received revised drawings that indicate the use of all rooms within the Centre. Rooms on the first floor are occasionally used to accommodate a visiting cleric and his family over festival days. This is considered incidental to the use of the main community centre, and on this basis is appropriate. The previously approved application on site provided accommodation of this sort. The revised plans also detail the outbuilding layout, which now has a toilet. This was not originally approved within the library. Officers now recommend a new condition in order to prevent the outbuilding being used as living accommodation (see new condition 14).

The revised soft landscaping plan reflects officer's suggestions.

The applicants have confirmed that services within the centre are usually on Thursday evenings between 7.30pm and 10.00pm and Fridays between 12 noon and 2.00pm with additional meetings for festivals.

Recommendation: Grant consent

Amend condition 2 to include Revised plans:

Existing plan 01

Proposed plan 1175-1 rev B

Landscaping 1175-2

DocSuppF

Item No. 18

Supplementary Information

Case No. 10/3161

Planning Committee on 12 May, 2011

Location Unit 10, 253A Ealing Road, Wembley, HA0 1ET

Description Change of use from vehicle-repair garage (Use Class B2) to vehicle-repair garage and MOT-testing centre (Use Class Sui Generis)

Agenda Page Number: 197

Two issues remained outstanding within the officer's committee report. These related to the applicant's agreement to comply with conditions controlling hours of use and prohibiting the carrying out of repairs/servicing outside of the building; and the potential for oil contaminating the nearby canal. The applicant has agreed in writing to the recommended conditions which control the hours of use and prevent any repair/servicing works outside of the building in relation to this matter. This reads:

Should oil changes be undertaken, the applicant is advised to ensure that the oil tray is kept

on a bund or drip tray with absorbent material available on site to clear up any unexpected spillages.

Recommendation: Remains Approval

DocSuppF

Item No. 19

Supplementary Information

Case No. 10/3032

Planning Committee on 12 May, 2011

Location Former Palace of Arts & Palace of Industry Site, Engineers Way, Wembley, HA9

Description Outline application, accompanied by an Environmental Impact Assessment, for the demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m² of floorspace (GEA, excluding infrastructure) comprising: · Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m² to 30,000m² · Business (Use Class B1): up to 25,000m²; · Hotel (Use Class C1): 5,000m² to 20,000m²; · Residential dwellings (Use Class C3): 65,000m² to 100,000m² (815 to 1,300 units); Community (Use Class D1): 1,500m² to 3,000m²; · Leisure and Entertainment (Use Class D2): up to 5,000m²; · Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m² to 25,000m²; and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way. This application was received on 25 November 2010. Further information to that previously submitted was received on 4 April 2011 in relation to the Environmental Statement

Agenda Page Number: 203

Affordable Housing Cascade

The assessment of the Affordable Housing Cascade multipliers (the agreed factor for determining how much the affordable housing figure may go up or down from the agreed base line depending on the level of grant available and other variables at the relevant time) and commuted sum figures that have been submitted for this application has not yet been received from the Valuation Office Agency (VOA). This information does not affect the structure of the Cascade. However, it evaluates the multipliers used to adjust the level of Affordable Housing for each of the options based on future levels of grant that at present are unknown. It is requested that authority is delegated to the Head of Area Planning to agree any changes to the multipliers and commuted sum that are considered necessary following receipt of the report from the VOA.

Affordable Housing parking provision

In addition to the parking provided for Wheelchair Accessible Affordable units, parking will be provided to RSLs at a discounted rate for use by residents of Affordable Housing units. Discussions are taking place between your officers and RSLs regarding the price that they are able to pay to developers for the spaces (i.e. the level of discount from market rate) whilst maintaining the ability to lease them to residents at affordable rates. It is accordingly requested that members delegate authority to agree the proportion of spaces (in relation to Affordable Housing unit numbers) and the cost of those spaces to RSLs.

Costing for Multi-Storey Car Park cladding

The costing information for the cladding system for the Multi-Storey Car Park has not yet been received. The **Fulton Road / Empire Way junction**

There is a reference to fig 12.2 within the Transportation section of the report (top of page 208). This figure details the layout of the Fulton Road / Empire Way junction and is based on the Study undertaken by MVA for the Council to support the Wembley Masterplan SPD. It should be treated as indicative, and the final design, which is to be determined prior to implementation, will include some amendments associated with pedestrian and vehicle flow and safety (e.g. footway width).

“Wealdstone Road” / Empire Way junction

Your officers recommend that the wording and proposed trigger for the study relating to this new junction, set out within the Section 106, is amended. The revised trigger will allow the Council to call for the study to be undertaken at any time from commencement of any part of the development until 3 years after first use of the Multi-Storey Car Park within plot NW10, and the study shall be submitted to and approved in writing by the Council within 9 months of the date of request.

The revised description of the study is as follows:

"The Applicant will be required to develop at the Applicant's cost a traffic signal scheme for the Wealdstone Road/ Empire Way junction linked to the Engineers Way/ Empire Way junction and secure all necessary approvals and statutory consents and undertake consultation on any proposed legislative changes such as waiting/loading amendments which affect frontage properties. A schedule of items required for detailed scheme submission has been set out in the Transport comments dated 10 May 2011.

The information shall be provided in accordance with the Council's normal requirements for implementation under a S278 arrangement."

“Wealdstone Road” adoption

At present, the adoption of “Wealdstone Road” is secured from the junction with Fulton Road to a point south of plot NW09 and the accesses to the Multi-Storey Car Park. There is potential for vehicles to block this route for various reasons (e.g. accident, inappropriate parking, etc) and if this occurs, this may have an impact on the adopted highway as Wealdstone Road provides egress for the 600 space Multi-Storey Car Park. A private land owner could not enforce these situations in the same way as the Council.

It is therefore recommend that the Section 106 Heads of Terms are amended to allow the Council to call for the adoption of the remainder of Wealdstone Road (i.e. carriageway and footways) if the operation of Wealdstone Road impacts negatively on the adopted highway.

West Olympic Way, night time access

The committee report specifies that West Olympic Way may be used for vehicular drop off for the mobility impaired, restricted to blue badge users only. However, it may also be used during the specified hours for taxi drop off. Details of access controls are required through condition 18, and these details would set out the means by which access would be restricted to only taxis and those displaying a valid “blue badge”.

Delivery and servicing Management Plan, Condition 17

Your officers recommend that this condition is amended to include “the street specific times for servicing access” within the definition of the Plan and to insert “notwithstanding the servicing parameter set out within the Development Specification”.

Further comments received

Environment Agency (further comments)

The Environment Agency does not object and maintain their view that outline planning permission should only be granted subject to the conditions set out in their letter.

Wembley National Stadium Limited (further comments)

WNSL welcome the amendments that provide further clarification regarding the Pedway and the 20 m wide circulation area on Olympic Way. However, they do not consider that the remainder of the issues raised within their letter have been adequately addressed. The initial letter from WNSL has been discussed within the Committee report, with a summary provided on page 275.

Thames Water (further comments)

Thames Water have commented that they consider the condition wording put forward by the applicant (condition 22) is not sufficient given the lack of information that they currently hold regarding the capacity of the waste and funding of any required works. However, this study has not been completed as yet. They accordingly consider that revised wording is used. The condition will continue to require the submission of a drainage strategy, and it is requested that members delegate Authority to the Head of Area Planning, or other duly authorised person, to agree the precise wording of that condition.

MET Police (comments received)

The MET Police have expressed concerns regarding the following issues relating to crowd management associated with Wembley Stadium: · Who will procure, install, and remove any barriers that are required? · How will the plans affect the current barrier plan that is instigated for certain levels of game? · How will the new site affect the arrival and dispersal sectorisation by emergency services? · How will it interact with the Major Incident Contingency Plans (held by the Local Authority) which affect both Event and non-Event days? Your officers consider that the above comments highlight the need to engage with the Met Police and other key stakeholders during the detailed design process (for Reserved Matters Applications) and when assessing the Event Day Strategy which is required through condition.

Camden Council (further comment received)

No objections to the proposal.

Barnet Council

The consultation letter has been acknowledged.

London Fire and Emergency Planning Authority (comment received)

The Brigade is satisfied with the proposals.

London Fire Bridge (comment received)

The Fire Brigade cannot ascertain the detailed requirement in connection with water supplies for fire fighting and fire hydrants. There may be a requirement for additional private fire hydrants within the site due to the distance from existing hydrants. Your officers have consulted Building Control with regard to this matter, who have confirmed that it will be addressed through the Building Regulations. As such, this not typically controlled through Planning.

Transport for London (further comments received)

The primary issues raised in this letter are as follows:

Car park demand profile and accumulation study (non-residential parking): TfL specified the need to evaluate the demand and accumulation study that was previously requested. Following evaluation of submitted details, TfL commented that the findings suggest that the provision of

the 600 space multi-storey car park (above the anchor retail store) is appropriate, but that they require further information regarding the 200 commercial car parking spaces under the Square.

Electric Vehicle Charging Points: Additional charging points should be required in order to meet the requirements of the draft London Plan. The number of parking spaces with provision for electric charging should be 20 %. Your officers recommend that condition No. 7 is amended to include an additional bullet point which requires the submission of details of electric charging facilities for parking spaces and refers to the levels specified in the Development Specification and a minimum of 20 % with provision for residential parking spaces.

Coach Parking: TfL have requested confirmation that one coach drop-off point and one coach parking space is provided on-site. Coach access via Olympic Way is specified within the Development Specification and coach drop-off is to take place on Olympic Way. No coach parking spaces are currently proposed on-site. However, the applicant is obliged to provide coach parking facilities for the Stadium and have significant land holdings in Wembley and therefore have the ability to provide the coach parking space on land outside of the site on Event days. Nevertheless, TfL consider that the site is sufficiently large to accommodate a Coach Parking Space. There is scope to provide Coach Parking on-site and the detailed design and location of the space can be adequately secured through the Reserved Matters application. Your officers wish to further discuss with TfL the requirement for on-site (as opposed to off-site) provision. On site provision would result in an additional condition while off-site provision would require an additional Section 106 clause.

A406 (North Circular Road) Study: TfL requested that a study is undertaken by the applicant and submitted to Improvements contribution. This contribution is discussed in the next paragraph. However, £550,000 of funding has been secured towards such works through the Quintain Stage 1 consent.

Contribution towards wider Transport Improvements: TfL have asked what improvements are likely to be funded by the £3.75 million wide transport contribution. This contribution is to be used on Transport Improvements in the Wembley Growth Area. The Infrastructure Investment Framework that was developed to support the Wembley Masterplan and LDF Core Strategy sets out a number of Transport Improvements that are required to support the levels of development that are projected. The contribution is likely to be used to fund some of the improvements set out within this document. However, it is not restricted to these improvements and could be used to fund other Transport Improvements in the Growth Area if the requirement for the works becomes apparent in the future.

Legible London Signage: TfL have confirmed that they consider that the level of contribution for Legible London Signage (£100,000) is acceptable.

Bus Stop contribution: TfL have requested a contribution of £60,000 towards the improvements of bus stops. This contribution would fund the provision of six bus stop shelters. Your officers accordingly recommend that the Section 106 Heads of Terms are amended to reflect this.

Bus contribution trigger points: TfL have requested that the trigger points for the contribution to bus services are amended to require the staged payment of the £450,000 total. This would involve the payment of £90,000 upon occupation of the 300th residential unit and the remaining £360,000 then coming forward in yearly £90,000 instalments. Your officers accordingly recommend that the Section 106 Heads of Terms are amended, but that the trigger relates to Practical Completion.

PERS Audit: TfL request that the pedestrian improvements set out within the PERS Audit are secured through the Section 106 contributions or Section 278 (of the Highways Act) agreements. Bus stop improvements are secured through the bus stop contribution. The Council is to undertake works to Bridge Road imminently and these will include improvements to the pedestrian refuge.

Travel Plan – Student Accommodation: TfL would prefer that a separate Travel Plan is developed and implemented for the Student Accommodation. Your officers recommend that the Section 106 is amended to include this as a requirement.

Travel Plan measures: TfL have requested that the Residential Travel Plan measures include free car club membership and cycle purchase vouchers to a maximum value of £300 per residential dwelling, with flexibility for residents to draw down any combination of values for the two measures up to the maximum value specified above. This was not raised with the applicant previously and accordingly requires further discussion with the applicant. Incorporation of these measures would require amendment to the Section 106 Heads of Terms.

TfL comment – how these are incorporated into the proposal

The recommendation for this application requested that members delegate authority to the Head of Area Planning, or other duly authorised person, to determine this application subject to the completion of a satisfactory Section 106 and any amendments and revisions to the Heads of Terms or conditions that the Mayor of London may consider appropriate or necessary. The above comments from TfL result in the need for further discussions regarding several issues (car park accumulation, coach parking, the contribution toward wider transport improvements and travel plan measures). The comments are likely to result in amendments to Section 106 Heads of terms and conditions. As such, your officers maintain the above recommendation for this application.

Doki Limited (local business, further comment received)

A further letter has been received from Doki limited who previously occupied units (Doki Japanese Tableware and Tetote Factory Japanese Bakery) within Pacific Plaza (Wembley Retail Park). They specify that they were “locked out” on 7 April. The letter specifies that the sub-tenants had paid rent to the Head Tenant, but that the Head Tenant had not paid rent to Quintain since April 2010. They specify that they were tenants of “Oriental City” (previously on Edgware Road) for 15 years until it closed. They have requested assistance to find new premises.

Either of these uses would be considered appropriate in a town centre location and as such they could occupy units within existing town centres (e.g. Wembley, Wembley Park, etc) or any proposed new retail units including

Recommendation:

Subject to the amendments described in this supplementary report the recommendation remains to grant planning permission subject to referral to the Mayor of London under article 5 of the Town and Country Planning (Mayor of London) Order 2008 and any amendments, revisions, Heads of Terms and/or conditions that the Mayor may choose to amend, add or remove, and subject to the completion of a satisfactory Section 106 or other legal agreement and to delegate authority to the Head of Area Planning, or other duly authorised person, to agree the exact terms thereof on advice from the Borough Solicitor.

DocSuppF

This page is intentionally left blank