



Supplementary

Wednesday 15 February 2012 at 7.00 pm

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

Membership:

Members

Councillors:

Ketan 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

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www.brent.gov.uk/committees

The press and public are welcome to attend this meeting

Members' briefing will take place at 5.30 pm in Committee Room 4

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

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Agenda Item 03

Supplementary Information

Planning Committee on 15 February, 2012

Case No.

11/2959

Location	123 & 125 Preston Hill, Harrow, HA3 9SN
Description	Demolition of existing two bungalows and erection of six x four-bedroom two-storey detached dwellinghouses with accommodation in the roof and associated changes to existing two vehicular crossovers, new access road, twelve off-street parking spaces and hard and soft landscaping accompanied by Design & Access Statement and completed Brent Sustainable Development Checklist

Agenda Page Number: 11-28

Members made a site visit on Saturday 11 February.

Robert Dunwell representing Queensbury Area Residents Association, who has also provided a letter of objection, and approximately six objectors were present.

Members did not raise any matters requiring further comment, with the exception of the level of parking proposed on site. For clarity, the number of parking spaces proposed is 12; the development description incorrectly states 11 and has been revised accordingly.

A further letter of objection has been received, objecting on the following grounds:

- Access and highway safety
- Loss of trees
- Density
- Internal highway layout

Most of these matters have been addressed in the Committee Report. The internal highway layout has been considered by the borough Transportation officer and your officers agree with his conclusion that the internal layout would not raise significant vehicular and/or pedestrian safety concerns.

For clarity, as detailed on page 17 of the agenda, Ward Councillors have objected to this application and requested that the application be called-in for Members to make the decision. Confirmation has not been provided as to the reason for this request. However, this application would have been reported to Planning Committee in any event.

Recommendation: Remains refusal

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Agenda Item 06

Supplementary Information

Planning Committee on 15 February, 2012

Case No.

11/3102

Location	OPEN ANSWERS, MASONS HOUSE, 1-3 Valley Drive, London, NW9 9NG
Description	Change of use of ground, first and second floors from educational institution (Use Class D1) to health and fitness centre only (Use Class D2)

Agenda Page Number: 59-68

Access to the basement car park is controlled by key operated security shutters. Details have not been provided to confirm how access will be provided for persons using the health and fitness centre and maintained for

existing residents. As such, it is recommended that a further condition be imposed to require a Car Park Management Plan to be submitted for approval as follows:

Prior to commencement of the use of the building, a Car Park Management Plan shall be submitted to and approved in writing by the local planning authority detailing access arrangements and management of the basement car park. The car park shall operate in full accordance with the approved Car Park Management Plan.

Reason: To ensure that suitable parking provision is available for the use which is in accordance with the Council's policies.

In addition, for clarity, it is recommended that Condition 9 is amended as follows:

Prior to the commencement of works, a report detailing measures to ensure that no amplified sound or music shall be audible beyond the site boundary (*including the walls adjoining communal areas and the ceiling adjoining the upper residential flats*), shall be submitted for approval. All approved measures shall then be undertaken in full prior to commencement of the use.

Reason: To protect the amenity of neighbours from potential noise nuisance.

Recommendation: Remains Approval

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Agenda Item 07

**Supplementary Information
Planning Committee on 15 February,
2012**

Case No.

11/2509

Location	16-18 & 24 High Street, London, NW10 4LX
Description	Change of use and reconfiguration of Units 16-18 (even) to A1 (Retail) Use, demolition of existing two storey element to the rear and its replacement with a two storey rear extension to provide retail and storage space, 4-storey stairwell extension to offices and alterations to shop front.

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Members were advised in the Committee report that they would be updated on a number of issues.

Extension

Following the submission of a sketch of a revision to the extension where it is adjacent to first floor windows of the existing hostel use full revised plans have been received.

The minimum distance between the windows and extension increases from 4m to 4.5m. The eaves of this elevation are 2.6m from the internal floor level of the first floor, it then slopes away at an angle of 24 degrees achieving its maximum ceiling height at a distance of 6.5m from the windows. The proposed relationship is considered to be comparable to the existing situation with some of the windows while two windows would have a more restricted outlook than they currently do.

The applicant has been advised that the extension may limit potential future uses of the first floor of the High Street buildings. The upper floors of the High Street buildings are in use as hostel accommodation, though this does not benefit from a current planning consent. The scale of the extension may impact on the possibility of an implementation of an application for the continuation of the hostel use subject to further information about daylight/sunlight

Servicing

Two surveys of the on-street parking situation on High Street have now been carried out in order to establish whether it is likely that delivery vehicles would be able to park in bays between 0600hrs and 0800hrs, not obstructing the highway. A very similar situation was witnessed both times; the bays directly in front of the application site on both sides of the road were full but a short distance to the north of the site there were

numerous empty bays which could accommodate a delivery vehicle.

While it cannot be confirmed that this will be the exact situation everyday of the week, officers are of the opinion that subject to adherence to a Delivery & Servicing Plan (secured through s106 agreement) and the condition that they shall only deliver between 0600hrs and 0800hrs, this arrangement can, on balance, be accepted.

Sustainability

The sustainability rating of the extension has been given more consideration. Further scrutiny of the checklist suggests that currently the proposals would not quite achieve 50%, this will remain a requirement of the development and a contribution would be required if this could not be demonstrated on completion. The applicant has agreed to the requirement of achieving 50% on the sustainability checklist.

Officers consider that across the development, consisting partly of new build and partly of refurbishment, a BREEAM rating of 'Very Good' can be accepted acknowledging the extra difficulty of achieving an 'Excellent' rating within the constraints of the existing building. However, in order to balance out this reduction to the target of policy CP19 of the Core Strategy officers are seeking for the development achieve a 25% CO2 emissions reduction over Target Emissions Rate (TER) (2010 Building Regulations). This is a requirement of the BREEAM 'Excellent' rating and also a requirement of Policy 5.2 of the London Plan.

The agent has confirmed that 'best endeavours' will be made to achieve this. One option now being considered is connection to the Combined Heat and Energy Plant (CHP) which will be installed in the adjacent Apart-hotel - the viability of this is being considered.

The s106 Heads of Terms will be revised to include:

- a 25% CO2 emissions reduction over TER (2010 Building Regulations).
- but delegate authority to the Head of Area Planning to vary the terms subject to further information.

Consultation

A comment has been received from Cllr Long, this states that the proposal could improve the existing blank frontage. The issue of parking was also raised discussing proposed possible changes to the parking arrangements and Controlled Parking Zones locally which may impact on parking options for the development. Officers remain of the opinion that the town centre location and accessibility of the site mean that there are no significant highways concerns in terms of visitors. The arrangement described above for deliveries is acceptable and options being consulted upon for alterations to parking arrangements and the one-way system would include designated bays for delivery/servicing vehicles.

Conditions

The site is within an Archaeological Priority Area and a desktop report has been produced which suggests there is a very low chance of archaeological survival at the site, the following condition is recommended:

During excavation works for footings or foundations the contractor must notify the Local Planning Authority of any archaeological remains of human activity within the excavations and cease works until the Local Planning Authority representative has visited the site and confirmed in writing that excavations can proceed.

Reason: To ensure archaeological remains within the Archaeological Priority Area are properly assessed.

The following condition is recommended by Environmental Health Officers and is appropriate as the application involves demolition:

The development falls within an Air Quality Management Area that has been declared due to levels of particulate matter. The applicant must employ measures to mitigate against the impacts of dust and fine particles generated by demolition and construction operations. This must include as a minimum:

- *damping down during demolition and construction, particularly in dry weather conditions,*
- *minimising the drop height of materials by using chutes to discharge material and damping down the skips/ spoil tips as material is discharged,*
- *sheeting of lorry loads during haulage and employing particulate traps on HGVs wherever possible,*
- *ensuring that any crushing and screening machinery is located well within the site boundary to minimise the impact of dust generation,*
- *utilising screening on site to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area,*
- *the use of demolition equipment that minimises the creation of dust.*
- *A suitable and sufficient means of suppressing fugitive emissions of dust must be provided and maintained.*

Reason: To minimise dust arising from the construction and demolition works.

Plan Numbers

PP-01 B, PP-03 B, PP-04 B, PP-05 B, PP-06 B, PP-07 A, PP-08 B, PP-09 B, PP-10 B, PP-15 D, PP-16 D, PP-17 D, PP-18 E, PP-19 E, PP-20 D, PP-21 D, PP-22 F, PP-23 D, PP-24 E

Recommendation: Remains approval subject to conditions and s106 agreement, with authority delegated to the Head of Area Planning to determine the final wording of the sustainability requirement.

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Agenda Item 08

Supplementary Information Planning Committee on 15 February, 2012

Case No. 11/3167

Location 16-18 & 24 High Street, London, NW10 4LX
Description Conservation Area Consent for demolition of existing two storey element to the rear

Agenda Page Number: 77

In line with revisions to application 11/2509 (whihc appears on this agenda) the plan numbers for this application are revised as follows:

PP-01 B, PP-03 B, PP-04 B, PP-05 B, PP-06 B, PP-07 A, PP-08 B, PP-09 B, PP-10 B, PP-15 D, PP-16 D, PP-17 D, PP-18 E, PP-19 E, PP-20 D, PP-21 D, PP-22 F, PP-23 D, PP-24 E

Recommendation: Remains approval subject to conditions

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Agenda Item 10

Supplementary Information Planning Committee on 15 February, 2012

Case No. 11/2038

Location 665 Harrow Road, London, NW10 5NU
Description Retrospective application for a decked area in the existing beer garden; the erection of a timber-framed bin enclosure and the relocation of a timber fence to side/rear of the premises.

Agenda Page Number: 81- 86

The Council received a petition signed by 29 residents on 9 February 2012. The petition highlighted the following objections:

- Remove the beer garden extension as it results in noise and nuisance;
- Allow public access to the historic horse trough.

These issues have been addressed in the main body of the report, in summary:

- The beer garden is incidental to the pub and does not require express planning permission.
- No part of this application affects the setting of the horse trough.

On advice from the Borough Solicitor, it is reccommended that Condition 3 be amended as follows:

'Details of treatment (including colour) of the wooden bin enclosure and associated fence for shall be submitted to and approved in writing by the Local Planning Authority within 3 months of date of permission. The treatment

of the bin enclosure shall be carried out in accordance with the approved details *within 2 months of the date of the details being approved.*

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.'

Recommendation: Remains Approval

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Agenda Item 12

Supplementary Information Planning Committee on 15 February, 2012

Case No. 11/2416

Location	159 Harrow Road, Wembley, HA9 6DN
Description	Development comprising a new building ranging in height from 1 to 7 storeys comprising 17 residential units and including basement car parking, cycle parking, refuse and recycling storage and external amenity space

Agenda Page Number: 107

There are two errors in the committee report relating to the number of units proposed. Under the Description of development it refers to 18 units and in the description of development it refers to 16 units. This amended scheme is actually for 17 units, down from the 20 units originally proposed in this application on submission..

A final set of revised drawings have been submitted. These confirm the changes described in the report but include a further amendment tabled by the applicant. Keeping within the agreed envelope the applicants have re-organised the internal space in order to increase the number of 3xbed Units. The revised layout achieves a total of ten 3xbed units but still meets the London Plan's minimum internal floor standards. Four of the units have private rear gardens providing 48 sqm of amenity space. The remainder all have access to private balconies of between 6 and 10 sqm. In addition all units have access to a communal amenity space of 220 sqm. The final agreed mix is now 10x3 bed, 4x2 bed and 3x1 bed units. It remains a 100% affordable scheme with ASRA as the agreed provider. Members are asked to delegate agreement on the final mix of affordable rent and intermediate units to officers.

Recommendation: Grant consent to the scheme as amended by the following drawings:

247/A-01 Rev14, 247/A-10 Rev14, 247/A-011 Rev14, 247/A-90 Rev14, 247/A-100 Rev14, 247/A-101 Rev14, 247/A-102 Rev14, 247/A-103 Rev14, 247/A-104 Rev14, 247/A-105 Rev14, 247/A-106 Rev14, 247/A-107 Rev14, 247/A-200 Rev14, 247/A-201 Rev14, 247/A-203 Rev14, 247/A-204 Rev14, 247/A-205 Rev14 and 247/A-208 Rev14

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