



Supplementary

Wednesday 24 October 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)
Aden
Baker
Cummins
Hashmi
John
CJ Patel
RS Patel
Krupa Sheth
Singh

first alternates

Councillors:

Thomas
Long
J Moher
Kansagra
Ms Shaw
Cheese
Van Kalwala
Hopkins
Gladbaum
Oladapo
Hossain

second alternates

Councillors:

R Moher
Naheerathan
Moloney
HB Patel
Sneddon
Beck
Ogunro
Lorber
Harrison
Powney
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 5.30pm in Committee Room 4

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

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Agenda Item 12

Agenda Item 03

Supplementary Information Planning Committee on 24 October, 2012

Case No. 12/2150

Location 72-74 Chamberlayne Road, London, NW10 3JJ
Description Change of use of the ground floor from a private members club (Sui Generis) use to a property lettings and estate agency (Use Class A2).

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An amended plan has been submitted which removes the proposed alterations to the front forecourt. These are removed as the location plan submitted with the planning application shows the front forecourt to be outside the red-line outlining site ownership. The amended plan is reference E12-016/P01 RevB. Condition 2 will be updated to read as follows:

The development hereby permitted shall be carried out in accordance with the following approved drawings:

E12-016/S01
E12-016/P01RevB

Reason: For the avoidance of doubt and in the interests of proper planning.

Recommendation: Remains Approval.

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Agenda Item 04

Supplementary Information Planning Committee on 24 October, 2012

Case No. 12/2292

Location 1-5 Opal Mews, London, NW6
Description Proposed change of use of upper floors to 5 residential units retaining B1 (office) at ground floors, erection of front dormer windows and replacement windows at ground and first floors, installation of 2 rear rooflights to unit 2, associated landscaping including softlandscaping and parking

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Members visited the site on 20th October.

The issue of the relationship of the buildings with the rear of Aldershot Road was raised by neighbours specifically in relation to noise. As described in the main report the windows at ground floor will be non-opening. At first floor the layout is designed so that a secondary living space is positioned in the rear of the building, the main living/kitchen/dining room is situated to the front of the unit. At second floor the rear space is largely occupied by bathrooms or store rooms. This arrangement means that the main habitable parts of the units will be positioned away from Aldershot Road and as such the impact in terms of noise will be limited and will not be detrimental to neighbouring residential amenity.

In considering the appeal of the refused application 10/3274 for the conversion of unit 1 Opal Mews into 8 self-contained flats the Planning Inspector specifically considered the relationship of the proposal with Aldershot Road in terms of noise. The Planning Inspector was of the opinion that in comparison to the lawful office use the flats would not generate significantly greater levels of noise. Given that the proposal in that instance was a very

dense form of residential development the current proposal can only be considered to be less significant still in terms of the level of noise it would produce.

Highways

Tracking diagrams have been submitted to demonstrate the usability of the parking spaces proposed in front of the units. Officers are satisfied that the spaces are accessible but will require improved details of softlandscaping to demonstrate that there would not be a conflict.

Consultation

14 individual representations have now been received including 8 in favour and 3 objections as well as a petition of 17 signatures against the proposal. Since the committee report was completed further representations received raise the following points:

- Welcome the regeneration in the area.
- Feel the partial residential occupation would make the mews safer and would not attract criminal activity

Comment:

- Concern that the installation of dormer windows would overlook the back of Priory Park Road.

Conditions

Condition 7 (iii) shall be revised to read

(iii) Hardstanding materials - not grasscrete to the vehicular route.

Further details are required of the end unit - unit 5, to show the selfcontainment of the residential unit from the commercial space.

A condition shall be added to read:

Further details of the proposed development shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall include a demonstration of the selfcontainment of the residential and commercial uses within unit 5:

- A section drawing through the length of the unit
- A demonstration of the arrangement of the void space indicated on plans

NOTE - Other conditions may provide further information concerning details required.

Reason: These details are required to ensure that a satisfactory development is achieved.

Recommendation: Remains approval subject to conditions and s106 agreement

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Agenda Item 06

**Supplementary Information
Planning Committee on 24 October,
2012**

Case No.

12/1615

Location	Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ
Description	Demolition of existing single storey building and the erection of a part 1, part 2 and part 3 storey building in order to provide a new accident and emergency department on land adjacent to blocks G and E of Northwick Park Hospital. Proposal includes a partial realignment of the existing site access road the creation of new access roads, new ambulance and public drop off areas, pedestrian ramps and footpaths, plant room, new retaining walls and landscaping.

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At the time of the initial Officer's Committee Report, several issues remained unresolved, where further information has been sought. These are discussed in this Supplementary Report.

Statement from Applicants

The applicants have made the following statement on behalf of the Trust:

'The use of the existing A&E department following its vacation is currently under review by the Trust and will be confirmed following completion of the revised Estates Strategy in summer 2013. This strategy will be influenced by the ongoing consultation for the reconfiguration of health services in North West London known as "Shaping a Healthier Future". Notwithstanding this, there are currently draft proposals to use this space to collocate haematology daycare and MacMillan patients as well as the clinical trials unit. These departments are currently separately located in aging accommodation elsewhere within the hospital.'

They have also confirmed that the proposed use of the undercroft area is to house mechanical, electrical and public health plant to serve the new unit.

Highways/Transport Matters

As the proposed development includes a proposed new bus-stop at the entrance of the new A&E Building, the approval of Transport for London (TFL) is required.

TFL have responded to say that a contribution of £1500 is required from the applicants for the provision of a bus-stop flag at the entrance of the new A&E. This requirement has been included in the recommended revised Heads of Terms for the S106 Agreement.

A revised site plan has been received to show that there is now a continuous pedestrian footway around the southern perimeter of the development. This addresses issues raised by the Council's Transportation Officer with regard to the provision of improved pedestrian routes.

As the Hospital already has an existing Travel Plan, there is no requirement for its update to be sought within a S106 Agreement. A review of the existing Travel Plan will be sought by planning condition. A condition requiring the submission of these details has already been recommended.

Sustainability Matters

The submitted Sustainability Statement includes the energy strategy for the proposed development. It sets out how the scheme will achieve a 26 % reduction in carbon emissions (Regulated) from 2010 Building Regulations Target Emission Rate, proposes the incorporation of a gas fired CHP unit together with 375 square metres of Photovoltaic (PV) cells which will off-set 13 % of the carbon emissions from the development once the "Be Lean" and "Be Clean" measures have been taken into account. The proposal includes figures for both Regulated and Unregulated CO₂. Whilst the level of carbon reduction associated with regulated emissions meets the London Plan target level, the percentage from total levels (including both Regulated and Unregulated CO₂) is much lower. Your officers believe that this relates to the nature of the use as the Unregulated CO₂ levels are much higher than those levels that would be expected from many other uses. The proposed carbon reduction associated with on-site renewables is 7 % below the London Plan target of 20 %. However, the costs associated with the inclusion of a larger PV array, given the nature of the use and the funding regime, may make the scheme unviable. Your officers consider that the proposed 13% reduction to be acceptable. It is recommended that the Section 106 Heads of Terms capture the submission, approval and implementation of measures to achieve the key commitments that are set out within the Sustainability Statement, namely the 26 % reduction in regulated CO₂ from 2010 Building Regulations TER, the inclusion of CHP (unless the Council agrees this to be unsatisfactory due to concerns regarding air quality) and to off-set 13 % of the carbon demand from the site through on-site renewable energy generation, with financial contributions payable equivalent to the cost of implementing the unachieved measures if those target levels are reached. The details relating to the proposed CHP plant shall include an air quality and a noise assessment, the scope of which to be approved by the Council.

The applicants have submitted further information regarding the BREEAM rating of the site. Having viewed the BREEAM checklist, your officers consider that additional points could be gained to increase the score. However, the level of increase would not be sufficient to achieve an "Excellent" rating and your officers concur with the view of the applicant's consultants that the maximum level that the scheme can reasonably achieve is "Very Good". Whilst this is below the policy requirement, given the nature of the use and the site it is considered that this is the maximum level that can reasonably be achieved.

Since the main Officer's Committee Report, a more thorough assessment of the Council's Sustainability Checklist has been undertaken. It is considered that the minimum achievable score for this development is

36%. The usual minimum requirement is 50%. However a lower score is considered to be acceptable due to the nature of this individual proposal and the site. The applicants should demonstrate that all available credits have been maximised. The revised score of 36% for the Sustainability Checklist has therefore been amended within the recommended Heads of Terms.

Planning Conditions

The revised site plan, no. NPH-JCA-DWG-16-002 Rev AP03 has been substituted for the superseded site plan within Condition no. 2. This plan shows the revised layout with a continuous footpath along southern elevation of developed area. The revised Sustainability Statement for Planning Rev C (Received 15/10/12) has been substituted for the now superseded Rev B.

Condition no 5 relating to full details of the proposed landscaping has been amended to include a list of recommended species for the proposed 40 trees to be planted. These are restricted to either Common Alder; Field Maple; Norway Maple; Scots Pine or Silver Birch unless otherwise agreed in writing by the Council.

The cycle parking condition has been amended to include details of the provision of secure lockers within the proposed changing areas. (Condition no 9).

To revise and add conditions

An additional condition requiring full details of all external lighting is recommended to ensure that acceptable mitigation measures to address light pollution are undertaken.

An additional condition has also been recommended by Transportation and Transport for London requiring further details of the kerb and footway arrangements (including dropped kerbs), bus markings and the a bus cage.

Recommendation: Remains Grant Consent Subject to S106 Agreement, with revised and additional conditions and Section 106 obligations.

Revised conditions: 2 (plan numbers), 5(landscaping), 9 (cycle parking)

Additional conditions: 10 (External lighting, including luminance levels surrounding the building and at nearby sensitive locations), 11 (kerbs, dropped kerbs, bus marking and bus cage)

Revised Section 106 obligations

- Payment of £1,500 (index linked by RPI from date of committee) towards bus infrastructure
- Submission, approval, implementation and ongoing retention and maintenance of an energy implementation strategy setting out:
 - How the CO2 reductions (from 2010 Building Regulations TER associated with Regulated Energy) that have been set out in approved "Sustainability Statement Rev C" will be achieved, including
 - The incorporation of CHP within the scheme (unless the Council agrees this is not feasible for air quality reasons), including full details of the CHP engine and associated plant including the CO2 reduction associated with the CHP engine and an assessment of air quality and noise associated with the CHP.
 - A 13 % reduction in carbon emissions from the development through the incorporation of on-site renewable energy generation, with that reduction calculated once the CO2 reductions associated with the "Be Lean" and "Be Clean" (as defined within the London Plan 2011) measures have been taken into account;
 - A total reduction in CO2 from "Be Lean", "Be Clean" and "Be Green" measures to achieve a 26 % reduction in carbon emissions (Regulated, from 2010 Building Regulations TER).
- With financial compensation if the above targets have not been achieved equivalent to the cost of carrying out those measures.
- BREEAM: Change from "Excellent" to "Very Good"
- TP6 Sustainable Development Checklist: Change from 50% to 36%

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Agenda Item 07

Supplementary Information

Planning Committee on 24 October

Page 4 Case No.

12/1383

2012

Location	Land Adjacent to Morritt House, Talbot Road, Wembley, HA0
Description	Construction of a pair of 2-storey semi detached houses with rear gardens and parking spaces to the front on land to the rear of Morritt House, fronting Talbot Road and the creation of a 6 new car parking spaces to the rear of the site for the use of residents of Morritt House, with associated landscaping and refuse storage

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Members visited the site at 10:15am on Saturday 20 October 2012. Several residents from Morritt House were present during the site visit.

Issues raised during the visit related to pedestrian safety along the new access road, impact of the development on the daylight and outlook of those flats facing the new proposed new houses, refuse storage arrangements and loss of trees.

1. Access arrangements have been assessed by Transportation, who advise that the width is sufficient to serve the number of spaces, and that it is wide enough to allow vehicles to pass one another. It is also the case that this will be a controlled access, with an automated barrier located halfway down the access roads length. This will limit vehicle speeds, and as the access only serves 6 spaces it would be unlikely to experience high volumes of car movements. For the above reasons it is not considered this access will pose a risk to pedestrian safety.

2. The size and siting of the proposed houses demonstrate compliance with the 30 degree rule, as set out in SPG17. This test looks at the relationship of the proposed building envelope with rear facing habitable windows in Morritt House. In demonstrating that this test is satisfied the scheme is not considered to be over dominant, or result in an overbearing impact on Morritt House. A number of flats will also get the benefit of much improved outlook through the removal of the existing garage block.

The proposal will see a distance of 9.8m maintained between the pair of houses and the main rear wall of Morritt House. This results in a minor shortfall below the 10m standard as set out in SPG17, but this shortfall is not considered to be material. There is a pinch point of approximately 6.6m, but this is only where the entrance porches project out from Morritt House on the ground floor, and not relating to habitable windows.

3. Refuse bins will be collected from Talbot Road, the new location is more accessible for collection. There are designated parking bays adjacent to the bin storage area and a query was raised as to where refuse collection vehicles would be able to safely stop if these spaces were occupied. When the case officer visited the site all the parking bays alongside Morritt House were unoccupied. However if parking were to occur then refuse vehicles could pull up temporarily on the opposite side of the road, where there are single yellow line restrictions in place. Stopping on-street would be no different to existing refuse collection arrangements along the length of Talbot Road, and the dedicated refuse storage area will be an improvement on the existing arrangement where there is conflict between parked cars restricting access to the bin storage. The Council's Highways & Transport Delivery department are satisfied with this approach.

4. The main report discusses the fact that the existing Horse Chestnut tree is proposed for removal. Although a substantial tree this Horse Chestnut is found to have severe deficiencies, with trunk decay evident. Its long term prospects are limited. The Arboricultural Report recommends that this tree is felled. This view is supported by the findings of your Tree Protection Officer, who concurs with findings on the health of this tree having visited the site and witnessed its condition.

The scheme is supported by a site wide landscaping scheme, this includes proposal for 6 new trees.

5. Members were interested to find out how many parking spaces there were inside the redundant garage block. It is understood there are 16 spaces in total. Although the block has not been used for a considerable period of time (in excess of 10 years).

Informative's

Additional informative's are added concerning measures to protect local air quality during construction and potential contamination of land.

Recommendation: Remains approval with additional informative's.

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