



## Supplementary - Planning Committee

**Wednesday 13 March 2013 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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020 8937 1354, [joe.kwateng@brent.gov.uk](mailto:joe.kwateng@brent.gov.uk)

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**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

<b>ITEM</b>	<b>WARD</b>	<b>PAGE</b>
10. Supplementary reports		1 - 8

# Agenda Item 10

## Agenda Item 03

### Supplementary Information

**Planning Committee on 13 March, 2013** Case No. 12/3349

Location Lawnfield House, Coverdale Road, London, NW2 4DJ  
 Description Advertisement consent for 1 no. non-illuminated 1200mm x 1000mm pole mounted sign to location adjacent Coverdale Road/Brondesbury Park and 1no. non-illuminated 800mm x 750mm wall mounted sign to rear existing railings adjacent to the pedestrian entrance to Lawnfield Court on Coverdale Road.

#### Agenda Page Number: 11

An additional objection has been received. The objectors strongly oppose the proposal and feel that the signs will devalue the properties in the area. Members will be aware that property value is not a material planning consideration.

The main report already sets this out, but Councillor Shaw has re-confirmed her opposition to the proposals:

- the monstrous size of signs should be reduced.
- sign would be a major distraction to traffic unless moved right back against building.
- size totally out of character with area and colours too obtrusive.

These points are all dealt with in the main body of the report.

**Recommendation: Remains grant advertisement consent.**

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## Agenda Item 04

### Supplementary Information

**Planning Committee on 13 March, 2013** Case No. 12/3361

Location Former Palace of Arts & Palace of Industry Site, Engineers Way, Wembley  
 Description The use of the site for surface car parking for up to 1,350 cars for a temporary period of 3 years while land to the south of Engineers Way is redeveloped pursuant to planning permission 03/3200 and the making good of part of the site and other minor works following the demolition of the former Palace of Industry building. The application site is situated between Engineers Way, Olympic Way, Fulton Road and Empire Way but excludes the Quality Hotel, Dexion and Howarine House, the Civic Centre and Malcolm/Fulton House sites.

#### Agenda Page Number: 17

This supplementary report responds to queries from members, formal comments from Transportation and some revisions to conditions for the purpose of clarity and legal robustness.

#### Queries from members during the Committee Site Visit

Councillors asked about the take up of units within the London Designer Outlet centre and how long the land would be used as a car park.

According to the London Designer Outlet web site, over 50 % (by value) has be let or is in solicitors hands. Occupiers named on the web site include: LK Bennett, Clarks, Nando's, Lavazza, Max Studio, TGI Friday's, Las Iguanas, Coast to Coast, Marks and Spencer, Superdry, Guess, Cineworld, Frankie & Benny's, Handmade Burger Co., Jimmy Spices, Pizza Express, Prezzo, Nike, GAP.

In relation to the length of time that the land will be used as a car park, while the consent would allow the use for a period of 5 years (see below for discussion of the period of consent), Quintain are looking to bring forward proposals for the first of the North-West Lands plots (NW01) later this year with a view to starting construction in early 2014. They are also developing ideas for temporary open space and other interim uses along the plots

fronting Olympic Way. Development therefore is likely to take place within parts of this application site during the life of this consent.

### **Formal comments from Transportation**

The application report was based on meetings with Transportation and formal comments have now been received. They confirm that they do not object to the proposal. They have highlighted the fact that this car park is divorced from the main routes to the North Circular Road (via Great Central Way) due to the closures of Fulton Road and Engineers Way during Stadium events (as discussed within the Committee Report) and thus is not ideal for Stadium parking. However, this site represents the only realistic option when the Red Car Park is closed.

They have recommended that the level of parking is reduced upon the opening of the new Red Car Park (currently under construction) or after three years (whichever is sooner) to ensure that the current balance of parking on either side of the Stadium is maintained, with no more than 1,250 Stadium Event spaces normally provided on the western side of the Stadium and Olympic Way.

Transportation also recommend conditions regarding physical works (lighting, boundary treatment etc) and to secure the Parking Management Plan. With regard to the latter, they recommend that this also sets out arrangements for meeting the relevant Highway Authority's costs in providing any associated traffic management measures for Stadium Event days. They have also requested the redundant crossovers are reinstated at the applicants own expense. As parking arrangements may change as the use of the application site for parking changes, unused crossovers may not be redundant. However, an additional condition is now recommended which requires any that are actually redundant to be reinstated at the applicants own expense.

Whilst the car park is initially required to allow the displacement of the spaces within the red car park, it may also be required to displace some parking within the green car park if the sites within the land to the east of the Stadium commences within this timeframe. The condition relating to the Parking Management Plan, as revised by this Supplementary Report (below), requires details of the location of parking spaces for event and non-event days. As such, the Council can consider whether the number of parking spaces in each of the areas (the red, green and yellow car parks) is appropriate. As such, your officers recommend that the level of parking reduces from 1,350 to 510 spaces at year 3 rather than upon completion of the Red Car Park, unless the Council agrees otherwise (e.g. if more spaces are required due to construction on the Green Car Park). With regard to the cost of traffic management measures, these are secured through the planning consent for the Stadium itself.

Paragraph 11.1 of the Section 106 agreement for the Stadium Consent (ref: 99/2400) requires Wembley National Stadium Limited to pay the "...Council's reasonable and proper costs which arise as a direct result of the Council's reasonable need for:-

11.1.1 Temporary Traffic Management Measures to be taken; and

11.1.2 Street cleansing in the immediate vicinity of the New Stadium on Event Days..."

**The conditions have been reviewed and several changes are recommended.**

### **Condition 1 (Temporary period of consent) and Condition 7 (maximum number of spaces)**

The applicant originally requested that the consent be valid for 5 years from the date of operation. However, Transport had recommended that this be reduced to 3 years to allow the review of the parking provision, particularly as it relates to the number of Stadium Event Parking spaces provided on each side of Olympic Way. The ability to extend the consent was incorporated within the relevant condition so that the full period that was initially requested could be approved if officers agree that this is required. Officers had also inserted the duration of the temporary consent into the description of development within the committee report for reasons of clarity (it was not listed in the description of development on the application form) and this will therefore also need to be amended. Having reviewed the condition as set out within the report, your officers consider that a more robust and sound way to secure these principles is to allow the 5 year period that was previously requested by the applicant, but to reduce the maximum number of parking spaces that can be provided on the application site to 510 (from 1,350) for the final two years of the consent period, unless otherwise agreed in writing by the Council.

It is recommended that condition 1 is changed to 5 years and that condition 7 is changed to refer to a maximum of 1,350 spaces for the first three years from first use and 510 spaces for the following two years unless otherwise agreed by the Council.

### **Condition 4 (Parking Management Plan)**

Your officers recommend that condition 4 is revised for reasons of clarity and as the requirement from Consent 03/3200 only relates to the site for that application. However, the change in this condition does not materially change the provisions that are contained within condition 4. The proposed revised wording is as follows:

A Parking Management Plan which sets out details of non-residential Wembley Stadium event day and

non-event day parking and management within the application site, indicative details relating to the site for planning consent reference 03/3200 and indicative access routes, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use hereby approved (unless otherwise agreed in writing by the L.P.A.) and the use hereby approved shall be operated in accordance with the approved plan. Thereafter a revised Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to any changes in parking provision effecting more than 500 parking spaces and the use shall thereafter be operated in accordance with the revised approved plan. The Parking Management plan shall include, but not necessarily limited to:

- Details of the location of parking spaces (number of spaces within each parking area) which, in relation to Wembley Stadium Event Day parking, shall be provided within the application site for consent 03/3200 unless unfeasible for reasons of construction or other reasons as are agreed by the Local Planning Authority;
- Indicative stadium event day layouts and operation methodology;
- Details of access and egress points and arrangements;
- Indicative details of the likely routing of vehicles on the local network and as far as the North Circular Road;

The above details shall be provided in relation to the application site together with indicative details relating to the Parking Management Plan required pursuant to Paragraph 5 of the first schedule of the Section 106 agreement for planning consent reference 03/3200.

Reason: In the interest of the free and safe flow of traffic and pedestrians on the highway.

#### **Additional Informative (No. 3)**

The approval of a Parking Management Plan is also required pursuant to Paragraph 5 of the first schedule of the Deed of Agreement dated 23 May 2012 made under Section 106 and 106A of the Town and Country Planning Act 1990, as amended, relating to planning consent reference 03/3200. However, the Parking Management Plan for that consent only relates to parking within that application site whereas the plan required pursuant to condition 4 shall control parking within the site for this application in association with the site for consent 03/3200. Nevertheless, the applicant may elect to submit one parking management plan covering both application sites may be submitted pursuant to both condition 4 of this consent and paragraph 5 of the first schedule of the Section 106 agreement of consent 03/3200 for the sake of clarity and efficiency.

#### **Condition 3 (Association with the Stage 1 consent)**

It is considered that the text "displaced as a result of works carried out to implement" should be replaced with "associated with" to avoid duplication with condition 4.

#### **Condition 6 (various details to be approved)**

Add "Means of enclosure and other boundary treatments" and "Pedestrian Routes".

#### **Additional condition**

Add the standard condition regarding the reinstatement of redundant crossovers at the applicants own expense.

**Recommendation:** Remains approval subject to revised Conditions 1, 3, 4, 6 and 7, an additional condition regarding the reinstatement of redundant crossovers and additional Informative No. 3.

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## Agenda Item 05

### Supplementary Information

**Planning Committee on 13 March, 2013** Case No.

12/2861

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Location	Land south of Coronation Road / west of Rainsford Road, Coronation Road, London, NW10
Description	Erection of an 11 storey building (including lower ground floor) with basement level to provide 229 bed hotel (Class C1) including function / event space, conference suite, bar and dining facilities together with associated car parking, cycle parking, servicing, retail kiosk (Class A1 or A3), coach drop-off lay-by and dedicated coach parking area on Lakeside Drive. <b>(N.B. This is a cross-boundary application so identical applications have been submitted to both the London Borough of Brent and Ealing Council for their</b>

**determination.)**

**Agenda Page Number: 31-52**

**Points of clarification:**

Officer's are now aware of some minor errors that appear in the Committee report, these are explained below;-

- In the second paragraph under the header 'EXISTING' the site is described as being Strategic Industrial Land (SIL), which is not correct. The site is not designated as SIL.
- In the fourth paragraph under the header 'PRINCIPLE OF DEVELOPMENT' the report makes reference to Twyford Abbey Park, this should in fact say West Twyford Park.
- The final sentence under the header 'High Speed 2' should be disregarded, this appears in the report in error.

**Amendments to conditions;**

**Condition 2**

The list of plan numbers needs to be amended to add;  
Drg HFC-A-L-00-1201, rev5

and to amend Drg HFC-A-L-00-X02 to revision X03.

**Condition 3**

The wording should be amended to add in the words '*and the roof plant on Level 12*' after '*notwithstanding the plant area proposed at Level 3/First Floor*'

**Condition 8**

It is recommended that the wording of the condition be changed so that '*prior to the commencement of development*' is replaced with wording that requires the submission of details within 3 months of the commencement of development. This trigger for submission of further details will align with other planning conditions.

**Amendments to s106 Heads of Terms;**

The agent for the application has confirmed by email, on the 7 March 2013 that the s106 Heads of Terms are agreed in principle by the applicant.

One additional obligation shall be put into the Heads of Terms. This is to confirm that the applicants are to submit a Unilateral Undertaking confirming that they would not raise objection in the future, were the Council to deem it appropriate to designate West Twyford Park as Metropolitan Open Land (MOL). This satisfies the GLA on the points they raise in their Stage 1 response, regarding open space.

**Energy;**

The applicants are still in the process of responding to the points raised in the GLA's Stage 1 response. This will be submitted before referral to the Mayor for his Stage 2 consideration. Should this require any amendments to the s106 agreement Officer's are reminded that Members are asked to agree to the recommendation to grant consent in principle, and to delegate authority to Head of Area Planning to agree the exact terms of the s106.

**Update on High Speed 2 (HS2) position;**

Since their original representation, which objected to the proposal, HS2 have met with representatives for the applicant. Following a meeting of the 7 March 2013, HS2 have concluded that they no longer anticipate any conflict between the HS2 construction activities and the hotel site.

**Recommendation:**

Subject to the amendments to conditions 2, 3 and 8 and the s106 Heads of Terms, as set out above remains to grant consent in principle subject referral onto the London Mayor for his Stage 2 consideration, and subject to the completion of a section 106 agreement or other legal agreement on the heads of terms as set out (or amended heads of terms as agreed by the Head of Area Planning) and request that Members delegate authority to the Head of Area Planning, or other duly authorised person, to agree the exact terms of the s106 agreement, and to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above Heads of Terms and meet the policies of the London Plan, Unitary Development Plan by concluding an appropriate agreement.

## Agenda Item 07

**Supplementary Information****Planning Committee on 13 March, 2013 Case No.**

12/3499

Location Car park, Brook Avenue, Wembley  
 Description Erection of 4 blocks of flats (3x8-storey & 1x5-storey) comprising 109 flats and the erection of 2x3-storey semi-detached family houses. (Revised Description)

**Agenda Page Number: P367****Matters arising from Member's Site Visit Saturday 9<sup>th</sup> March 2013**

A few residents attended the site visit, and stated that they had not received notification of the site visit or committee date. This has been checked and although most of those who had commented by the 1st March had been notified four had not. These were the two Ward Cllrs, the Chairperson of the Barn Hill Residents Association and a local resident of Wicklife Gardens in Barn Hill. These people have been contacted and asked if they are happy or not for the application to be determined. So far one of the Councillors had responded saying they are unable to attend committee but are content for the application to be considered as long as their objections are read out.

Clarification was sought regarding the height of the embankment. The existing height of the embankment from street level (Brook Avenue) to the car park level, varies from 4.5m to 5.0m. The proposed development of the site essentially retains the embankment at this height.

**Revised Plans/Documents**

Revised plans for the proposed development were received prior to the Officer's committee report, and a 14 day re-consultation of all consultees was carried out, with letters dated 27<sup>th</sup> February 2013. The revised scheme comprised the following:

Block 1 has been reduced in height from 9-storeys to 8-storeys and Block 3 has been increased in height from part 7/part 8-storeys to entirely 8-storeys. Blocks 2, 3 and 5 remain unchanged. As a consequence the total number of units proposed has been reduced from 113 to 111, including the 2 houses in Block 5. An additional pedestrian access is proposed from Brook Avenue and a pedestrian lift is proposed adjacent to the vehicular entrance.

Also submitted are a revised Travel Plan, and a Parking Management Plan, as well as other associated Transport documents.

**Further representations received since the original Officer's committee report****Councillor Michael Pavey**

Representations have been received from Councillor Michael Pavey (Barn Hill Ward), making the following comments:

- Environmental Impact – in relation to the proposed removal of mature trees and the consequent impact on habitat (bats and nesting birds)
- Has asked for clarification with regard to the protection of habitat, and provision of bat and bird boxes
- Is concerned that the removal of natural woodland habitat to replace it over a 20 year period
- Is concerned about the impact the proposed development would have on parking, and believes that the submitted Green Travel Plan is inadequate, as it does not go far enough to reduce the number of cars likely to be owned by residents of the new development.
- The Green Travel Plan should be rewritten to give much greater emphasis to attracting residents who do not have cars and are drawn to the development by its public transport connections.
- The proposed development would result in the displacement of commuter car parking to streets further away, exacerbating existing parking problems on those streets.
- In conclusion, I am not opposed to this application in principle and warmly welcome the increase in housing units. However, the existing woodlands must be sensitively preserved and provisions made for local wildlife, and much more work is needed to strengthen the Green Travel Plan

Barn Hill Residents Association have responded to the revised scheme, and re-iterate their original objections to



the scheme.

An additional 5 letters of objection have been received from local residents, as well as additional responses from representees who had already commented. Most of the issues raised are the same as those already raised by objectors, which have been related in the main committee report. The main issues raised are:

- The impact of the development on traffic and parking
- The height of the proposed development

#### Council's Transport Officer

The Transport Officer has inspected the revised plans and documents, and the comments are summarised as follows:

- The proposed pedestrian lift is welcomed and addresses previous concerns regarding wheelchair access
- The further information provided includes parking surveys undertaken and also a revised Green Travel Plan – this needs further work and revision, and should be required within the S106 Agreement
- The submitted Parking Management Plan also requires further information/clarification with regard to parking allocation priorities, and a revised one should also be secured by the S106
- The lack of a CPZ on Brook Avenue means that it is difficult to impose a car-free agreement. However, the applicants have agreed to a permit free scheme, so future residents cannot apply for parking permits
- The applicants have agreed to support the provision of a Car Club space, with membership packs for residents of the development
- The proposed vehicular access gates should be set back 10m from the back of the footway, and a revised site plan is required showing this.

#### Network Rail

No objections subject to conditions relating to future maintenance, installation of a highways approved barrier, trespass proof fencing and noise and vibration. The applicants are also advised to contact Network Rail for assistance on managing construction.

#### Tree Officer

In response to concerns about the Woodland Strategy and the impact on Bat and Bird Habitat on the site, the Tree Officer has made additional comments:

- The mature trees are large previously pollarded short lived species such as poplars and crack willows, most of which have partially collapsed or are coming towards the end of their SULE (safe use and life expectancy). Their removal and replacement with much longer lived specimen trees and woodland is welcomed by the Council's specialists.
- There will be minimal risk to birds, bats and foraging animals as any removal works will take place outside the bird nesting season and trees that could possibly have bat roosts will be dismantled accordingly in line with best practice. This should be overseen by a specialist from Middlemarch Environmental Ltd.
- Recommendations made by specialists from Middlemarch and the Council's own specialist officers have been implemented including the installation of bat and bird boxes and provision of log piles for habitat and specifics such as lying oak logs to encourage the endangered Stag beetle.
- The southern boundary of the site with Brook Avenue could not realistically be described as woodland, more an unmanaged and extremely overcrowded area of scrub that if left will decline still further, with the majority of self set trees collapsing or dying off well before the end of their natural life expectancy.
- The majority of the trees on the north west boundary including the mature Oak trees will not be touched, in fact this area again will be enhanced with new under planting providing habitat for a much richer and more diverse range of wildlife. The removal of the overcrowded stand of young ash may well be inevitable if Chalara Fraxinea (Ash die back disease) takes hold in Brent
- The 20 year period is the typical time allocated to create a new woodland. (once again I must stress this is not currently a woodland).

#### *Conditions*



specific condition requiring that the woodland areas are planted and maintained as per the woodland management plan and any subsequent changes as agreed in writing with the Councils officers are implemented and adhered to.

- Confirmation that the woodland will be subject to regular management/intervention from either experienced contractors or a volunteer organisation such as Groundwork Trust.
- Confirmation that Alder Buckthorn will be included in the native woodland
- The positioning of 6 bat and 6 bird boxes on existing mature trees by an experienced ecologist.

### **Highways/Transport Matters**

Local residents object to the proposal on transport grounds, as it is believed that an increased number of residents in Brook Avenue would lead to an increase in the demand for parking. It should be highlighted that the site has good access to public transport, with a PTAL rating of 4/5. The application site is within walking distance of Wembley Park Station, as well as numerous bus services. As stated in the Committee report, the site proposes a density of 356 habitable rooms per hectare, and the London Plan stipulates that such a site should allow for a higher density of up to 700 habitable rooms per hectare for an urban area with good accessibility to public transport. As such, the proposed density of the site is at the lower end of this range. The site is also located within the Wembley Growth Area, and also identified as a suitable site for residential development in the Council's *Wembley Area Action Plan – Preferred Options*. It has a site allocation for 100 residential units.

The applicants have submitted a revised Green Travel Plan and a Parking Management Plan for future residents of the development.

Your Officers consider that, subject to a satisfactory revised Green Travel Plan and Parking Management Plan, secured by the S106 Agreement, as well as a Permit Free agreement, (which means future residents would not be eligible for parking permits on Wembley Stadium Days or for CPZ permits bib the event of a CPZ being implemented in the future) the proposed development is located on a site ideal for a moderate density residential scheme such as this.

### **Height of proposed development**

Many of the objections from local residents relate to the proposed height of the buildings. Three of the proposed blocks are to be 8-storeys in height.

The proposed residential blocks for this scheme are located at a distance of over 40m from the dwellings on Brook Avenue, which more than complies with the guidance within Brent's Supplementary Planning Guidance 17 – Design Guide for New Development, which stipulates a minimum 20m. The heights of the blocks also comply with the 45 degree line standard, which has been discussed in the main Committee Report.

The site is considered appropriate for a relatively high density scheme, with very good transport access, within the Wembley Growth Area and supported, in principle, by relevant Council policies.

### **Planning Conditions**

Conditions as recommended by the Transport Officer, Tree/Landscape Officer and Network Rail will be added. These includes further details of the revised vehicular gates, details of bat and bird boxes, and the Woodland Management Scheme.

### **Revised Section 106 obligations**

Due to the revised scheme resulting in a reduced number of units proposed, the financial contributions have been reduced:

- A contribution £576,600 (£2,400 per net affordable bedroom, £3,000 per net market bedroom), due on material start and index-linked from the date of committee for Sustainable `Transportation, Education, Open Space and Sport in the local area, to include a part of this contribution to be ring fenced to deal with the environmental issue of Japanese Knotweed specifically on the banks of the river Brent situated on the southern side of Brook Avenue.

Following further comments and recommendations from the Transport Officer, the following further contribution is required:

- An additional minimum cost of £5,000 for the processing of a Traffic Regulation Order to secure a marked space on-street reserved for the Car Club Vehicle(s) will be required. This will be incorporated into the S106.

A revised Green Travel Plan is also required, as well as a revised Car Parking Management Plan. The requirement of the Green Travel Plan has already been detailed in the original Committee Report, and the following is to be added:

- Prior to occupation, the submission of a revised Car Parking Management Plan for the development, setting out how allocation of parking permits will be prioritised.

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

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## Agenda Item 08

### Supplementary Information

**Planning Committee on 13 March, 2013** Case No.

12/3089

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Location	SKL House, 18 Beresford Avenue, Wembley, HA0 1YP
Description	Erection of first floor extension to front of building, with alterations to the front forecourt layout, reduction in width to existing vehicle access and change of use from office (B1a) to a mixed use with B1(c) (light industrial), B8 (warehouse & distribution) with ancillary office and kitchen showroom (as amended by revised plans dated 22/01/13).

#### Agenda Page Number: 85-92

This proposal was deferred from Committee on 13 Feb 2013 at members request, so that they could undertake a site visit.

In the period since this deferral it has come to light that a significant piece of plant has been installed at the rear of the premises, for which planning permission is required. This plant was not applied for as part of the original application. The agent for the applicant has indicated that he will be revising the application to include this plant as part of the current application to extend the building. Further details of the plant's function, specification and associated noise levels are to be submitted, and these will be assessed by Environmental Health Officer's to assess. Officer's are also awaiting the submission of revised plans.

Members will now be familiar with the plant following the site visit that took place on 09/03/13. Given the significance of the plant that has been installed officer's consider it necessary to re-consult on the changes to the proposal and for Environmental Health officer's to provide further comment. It is therefore requested that Members defer the application again to allow for neighbour re-consultation to take place and for further assessment of the plant.

**Recommendation: Defer the application to allow for further re-consultation and assessment of the plant.**

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