



Supplementary Planning Committee

Wednesday 22 May 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)
John (Vice-Chair)
Aden
Baker
Cummins
Hashmi
Kabir
Kataria
CJ Patel
Powney
Singh

first alternates

Councillors:

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

second alternates

Councillors:

Adeyeye
Ogunro
Moloney
HB Patel
Sneddon
Beck
Powney
Naheerathan
Lorber
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 5.30pm 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 22 May, 2013 Case No. 12/3238

Location Asquith Court Schools, 9 The Ridgeway, Harrow, HA3 0LJ

Description Construction of 2 x vehicular accesses onto Draycott Avenue to provide 'entrance' and 'exit' to serve new hardstanding for six on-site parking spaces and parent drop-off zone, pergola, re-location of lamp post, alterations to landscaping and play areas and other associated alterations.

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The impact of the proposed drop off point with regard to congestion and highway safety was discussed at the Planning Committee's site visit of 18 May 2013.

Additional issues were raised with regard to the proposal, including:

- Loss of playspace;
- Loss of soft landscaping.

A response to these objections is included within sections 4, 5 and 6 of the main report. A view from the Council's Highways Department was also requested in relation to the level of congestion occurring during the peak rush hour, alongside further details to be provided in relation to the number of vehicles that the proposed drop-off could accommodate.

The observations from the Highways Department's site visit carried out before the Easter holiday showed that The Ridgeway was fully parked during peak rush hour, and Draycott Avenue still had some on-street parking available. A small number of cars were pulled up on the The Ridgeway on the yellow lines to drop-off children, although there were no more than two at a time. Traffic volumes were noted as being fairly low throughout the area with no observed congestion problems.

With regard to the capacity of the drop-off, in the morning peak hour it was noted that parents generally stopped for about 5 minutes on average, and slightly longer in the afternoon. Therefore if four spaces were kept for parents, this could potentially cater for up to 48 drop-off/pick-ups per hour, notwithstanding peaks in arrival patterns and flexible start and finish times.

On balance, it is considered by the Council's Highways Department that any off-street drop-off facility will help to reduce the instances of on-street parking on yellow lines around the Ridgeway/Draycott Avenue junction.

Recommendation: Remains approval subject to conditions.

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Agenda Item 04

Supplementary Information

Planning Committee on 22 May, 2013 Case No. 13/0224

Location 904 Harrow Road, London, NW10 5JU

Description Demolition of existing petrol filling station and construction of part three, part four storey (over undercroft) building comprising 20 residential units, amenity space, undercroft car and cycle parking and associated landscaping and access arrangements

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The main report to the May Planning Committee had a recommendation for refusal because agreement had not been reached on a financial appraisal to support the level of affordable housing that was being proposed.

However, since that time Officers have continued to negotiate this particular point with the applicants and, as a result, they have now agreed to offer an additional affordable rent 2 bedroom unit. This brings the total number of affordable units to 7 which accounts for 35% of the development. Officers have considered this against the viability information originally submitted with the application and the revised affordable housing toolkit which was submitted following the deferral at the April Committee. For the avoidance of doubt, no revised viability information has been submitted accompanying this latest iteration of the proposal. Having carefully considered the proposal, and discussed it with Housing colleagues, Officers are now satisfied that this level of affordable housing is a reasonable amount on this specific scheme only, with respect to the financial viability and, as a result, this scheme can now be recommended for approval.

In terms of the accommodation proposed, Officers have also raised with the applicant, in relation to "good practice" guidelines in the London Housing Design Guide, that the bedrooms in affordable Units 1.04, 2.04 and 2.05 are deficient in floor area and also that the two proposed affordable 3 bed units (1.04 and 2.04) should have an additional WC. Revised plans have been received which address this, making use of the surplus kitchen/living room floor area for these units.

Recommended conditions;

In addition to the normal 3 year time limit condition, the following conditions are suggested to be attached to any approval:

1. Prior to the commencement of building works, all structures associated with fuel storage and retail including tanks, fuel lines and pumps must be removed from site. This work must be verified to ensure that no residual hydrocarbons remain on site at levels above agreed concentrations.

Reason: To ensure the safe development and secure occupancy of the site.

2. The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

826-PL-201B
862-PL-202C
826-PL-203
26-PL-204B
26-PL-205B
826-PL-206

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

3. Following the demolition of the petrol station and removal of the fuel infrastructure, a site investigation shall be carried out by competent persons to determine the nature and extent of any contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination, and an appraisal of remediation options should any contamination be found that presents an unacceptable risk to future site users. The written report is subject to the approval in writing of the Local Planning Authority. Reason: To ensure the safe development and secure occupancy of the site.

4. Any remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site

5. The development is within an Air Quality Management Area and construction and demolition works are likely to contribute to background air pollution levels. The applicant must employ measures to mitigate the impacts of dust and fine particles generated by the operation, the details of which must be submitted to the Local Planning Authority for approval, prior to commencement of the development.

Reason: To minimise dust arising from the operation.

6. During demolition and construction works on site:

The best practical means available in accordance with British Standard Code of Practice B.S. 5228: 1997 shall be employed at all times to minimise the emission of noise from the site.

- The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 0800 – 1800 Mondays-Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.
- Vehicular access to adjoining and opposite premises shall not be impeded.
- All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only. A barrier shall be constructed around the site, to be erected prior to demolition. Reason: To ensure that and

occupiers of neighbouring premises do not suffer a loss of amenity by reason of nuisance caused by construction and demolition works.

7. Prior to the commencement of the use the applicant shall provide details of all domestic boilers installed demonstrating that the rated emissions of Oxides of Nitrogen (NOx) do not exceed 20 mg/kWh, in writing for the approval of the Local Planning Authority. Reason: To protect local air quality, in accordance with Brent Policy EP3

8. All residential premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:

Criterion	Typical situations
Reasonable resting Conditions	Living rooms
Reasonable sleeping conditions	Bedrooms

Prior to the building of the dwelling, the applicant shall submit in writing to the Local Planning Authority details of how the proposed sound insulation measures will meet the above requirements for approval. These measures shall then be implemented in full. Reason: To obtain required sound insulation and prevent noise nuisance

9. The applicant shall ensure that the proposed underground car park is adequately ventilated to prevent the accumulation of vehicle exhaust gases such as carbon monoxide in accordance with the 'Building Regulations 2010, Document F – Ventilation'. The ventilation equipment installed shall be operated and maintained in accordance with the manufacturers' instructions. The applicant shall ensure that any ducting installed does not exhaust close to windows, air conditioning inlets or other areas where the potential to cause nuisance exists. Reason: To safeguard the health of users and protect the amenity of nearby residents.

10. No works shall commence on site before tree-protection details in accordance with BS5837:2005 have been submitted to and approved in writing by the Local Planning Authority. Such measures shall include details on how these landscape features will be protected during the construction phase and details of root-protection zones provided. The development shall be carried out strictly in accordance with the agreed details. Reason: To ensure retention and protection of trees and other landscape features on the site in the interests of amenity.

11. 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) materials (samples of which shall be submitted for approval by the Local Planning Authority) to be used on all external surfaces of the building(s);
- (b) the proposed boundary treatment including all fences, walls and gateways;

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

13. The landscape works and planting shown on the approved plans shall be carried out prior to the occupation of any part of the development;
Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the area.

14. All parking spaces (including disabled parking bays and electric car spaces), turning areas, loading bays, access roads and footways shall be constructed and permanently marked out prior to first occupation of the part of the development to which it relates unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to allow the Local Planning Authority to exercise proper control over the development in the interests of amenity and highway safety.

15. In order to mitigate the possibility of numerous satellite dishes being installed on the buildings hereby approved, details of a communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be fully implemented.

Reason: In the interests of the visual appearance of the development, in particular, and the locality in general.

16. Works to remove existing cross overs, install new crossovers and undertake other associated highway works shall be carried out at the developer's expense, before the properties hereby permitted are occupied.

Reason:

In the interests of highway and pedestrian safety.

INFORMATIVES

1. The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

2. Whoever carries out the works is reminded of their obligation to comply in full with s60 of the Control of Pollution Act 1974 and the British Standard Codes of practice

5228:1997 Parts 1 to 4 which states that Construction/refurbishment and demolition works and ancillary operations which are audible at the site boundary shall be carried out only between the hours of: Monday to Friday 08:00 to 18:00, Saturday 08:00 to 13:00 and at no time on Sundays or Bank Holidays.

3. The developer is advised to contact the Council's Head of the Transportation Service, in order to arrange for the necessary highway works to be carried out, including raising and lowering kerbs for vehicular crossovers, restoring the footway and making alterations to street markings.

Recommended Section 106 Heads of Terms

The application requires a Section 106 Agreement, in order to secure the following benefits:

- (a) Payment of the Council's legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance
- (b) A minimum of affordable housing: 2x3 bed, 2x2 bed and 1x1 bed social rented flats, and 2x1 bed affordable rented flats.
- (c) A contribution of £3,000 per bedroom/£2,400 per affordable housing bedroom, index-linked from the date of committee, for Education, Sustainable Transportation, Open Space and Sports in the local area.
- (d) A contribution of £10,530.27 to offset the developments shortfall of external amenity space.
- (e) Sustainability – Code for Sustainable Homes Level 4; achieve 50% on the Brent Sustainable Development Checklist, demonstrated through submission of a Detailed Sustainability Implementation Strategy prior to construction; compliance with the ICE Demolition protocol, demonstrated by submission of an independent report detailing demolition and new build material use and recycling; and details of any renewable technologies required to supplement any passive measures in order to achieve a minimum 25% reduction above the CO2 target emission rate required by the Building Regulations Part L 2010, to be submitted, approved and maintained throughout the lifetime of the development.
- (f) Join and adhere to the Considerate Constructors Scheme
- (g) The development shall be entirely “car-free”.

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Core Strategy, Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

Recommendation: Amend recommendation to Approval, subject to Section 106 legal agreement.

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Agenda Item 05

Planning Committee on 22 May, 2013 Case No. 12/2166

Location Former Oriental City, 399 Edgware Road, Kingsbury, London, NW9
Description A hybrid planning application, as amended by plans received 1 November 2012, for the demolition of all existing buildings and structures and: full planning permission (Phase 1) for comprehensive mixed-use development comprising:

- full planning permission the erection of a 7,817sqm gross external area (GEA) Class A1 retail food store with associated service and delivery yard; 5,207sqm GEA of new Oriental and Far Eastern Floorspace to include shops, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways and non-residential institutions (Class A1, A2, A3, A4, A5, B1 and D1); podium slab along Airco Close; a site-wide energy centre; associated car parking spaces, motorcycle parking spaces and cycle parking spaces; associated landscaping and public realm works; new vehicular access from Grove Park and vehicular access from Plaza Walk and associated highway works; and
- outline planning permission (Phases 2 and 3) comprising residential floorspace (Class C3, accompanied by illustrative residential accommodation schedule indicating 183 residential units), associated car parking spaces and cycle parking spaces, associated landscaping and new vehicular access from Airco Close (Phase 2, all matters reserved) and two form of entry primary school and nursery (Class D1, Phase 3, all matters reserved).

The application is accompanied by an Environmental Statement (revised October 2012).

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Site Visit

Members visited the site on Saturday 18 May 2013. The following matters were raised by residents and third parties:

- traffic concerns;
- the development has no public green space/children's play and adds to local pressure,
- concerns regarding the size of the proposed community space;
- inadequate consultation with Chinese community.

Officer Comment:

The above matters are considered in the Planning Committee report. In terms of consultation, letters were sent to those people who commented on the previous planning application in addition to local consultation, site notices and publication of a press notice. A Statement of Community Involvement was submitted by the applicant as part of this planning application which sets out the consultation carried out prior to submission of the planning application.

Additional Comments

Petitions unfortunately omitted in Consultation Section in Planning Committee Report:
One petition containing 204 signatories (with addresses given) requesting the reinstatement of the Chinese community centre.

One petition containing 182 signatories raising the following issues:

- Removed community centre which was part of 2007 application (extended in 2010);
- Welcome redevelopment however should include genuine hub for various Far East communities;
- Disappointed needs and views of those using the services not sought;
- Developer should have concluded that proposal must include Chinese community centre.
- *Officer Comment: These matters have been addressed in the Remarks Section of the Report.*
- Network Housing have submitted further correspondence on 14 May 2013 setting out the following:
 - They support the proposal, in particular the delivery of a new school;
 - They do not object to an alternative access solution and continue to be will to negotiate a value for their land should the original preferred access arrangement wish to be pursued in time.

Correspondence received on 21 May 2013 from Robert Dunwell on behalf of QARA Group of Associations raising the following matters:

Support the application in general;

- Request a meaningful increase in proposed Chinese/Oriental community space;
- Request 'no cost usage' of school amenity space;
- Clear signage to distinguish 'Oriental' part of the building development;
- Request re-instatement of provision of 'temporary' cultural community space in the locality with costs met by
 - the developer;
 - Address traffic flows in the hinterland of the development.

Officer Comment:

- Consideration of the provision of dedicated community space within the development is set out in the main Committee Report (pg. 67). It should be noted that D1 community floorspace will not be restricted to 28sqm, but given an upper limit of 250 sqm;
- It is recommended that the following condition be imposed to require community access to space in the school. This would be available to all community under the same terms:

Prior to the commencement of the use of the school, a Community Access Plan shall be submitted to and approved in writing by the Local Planning Authority. The Community Access Plan shall allow for a minimum of 15 hours of community use each week and shall include details of rates of hire (based upon those charged at other public facilities),

terms of access, hours of use, access by non-school users/non-members and management responsibilities.

The approved Community Access Plan shall be brought into operation within 3 months of occupation of the development and it shall remain in operation for the duration of the use of the development

Reason: To secure well-managed, safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Local Plan Policy

- *Condition 31 (pg.106) requires submission of a Frontage and Signage Strategy for the OFEF;*
- *As set out in the Committee Report (pg.68), the developer paid a contribution to assist business for relocation or hardship costs.*
- *Transportation issues are addressed in the Committee Report.*

TfL

As set out in pg. 57 of the report, further consideration will be given to matters raised by TfL including improvements to bus stops and other highway works.

Further information has been provided by the applicant on bus stop improvements. TfL have confirmed that they accept the conclusions of the assessment and no contributions towards bus stop improvements are required.

TfL recommends that a contribution of £50,000 is secured to carry out feasibility/study improvements after the development is open for business. This would be in conjunction with other contributions sought from developments in the local area.

Officer Comment: Given the viability constraints of the scheme, a contribution of £20,000 is recommended from the contributions secured towards highway improvements. TfL would prefer a greater contribution, they do acknowledge the viability constraints of the scheme and would welcome a contribution of £20,000.

Transportation

Further comments have been provided by Transportation on Capitol Way/Stag Lane Junction. Comments state that 'flows through the junction were reassessed on the basis of a mini-roundabout arrangement [secured as part of the Wickes development]. These results do show some improvements in overall operation compared with the priority junction layout, but with ratio of flow to capacity (rfc) values still above 1.0 on the Stag Lane (southbound) approach in the morning and Saturday peak hours.

Widening of this approach by about 1m to provide two entry lanes on the Stag Lane (north) arm of the mini-roundabout junction would help to improve its operation though, bringing rfc values below 1.0 in the morning and Saturday peak hours and it is recommended that funding be provided towards these additional work through this development.'

Funding for these works will be secured as part of the s.106 contribution towards highway improvements.

Comments provided by the Agent following publication of the Planning Committee Report

The following summarised comments have been provided by the applicant's agent following publication of the Committee Report:

- Amend description of development to omit reference to illustrative residential accommodation schedule;
- Amend recommendation to state 'Referral to SoS under 5.1 of Communities and Local Government Circular
- 02/2009' rather than simply as departure;
- Floorspace breakdown - should be 33,114 sqm, with net increase of 18,601 sqm;
- There should be a greater emphasis on the ground breaking and unique design of the food store;
- Primary school buildings would meet the Government's Standards BB99 for primary school design;
- Include Core Strategy CP11 and Site Specific Allocations DPD;
- Frustrated by conclusions of retail sequential test;
- Report should reference legal rebuttal in consideration of interpretation of Condition 14 planning permission 90/1727.

Officer Comments:

The above comments are noted. The description sets out that the residential accommodation schedule is illustrative and gives an indication of the number of units in the outline residential element of scheme and, it is not recommended that this is omitted. In terms of the floor space breakdown, the existing floor space is not relevant to the CIL calculation given that it is vacant;

The applicant has reiterated their concern regarding the conclusions drawn regarding the retail impacts of the scheme as they do not consider the Watling Avenue site would constitute a sequentially preferable site. This has been considered in full in the Planning Committee report. In terms of the rebuttal submitted by the applicant to our legal opinion on interpretation of Condition 14 planning permission LPA Ref: 90/1727 (pg. 62), it is not considered that this the conclusion drawn would change the decision taken that the condition is effective in restricting the range of goods as formalised through the refusal of a Certificate of Lawfulness on this point (LPA Ref: 13/0612).

Heads of Terms

It is noted that a suitable clause to link the retail element of the scheme with the delivery of the housing has not been included in the Heads of Terms but is referred to in the discussion section of the report. The recommendation is proposed on the basis of securing such an agreement.

Updating /amending conditions Condition 3

- 1360-SK-25D replaced with 1360-GA-25D;
- WSP-GA-21F to be reference to 'Option 1';

- '4211-20-901 Rev A Outline Retail Residential Accommodation Schedule' & '4211-20-903 Illustrative School Area Schedule' omitted as for information only.

Condition 6

Amend wording to "and in general accordance with other particulars in the Design and Access Statement".

Condition 10 (i)

Reworded to state "the construction vehicle access(es) and routing, which shall avoid Grove Park between its junctions with Stag Lane and Airco Close, and Stag Lane as these have width restrictions".

Condition 19

Amend hours to allow deliveries between 06:00 and 20:00 to reflect service needs.

Condition 21

Reworded to state "Parking spaces within the Residential car park shall be used only for vehicles associated with domestic use and no other use for the lifetime of the development".

Condition 37 (ii)

Reworded to state "not fewer than 15 spaces allocated for the use of resident disabled Blue Badge holders who require them".

Condition 40

Amend to living and/or green roofs

Recommendation: As set out in the Planning Committee report subject to revisions set out above.

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Agenda Item 09

Supplementary Information

Planning Committee on 22 May, 2013 Case No. 13/0435

Location Flat 2, 2 Buxton Road, London, NW2 5BJ

Description Single storey rear extension to ground floor flat

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Members visited the site on Saturday 18th May 2013.

Following the visit Officers have taken the opportunity to review the merits of the scheme. The original Officers site visit did not pick up, in sufficient detail, the specific relationship of the proposed extension to the shared use of the existing outside space or the fact that use of this outside space is split between the two ground floor residential units. In addition, the submitted plans appear not to represent the existing boundaries. As a result of this review, Officers are now of the opinion that the application should be refused.

Whilst a small extension to this particular flat might be possible, the proposed addition results in the loss of virtually all valuable outside space to the application flat and also relates poorly to the outside space currently assigned to the other ground floor unit. As

a result, the proposal would lead to an unacceptable quality of environment for occupiers of both ground floor flats. One because the balance between internal and external space in this already constrained unit is detrimentally harmed and the other because of the physical harm that an extension of this size would have on the amenities of the second ground floor flat, in terms of outlook and creating a sense of overbearing.

As a result, the recommendation should be changed to one of refusal for two reasons, namely:

1. The proposed extension, by reason of its size, siting, bulk and design, would have a significantly detrimental impact on the quality of residential environment currently enjoyed by occupiers of the front ground floor flat. The extension would impact on the outlook from within the flat and also create an overbearing impact on the outside space in an already constrained site. The proposal does not, therefore, comply with policies BE2 and BE9 of Brent's Unitary Development Plan 2004, as well as Supplementary Planning Guidance Note SPG5 "Altering and Extending Your Home".

2. The proposal to provide an extension that would significantly extend the accommodation to form a larger ground floor flat, with the consequent reduction in the already restricted depth of rear garden, represents an overdevelopment of the site, with inadequate usable private amenity space available and offering substandard outlook for the occupants of this property. As a result, it would be contrary to the Council's policies BE2 and BE9 of Brent's adopted Unitary Development Plan 2004 and Supplementary Planning Guidance Note SPG5 "Altering and Extending Your Home".

In addition, an **Informative** should be attached to the decision stating that:

"The applicant is informed that the submitted plans are considered to be inaccurate, in terms of how they show the existing building and, in particular, the site boundary and its relationship with the application property and other buildings nearby."

On the Members site visit, the occupier of the application premises indicated that they were not aware of the application proposal. Having looked again at the Council's records, Officers are able to confirm that the owner/occupier of the flat in question was informed by letter about the planning application on 6 March 2013 and notified about the Members site visit on 9 May 2013.

Recommendation: Amend to refuse planning permission.

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Agenda Item 10

Supplementary Information

Planning Committee on 22 May, 2013 Case No. 13/0539

Location GRATTON GUEST HOUSE, 147 Wembley Hill Road, Wembley, HA9 8DU
Description Demolition of existing detached guesthouse and erection of part two-storey, part three-storey 15-bedroom residential care/supported living accommodation (Use Class C2) with associated off-street parking.

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Members visited the site on 18 May 2013. The site visit generated some further questions which are addressed below.

1 Members wanted to establish whether or not the application site also includes the grassed strip of land outside of the boundary wall, along the Wembley Hill Road frontage;-

The agent has confirmed that this strip of land is not within the application site. The red line boundary shown on plan now demonstrates this.

2. Further clarification was sought on the potential loss of trees on site;-

The agent has re-confirmed that all existing trees (including those subject to a TPO) are to be retained. This is consistent with the previous 2004 planning permission for a hotel development. The plans have been amended to clearly plot the position of all existing trees that are being retained. In any event Condition (9) will require the submission and approval of a detailed tree survey and Construction Method Statement to demonstrate how all existing trees, and their roots will be protected during site clearance, demolition or construction works.

3. Is the rear amenity space consistent with the previous planning permission for this site?-

The size of the amenity space to the rear of the building is consistent with the previous 2004 consent, as is the hardstanding area for the car park. Further details of how these areas are to be landscaped will be secured as part of the site wide landscaping condition No.8

Recommendation: Remains approval

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