



## Supplementary Planning Committee

**Tuesday 14 January 2014 at 7.00 pm**

Conference Hall - Brent Civic Centre, Engineers Way,  
Wembley, HA9 0FJ

### 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  
Sneddon  
Cheese  
Oladapo  
Long  
Brown  
Gladbaum  
Hossain

#### second alternates

Councillors:

Adeyeye  
Ogunro  
Moloney  
HB Patel  
Hopkins  
Beck  
Al-Ebadi  
Naheerathan  
Lorber  
Harrison  
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 Boardrooms 7 and 8**

# Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

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# Agenda Item 8

## Agenda Item 03

### Supplementary Information Planning Committee on 14 January, 2014

Case No. 13/2903

Location Preston Park Primary School, College Road, Wembley, HA9 8RJ  
 Description Demolition of existing dining room and kitchen block and the erection of a new two storey class room block incorporating replacement dining room and kitchen, a single storey extension to the existing nursery/reception year block, the removal of three temporary class room huts, increased cycle storage, new fencing, new landscaping, and the creation of a larger reception rear playground.

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#### Objection from the South Kenton and Preston Park Residents Association (SKPPRA)

The South Kenton and Preston Park Residents Association have reconfirmed their objection to the proposal on the grounds that the Robert West transport statement is not sufficient to meet the DoT criteria for a transport assessment for a school development of this size and the application is therefore invalid.

The Council's Transportation Team have assessed the submitted transport statement and consider the majority of the assessment and its conclusions to be correct. They acknowledge the parking survey undertaken by Robert West overestimated the amount of on-street car parking available after conducting their own survey. Notwithstanding Transportation's advice is that the proposal would be acceptable subject to the submission and approval of a revised School Travel Plan, setting more onerous the school and local highway network can accommodate the proposed increase in pupil and staff numbers. Data from Travel Plans for other schools in the Wembley area suggest that the required modal shift in school trips is achievable. Transport for London have awarded Preston Park Primary a 'Gold Star' two years running for its travel plan. The School has been recommended for a 'Platinum Star' this year.

#### Incorrect Drawing numbers.

Please note that the drawing numbers listed in Condition 3 are incorrect and refer to another school expansion project. The correct drawing numbers are:

941B 100 B	941B 402 C	Design & Access Statement
941B 101 B	941B 403 C	Transport Statement
941B 102 A	941B 404 A	Acoustic Design Report
941B 202 F	941B 420	Arboricultural Survey
941B 203 C	941B 421	Energy Strategy Report
941B 204 D	941B 501 A	Phase I Habitat Survey
941B 205 D	941B 502 A	External Lighting Report
941B 206 C	21966.002-D01 T1	Flood Risk Assessment
941B 215	21966.002-D01 T1	Landscape Materials Palette
941B 216	13/486 GA Rev B	Planning Statement

For information the above plans and documents are the ones made available on the Council's website and that were consulted on

**Recommendation:**  
Remains Approval.

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## Planning Committee on 14 January, 2014

Case No.

13/3199

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Location	Land rear of 270 to 288, Neasden Lane, London
Description	Redevelopment of vacant land to form single storey office unit (use class B1a) with one associated car parking space and one delivery space to land off Cairnfield Avenue, NW2 and to the rear of Neasden Lane (revised description)

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### Members Site Visit

It was noted that there are ground level changes across the site that are not shown on the elevation plans. It is recommended that a condition is secured as part of any forthcoming planning consent that provides revised elevations to be submitted for approval which show the maximum height of the building to the top of the parapet at 5.1m high from ground level. The suggested wording of the condition is as follows:

*Notwithstanding the submitted plans hereby approved, revised elevations plans reflecting the level changes across the site and showing the height of the building including parapet level to not exceed 5.1m high from ground level at any point shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any works on site. The building shall be completed in full accordance with the approved plans.*

*Reason: To ensure a satisfactory development.*

Clarification was also requested regarding whether there would be a market for B1 office space in this location. In response to this concern, officers can advise that the building has been purpose built for B1 office accommodation. In policy terms, the location of the site is considered appropriate for B1 office accommodation as it is located within a town centre and has good access to public transport.

**Recommendation: Remains approval subject to an additional condition as described above.**

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## Agenda Item 05

## Supplementary Information Planning Committee on 14 January, 2014

Case No.

13/3216

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Location	Valiant House, 365 High Road, Wembley, HA9
Description	Demolition of existing third floor and erection of new third, fourth and part fifth storey building with three storey rear extension and conversion into hotel, comprising 116 hotel rooms, ancillary bar/lounge, restaurant in basement, provision of 8 car parking spaces, 26 cycle stands, 5 motorbike spaces and associated parking for coaches

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The Council's Transportation officer has objected to the proposal due to the insufficient headroom over the proposed undercroft coach parking area. A headroom of 4.5 metres is required and because of the sites constraints this headroom cannot be achieved by lowering the sites ground level. The only way of achieving the headroom therefore would be to raise the height of the building which if such a revision were to be submitted would require re-consultation. Officers are therefore regretfully changing their recommendation to one of refusal.

Reasons:

1. The proposal fails to make sufficient provision for the parking of coaches resulting in the likelihood of

coaches dropping off and picking up passengers on the adjoining highway to the detriment of the free flow of traffic and the safety of road users to policy TRN22 and TRN30 and parking standard PS11 of the Council's Unitary Development Plan 2004.

2. In the absence of a legal agreement to ensure that future occupiers are not eligible for on-street parking permits, the development would result in additional pressure on on-street parking that would prejudice the free flow of traffic and conditions of safety along the neighbouring highway. As a result, the proposal is contrary to policies TRN3 and TRN23 of Brent's adopted Unitary Development Plan 2004.
3. In the absence of a legal agreement to ensure the implementation of sustainable design principles the proposed development will not contribute towards energy conservation, air quality and sustainable construction, to the detriment of the environment, contrary to policy BE12 of Brent's Unitary Development Plan 2004, policy CP19 of Brent's Core Strategy and Supplementary Planning Guidance No. 19: "Sustainable Design, Construction & Pollution Control".

**Recommendation:**

That the application be refused for the reasons indicated above.

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Further to the supplementary report sent out to members yesterday evening advising that the recommendation be changed from approval to refusal due to the Council's Transportation officer's concern over the insufficient headroom over the proposed undercroft coach parking area, officers now believe that a technical solution maybe possible. The solution would in a worst case scenario require the height of the proposed part 2/part 3-storey extension to the rear of the existing building o be raised by a height of up to 0.6 metres. This would provide the required 4.5 metre headroom required by coaches to access the undercroft area. Officers consider that this relatively marginal increase in height would not impact significantly on neighbouring amenity or on the appearance of the development. Officers are therefore now recommending that the application be approved subject to a condition requiring amendments to achieve the necessary headroom to allow coaches to access the parking area under the building on the understanding that neighbours would be consulted on the submitted details.

#### Suggested condition:

Notwithstanding the plans hereby approved, further revised details's shall be submitted to and approved by the Local Planning Authority prior to the commencement of work on site demonstrating sufficient headroom to allow coaches to access the undercroft parking and servicing area. The development be completed in accordance with the approved details and the parking and servicing area shall be made available for use prior to the occupation of the development and shall be retained for the parking and servicing requirements of the development at all times unless the Council agree otherwise in writing.

Reason: To ensure appropriate vehicular access and servicing of the site.

#### Recommendation:

That the application be approved subject to the additional condition proposed above.

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