

# Agenda Item 9

## Agenda Item 03

### Supplementary Information

### Planning Committee on 15 October, 2014

Case No.

14/2276

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Location	Land at 255, Ealing Road, Wembley, HA9
Description	Construction of 3- to 9-storey building comprising 125 residential units and 277 sqms of affordable workspace (Use Class B1) and/or community floorspace (Use Class D1) and associated parking, access, landscaping and related ancillary works.

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#### Members site visit

A number of issues/queries were identified on the members site visit. These are discussed below:

#### 1. Provision of infrastructure

Policy CP8 of Brent's Core Strategy 2010 identifies a series of anticipated infrastructure improvements to support the level of development planned for within the Alperton Growth Area, which is being developed by the Council through a Infrastructure and Investment Framework. So far Brent and its partners have:

- Secured funding for the redevelopment of Alperton Community School through the Priority School Building Programme, with an increase in form of entry at Secondary level, this project is due to be completed in September 2016;
- Identified a potential site for the primary school and other community uses with a feasibility study underway (linked to the redevelopment of Alperton Community School), this project will not commence until the Stanley Avenue site becomes surplus to requirements when the secondary school moves to the Ealing Road site;
- Brent is working with the developers at 243 Ealing Road to identify users for over 1000 m2 of affordable workspace or alternative D1 use (which could include medical or health services, nursery, crèche or day centre);
- Brent has allocated Section 106/CIL funding for investment into improvements to the quality and accessibility of existing public open spaces;
- Brent has allocated Section 106/CIL funding for investment into the canal pedestrian and cycle routes, the first project which will improve the entrance to Hazel Grove is due to commence in October 2014 and amenity space as part of the 243 Ealing Road development;
- Brent is working with TfL to refurbish Alperton Underground Station and improve the public realm on Ealing Road, this project is due to go on site in January 2015.

#### 2. Alperton playing field

The infrastructure improvements for Alperton Growth Area includes improvements to the quality and accessibility of existing open spaces. Funding secured through Section 106 Contributions and CIL will, in part, be allocated to improve existing open spaces.

#### 3. Crossing Ealing Road

Transportation have advised that given that the existing junction of Carlyon Avenue and Ealing Road has a signalised pedestrian crossing facility, improvements to crossing facilities will not be sought as part of this scheme. Your officers can advise that as part of the Section 106 Agreement for 243 Ealing Road (LPA Ref: 09/2116) a pedestrian crossing phase across the site access with a central pedestrian refuge was secured.

#### 4. Speed cameras should be provided on Ealing Road

Transportation have advised that speed cameras are provided and managed by Transport for London rather than Brent Council. They will be considered in instances where existing speeding problems exist. As such, the Council is unable to provide speed camera.

#### Other matters

#### Description of development

The applicant has requested for the description of development to be amended to include community floorspace (Use Class D1) use class as well as affordable workspace (Use Class B1). This would allow more flexibility for occupation of the two ground floor units. However, it is considered important that at least one unit is first offered as affordable workspace to meet policy objectives. Given that the description of the application within the application form includes B1/D1/D2/A1-A3, a change to the description can be included. It is recommended that the description of the development now reads as follows:

*Construction of 3- to 9-storey building comprising 125 residential units and 277 sqms of affordable workspace (Use Class B1) and/or community floorspace (Use Class D1) and associated parking, access, landscaping and related ancillary works.*

The Heads of Terms updated as follows:

A minimum of one of the units to be provided for affordable workspace to shell, core and utilities prior to Occupation of the residential units and only if the unit is not be occupied within a 2 year period starting 6 months after being provided, to make the unit available for community use (use class D1) at a subsidised rate. The second unit shall be provided to shell, core and utilities prior to Occupation of the residential units and made available for either affordable workspace or community use (use class D1) at a subsidised rate.

#### Typographical Errors

##### *Affordable housing figures*

Item 2 in the Section 106 Details set out in page 6 of the main committee report sets out the affordable housing figures. A typographical error was made which makes reference to 21 affordable rented units. This has been included in error and your officers can advise that the affordable housing Head of Term should read as follows:

Minimum of 19 affordable rented units (6 x 1 bed, 6 x 2 bed and 7 x 3 bed) and 19 shared ownership units (10 x 1 bed and 9 x 2 bed) representing 30% affordable housing on a habitable rooms basis.

##### *Brent Sustainability Checklist*

A figure of 46.5% has been reported in the main committee report. This figure has been incorrectly noted and should read a minimum of 42.5%. Whilst the figure is a shortfall from the target of 50% as set out in Brent Sustainability Checklist, the scheme will meet more recent sustainability requirements including achieving Code for Sustainable Home Level 4 and the maximum reasonable amount of carbon saving over Part L of Building Regulations 2013 (see paragraph 68 within the main committee report).

#### Clarification on Community Infrastructure Levy

The applicant has provided a breakdown of the Gross Internal Areas (GIA) and based on this your officers can advise that this would trigger a CIL figure (excluding any social housing relief) as follows:

Brent CIL - £2,166,196.43  
Mayoral CIL - £391,296.08

#### Additional condition

In line with the recommendations set out by your officers in Transportation it is recommended that a condition is secured requiring details of a Servicing Management Plan to be provided for the affordable workspace units. Such condition is recommended to read as follows:

*Prior to first occupation of the ground floor affordable workspace units hereby approved, a Servicing Management Plan setting out delivery arrangements for the affordable workspace units, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details.*

*Reason: In the interests of providing sufficient servicing facilities on site.*

**Recommendation: Remains approval subject to completion of satisfactory Section 106 Agreement and conditions as set out after paragraph 76 of the main committee report and additional condition as set out above**

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## Agenda Item 04

## Supplementary Information Planning Committee on 15 October, 2014

Case No. 14/1515

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Location	Land next to Fairbanks Court, Atlip Road, Wembley, HA0
Description	Planning application for the change of use of waterspace for residential moorings

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During the Committee site visit, committee members queried the location of nearby sewage facilities, council tax for residential moorings, the location of visitor parking and the provisions for refuse storage and collection.

Sewage and refuse facilities are located nearby at Engineers Wharf (Northolt, pump out facilities), Horsenden Hill (Elsan facility), Kensal Green (Elsan facility) and Hornead Wharf (near Westbourne Park, Elsan facility). The Canal and River Trust consider these to be within a short cruising distance from the application site.

Permanent moorings are liable to pay Council Tax. Where a boat mooring becomes a person's sole or main residence, the Council will advise the Valuation Office Agency (VOA) who will typically issue a Council Tax band. The VOA normally contacts the occupier and reviews other factors which may affect the rating, such as the potential for transience and any the details of other local moorings close by. Council tax is payable from the date that the mooring was completed or occupied and the VOA can issue a retrospective date if appropriate. There is no set band for residential moorings. Comparable dwellings on Grand Union Canal are banded A.

No visitor parking is available within Atlip Road which is a private road where parking is controlled by a private company on behalf of the owners of the Atlip Road development. The nearest on-street pay-and-display parking is situated just over 400 m from the moorings on Mount Pleasant and Ealing Road (just north of Mount Pleasant). The site has good public transport accessibility and your officers accordingly do not consider that the proposed change from visitor to residential moorings is likely to result in significant over-spill parking.

**Recommendation: Remains approval**

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## Agenda Item 05

## Supplementary Information Planning Committee on 15 October, 2014

Case No. 14/2930

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Location	Sarena House and Allied Manufacture, Grove Park, London, NW9 0EB
Description	Demolition of all existing buildings and the erection of 2 to 6-storey buildings providing 227 residential units (10 x 4bed houses, 58 x 1bed, 101 x 2bed, 31 x 3bed and 27 x studio flats), 256 sqm of affordable workspace for research and development (Use class B1(B), proposed vehicular access from Grove Park, provision for car/bike parking on the basement and ground level and associated landscaping and amenity space

**Agenda Page Number: 42****Members Site Visit**

The following points were raised on the member's site visit.

## 1. Boundary wall with properties along Evelyn Avenue

The agent confirmed that the above boundary wall may not be retained. In response it is recommended that condition 13 is updated to read as follows:

*(g) proposed and any retained boundary treatments both within the site and along the site boundaries including walls, fencing and retaining walls, indicating materials and height*

## Other matters

### Clarification on PTAL of the site

The main committee report together with consultation responses from both the GLA and TfL advise that the site is within PTAL 4. It should be noted that the site ranges from PTAL 2 to 4 with the eastern half of the site including the mid point of the site falling PTAL 4.

Given that around half of the site falls within PTAL 4 it is considered reasonable to consider the site as PTAL 4 for the purposes of density calculations. Furthermore, it should also be noted that as part of the measures of infrastructure identified within policy CP11 of Brent's Core Strategy 2020 to support the growth area, new bus services to provide interchanges with local rail and underground services have been identified which has the potential to increase PTAL rating within the site and wider growth area.

### Additional letter of objection

An additional letter of objection has been received which raises the following concerns:

- Lack of consultation on the planning application

Prior to the planning application being submitted to the Council, the applicant held a public consultation event (see paragraph 114 of the main committee report).

As part of the planning application, a total of 533 neighbours were consulted including properties on Airco Close, Edgware Road, Evelyn Avenue, Grove Park, Rose Glen and Westfield Close. This exceeds both the statutory consultation requirements which only requires a site notice and press notice to be displayed within the vicinity of the site and Brent's consultation guidance set out in SPG2, which requires properties of up to 100m from the site to be consulted on large scale proposals.

- Lack of infrastructure to support the Burnt Oak/Colindale Growth Area including recreational, schools, nurseries, health and adequate parking provision for residents.

This area of objection has already been raised and discussed in the table of response to objections on pages 65 to 66 of the main committee report.

- Existing problems with overspill parking from Westfield Close and Airco Close, and this development due to its lack of parking will further add to parking congestion and overspill parking. A CPZ is not a solution

This area of objection has already been raised and discussed in the table of response to objections on pages 65 to 66 of the main committee report.

- High rise developments not appropriate for the area

This application proposes blocks of upto 6 storeys high. Such a height is not considered to be acceptable in the locality and as discussed within the main committee report the height is considered acceptable both in design terms and in relation to neighbouring sites (please refer to paragraphs 15 and 41 to 46).

### Clarification on cycle parking provision within the development

The GLA have queried the number of cycle parking spaces as there is a discrepancy between the submission documents and the committee report. It is confirmed that 276 cycle parking spaces will be provided in the four cycle stores within the site rather than 236 cycle parking spaces as set out in paragraph 71 of the main committee report

**Recommendation: Remains approval subject to completion of satisfactory Section 106 Agreement and conditions as set out after paragraph 116 of the main committee report and revised wording above, together with referral to Mayor of London**

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## Agenda Item 07

**Supplementary Information  
Planning Committee on 15 October,  
2014****Case No.** 13/3503

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Location	110 Walm Lane, London, NW2 4RS
Description	Demolition of existing Public House and Conservative Club and erection of 2 to 10 storey building containing A4/D1 use unit on ground floor and 53 residential units on the ground and upper floors (13 x one bed, 30 x two bed and 10 x three bed). Formation of revised vehicular access from Walm Lane to basement car park comprising 23 parking spaces and associated amenity space, landscaping works and pedestrian access from Walm Lane, subject to Deed of Agreement dated under Section 106 of the Town and Country Planning Act 1990, as amended (revised description).

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A further representation on the matter was received from a local resident. In summary the representation raises concerns regarding public consultation on the item and concerns that accepting the revised affordable housing offer in advance of the Public Inquiry would weaken the Council's case. These issues have been addressed in the main Committee Report.

**Recommendation: Remains as set out in the main report**

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