

Agenda Item 11

Agenda Item 03

Supplementary Information

Planning Committee on 11 February, 2015

Case No.

14/4330

Location Land Adjacent to Quality Hotel and Dexion House, Yellow Car Park, Fulton Road, Wembley
Description Proposed erection of 1- to 20-storey building comprising 370 residential units, 693 sqm of non-residential floorspace (use class A1 (retail), A2 (financial and professional), A3 (cafe/restaurtant), B1(Business), D1 (community) or D2 (assembly and leisure)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, landscaping, cycle storage and refuse provision.

This application is submitted pursuant to conditions 1 (Reserved Matters in relation to Layout, Scale, Appearance, Access and Landscape), 9 (Noise), 23 (Sustainability Implementation Strategy) and 28 (Affordable Housing Storage) in relation to Plot NW06 of outline planning permission reference 14/3054 which varied outline planning consent reference 13/1323 (section 73 application) and 10/3032 (original consent), with details also submitted pursuant to paragraphs 4 (Affordable Housing), 10.5 (Demolition), 12 (sport and play space) and 19 (Brent Access Forum) of the first schedule of the Section 106 legal agreement

Outline Planning Consent reference 10/3032 was for:

Demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m² of floorspace (GEA, excluding infrastructure) comprising:

- Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m² to 30,000m²
- Business (Use Class B1): up to 25,000m²;
- Hotel (Use Class C1): 5,000m² to 20,000m²;
- Residential dwellings (Use Class C3): 65,000m² to 100,000m² (815 to 1,300 units);
- Community (Use Class D1): 1,500m² to 3,000m²;
- Leisure and Entertainment (Use Class D2): up to 5,000m²;
- Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m² to 25,000m²;

and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

Agenda Page Number: 5

Revised drawings received.

A condition (No. 8) was recommended which required the provision of at least 8 additional three-bedroom flats within the building. Revised drawings have been submitted that include these flats on the 15th to 19th floors of the element of the building that is adjacent to the proposed park.

A total of 8 additional 3-bedroom units are proposed, with 16 one-bedroom units being removed from the scheme. The total number of units reduces from 370 to 362, requiring an amendment to the description of development. The changes are summarised as follows:

	Previously	Now proposed
1-bed	16	
2-bed	16	16
3-bed		8

The standard of accommodation for all of the units meet or exceed London Plan standards. The three bedroom units are dual (south and east or south and west) or triple (east, north and west) aspect. The changes result in minor amendments to the elevational treatment of the proposed building through the re-siting of doors and windows and revised elevations have been submitted. The changes do not materially affect the appearance of the proposed building.

It is accordingly recommended that the revised drawings **A-PL-115 Rev 1, A-PL-116 Rev 1, A-PL-117 Rev 1, A-PL-118 Rev 1, A-PL-119 Rev 1, A-PL-304 Rev 1, A-PL-306 Rev 1** are approved updating Condition 1, Condition 8 is omitted and description of development revised accordingly to reflect number of units.

Recommendation: To approve the Reserved Matters subject to conditions after paragraph 45 subject to updates to Condition and omitting Condition 8 and amendments to the description of development, and approve details pursuant to Conditions 1, 9, 23 and 28 in relation to plot NW06.

DocSuppF

Agenda Item 07

Supplementary Information

Planning Committee on 11 February, 2015

Case No.

14/4078

Location	Car Park next to 34, Rokesby Place, Wembley
Description	Erection of 2 semi-detached houses and associated hard and soft landscaping including the provision of parking spaces, bins and bike stores, and alterations to existing parking and landscaped areas (as amended plans).

Agenda Page Number: 63

Additional representations following publication of the Planning Committee Report

Following publication of the Planning Committee report, two further objections (submitted in several communications) have been received raising the following matters:

- Statement that the car park is "redundant" is misleading;
- Rokesby Place is an adopted highway over which Brent Housing Partnership (BHP) do not have control - the Wings parking scheme had to be scrapped which puts a whole new perspective on this application;
- Turning circles (near the bin storage) are in fact parking areas - only place where large lorries, including refuse vehicles can turn is the car park;
- Will result in parking problems -experience is of road in Rokesby Place being fully parked and to suggest that spaces are available in Copland Avenue is not true;
- Examples throughout Brent where Planning and Transportation made sweeping statements such as ' Copland Road' can cope only to be proved wrong. One classic example is Jensen & Yardley Close in Neasden where similar claims were made where there is now regular and inevitable parking on pavements and grassed areas.
- Removing the whole of the car park create serious problems for this small estate.
- Impact on living conditions of 24 Crawford Avenue;
- Overdevelopment.

Officer Comment

Details regarding the level of usage of the car park are set out in the Committee Report. The application was initially submitted proposing changes to the parking arrangements within Rokesby Place; these works were removed from the proposal in an attempt to address concerns raised by residents. It also became apparent during the course of the application that Rokesby Place (the roadway outside and beyond No. 34 Rokesby Place) is adopted highway and not within the ownership of BHP. As a result, BHP have withdrawn their 'Wings' permit scheme as this land is not within their control. Whilst Transportation maintain their view that the proposed development is acceptable, the applicant has agreed to fund consultation on the introduction of a Controlled Parking Zone (CPZ) for Rokesby Place and/ or other road markings deemed appropriate by the local highway authority and their implementation (if agreed). As such, the following condition is suggested to secure the provision:

The occupation of the development authorised by this permission shall not begin until the local highway authority has approved in writing an agreement from the applicant that consultation on the introduction of a Controlled Parking Zone (CPZ) for Rokesby Place and/ or other road markings deemed appropriate by the local highway

authority and their implementation (if agreed) will be carried out at the applicants expense. The consultation and implementation works (if agreed) shall be carried out in accordance with a program to be determined the local highway authority.

Reason: To ensure that sufficient parking is maintained for residents.

Concerns raised regarding other developments are noted but each application must be considered on its own merits. With regard to the turning head, it is noted that this has been used for parking which is supported by aerial photographs of the estate. It is likely that the above consultation would also consider whether markings are appropriate to prevent parking in this area. It should be noted that the refuse vehicles do not currently use the car park for turning but reverse up Rokesby Place (confirmed by Veolia). As such, the proposal would not alter the current situation in that respect.

Whilst there would be potential for some overlooking of the rearmost element of the garden of No. 24 Crawford Avenue, this scenario is inevitable in many urban situations and does not warrant refusal of the application. The minimum distance from the rear windows of the proposed dwellings to the rear boundary (shared with No. 24 Crawford Avenue) would be 10.5m. This is slightly greater than the 10m standard set out in SPG17 and therefore complies with guidance in terms of protecting the privacy of adjoining occupiers. Additionally, there is a distance of well over 20m between the habitable rooms on the rear façade of the proposed dwellings and those in Crawford Avenue, again in accordance with guidance.

Additional representations from Planning Committee Site Visit

The following representations were made at the Planning Committee Site Visit on Saturday, in two further written representations received from residents in Rokesby Place, Copland Avenue and by Sudbury Town Residents Association:

- Loss of parking including disabled provision;
- Loss of privacy to 34 Rokesby Place;
- Safety;
- Loss of amenity area used for play (car park)
- BHP Consultation & planning - confusion;
- Not all 4 properties on Rokesby Place have garages - one converted;
- Problems for refuse lorry, deliveries and emergency vehicles;
- Adopted highway - not clear;
- Surface run-off from car park results in standing water at adjoining property;
- Car park is used;
- Proposal states loss of eucalyptus tree not in application site.

Officer Comment:

Further to the Officer Comments above and the assessment detailed in the Planning Committee Report, it is noted that there is currently no dedicated disabled parking provision, however, as an adopted highway, residents could make an application for a marked bay to be provided which would be considered by Transportation. The third space proposed as part of the application (the 'visitor space) is not of sufficient size to accommodate a disabled space and is not sited adjacent to a footpath. Disabled residents are eligible to apply to the transportation department for an allocated disabled bay to be marked out on the highway.

Council records indicate that there are 34 dwellings in Rokesby Place. BHP have confirmed that they issued 19 Wings residents parking permits to residents who have cars (up to recent changes) with 3 residents being issued with two permits. Rokesby Place, not taking into account parking in the turning head but including the new visitors space, can accommodate approximately 20 cars.

With regard to impact on amenity, the site is a car park and limited weight could be given to any value as an amenity/play area in this assessment. There is one window in the side elevation of No. 34 Rokesby Place that is obscure glazed and is sited adjacent to a public footpath. It is not considered that the proposal would result in a loss of privacy to the occupiers of this property or result in a materially worse situation than the existing.

The proposed development would result in a reduction in the overall amount of hardstanding on the site and would introduce more porous materials. This will help reduce surface run-off and would be an improvement on the current situation in terms of the balance of hard and soft landscape. At the trees officer's site visit they identified a semi mature Eucalyptus tree that appeared to have collapsed in to the car park and consequently suggested it's removal.

Consultation has been carried out by the applicant (BHP) prior to the submission of the application and confirmed that they engaged with 3 residents from Rokesby Place ; these residents have all responded separately to the consultation carried out by the LPA.

Recommendation: Approval subject to conditions listed after paragraph 51 in the main Committee Report and additional condition detailed above.

DocSuppF

Agenda Item 08

Supplementary Information Planning Committee on 11 February, 2015

Case No. 14/4469

Location	Land at the Junction of Yeats Close & Great Central Way, London, NW10
Description	Erection of a warehouse / industrial building for flexible use within Use Class B1(b) (research and development), B1(c) (light industry), B2 (general industry) and/or B8 (storage or distribution) purposes with ancillary B1(a) (office) floorspace on the first and second floors; vehicle, cycle and bike parking, landscaping and fencing

Agenda Page Number: 81

Members visited the site on 7th February 2015.

Lynton Close

Lynton Close Traveller's site has benefited from a series of temporary permission for its use since 1987. The last temporary permission expired in 17th February 1994. At the time the Council was planning to relocate the traveller's to a site in Alperton hence the temporary permission. However the relocation plans did not progress and the Lynton Close site has remained in use ever since. A Certificate of Lawfulness was granted for the continued use in 2011 confirming that the site had been used continuously for a period of 10 years without interruption.

The site is owned by the Council and, via BHP, Oxfordshire County Council provide day to day management on the site. There are 31 pitches which are all occupied.

Residents park on the site with overspill on Yeats Close, the management officers ensure that the road way into the site is not blocked to allow for refuse and emergency services.

Vehicle Access

As set out in the main report the existing vehicular access was specifically designed for an industrial/distribution use and the roundabout junction can accommodate the type of vehicles which would service such uses.

Officers reviewed the site to see if there were access alternatives but it is clear that there are not. Great Central Way is a distributor road and acts as a main entrance gateway from North Circular Road to Wembley Stadium on event days and Wembley Industrial Estate on other days, development in Wembley will also mean this route will become busier over time. Creating an access, aside from the loss of a bus stop, would introduce more turning movements on this road, to the detriment of the safety and flow of traffic travelling to and from Wembley. If a new main entrance was created on Yeats Close it would need to be at least 40m from the roundabout junction at Great Central Way, to minimise the risk of queuing back from the roundabout blocking access into the site and to give sufficient space for articulated lorries to straighten up and get into position to turn into the site. Without the roundabout, to function as an entrance for large vehicles double yellow lines would be required on both sides of Yeats Close, removing parking which would otherwise be available on the southern side of the road. The arrangement as currently proposed has a secondary opening onto Yeats Close, this would not be used as an entrance for large vehicles and as such would not trigger the need for yellow lines on both sides of the road.

Parking

Highways have accepted a Traffic Regulation Order request to add parking controls to the northern side of the road along the development site. The process to agree this would involve consultation which would include a site notice setting out the proposal, the final decision will usually be delegated to officers but objections could trigger the proposal going to Highway Committee.

The proposal would allow for parking to be maintained on the southern side to accommodate overspill parking from Lynton Close. The provision of a parking bay has been considered. While, it is not known if the existence of utilities would affect the scope for this, the Transportation view is that this would not result in additional parking as this will be maintained on street under the current proposal.

Fence

The height of the fence has been proposed at 4m to follow the recommendations of the acoustic report. As set out in the committee report this particularly relates to vehicles with refrigeration units, potential noise from this machinery would be at the top of the vehicle and the height of the fence relates directly to this providing a screen for potential noise overspill. The height of the fence is unusual but is designed for this specific unusual relationship between an industrial site within a designated Strategic Industrial Location and residential neighbours, where the principle of an industrial use is acceptable but residential amenity needs to be protected.

A fence of timber appearance is proposed but it will also be screened by trees within a 2m deep bed, a condition is already recommended for detail of the mix of species.

Height of the building

The proposed height of the building was noted but, in terms of the local context, this is not considered a reason to refuse and the elevational treatment, particularly on great Central Way, serves to break up the massing.

Conditions

The following additional conditions are recommended:

The office floor space hereby approved shall be used only in conjunction with and ancillary to the main approved uses of the individual units.

Reason: To ensure that no separate use commences without the prior approval of the Local Planning Authority and to ensure that any subsequent use complies with the Council's adopted employment and transportation policies and the policies for the Park Royal Inset Area.

There shall be no increase in floorspace through the formation of additional mezzanine accommodation within any of the units to which this permission relates, and no subdivision of the units into additional units other than as approved is permitted without the prior written approval of the Local Planning Authority

Reason: To safeguard against a level of development that will result in conditions harmful to the free flow and safe movement of traffic on the adjoining highway without appropriate servicing/ mitigation measures.

Recommendation: Approval subject to additional conditions and legal agreement

DocSuppF

Agenda Item 09

**Supplementary Information
Planning Committee on 11 February,
2015**

Case No. 14/3953

Location	Land rear of 114 - 116 Dollis Hill Lane, London, NW2 6JA
Description	Erection of four (x4 bed) semi detached dwellinghouses including formation of off street parking and associated landscaping

Agenda Page Number: 95

Members visited the site on 7th February 2015.

Drainage

Member's queried what the approach to drainage and run off would be given the significant slope of the site and the following information has been provided:

The proposal creates two largely flat areas of land at different levels which are connected by the houses and external stairs. The top part of the site is the car park with permeable paving and the front gardens and soft landscaping, this will assist in allowing rainwater to be held while any excess will drain to sewers in the normal way. The lower part of the site will accommodate the gardens which are proposed as lawn and will also be laid flat allowing rain water to infiltrate. Run-off from the roof is proposed to be taken to water butts build into the rear facade, which are shown on drawings.

Surface water has been satisfactorily considered to ensure that the development does not result in excessive run off to drains from the site.

Neighbours comments

Neighbours were reconsulted on the revised plans. One objection was received along with a petition signed by 15 residents from 10 addresses on Orchard Close and Dollis Hill Lane.

Some of the original concerns set out in the committee report were reiterated. New dwellings accessed from Orchard Close will cause congestion, overcrowding and disruption.

The petition states that the site is in a conservation area. For clarification, Homestead Park to the west of Orchard Close is, but Orchard Close is not.

Further comments are set out below.

Neighbour comments	Response
The area to the north of the site has become an unofficial parking spot which the development will remove	The proposed development does not affect the use of the area to the north of its boundary
The loss of trees will have a visual impact from neighbouring properties	The landscaping scheme is comprehensive, seeking to maintain the existing where it is best value and proposing additional planting and trees to enhance the site visually, this includes 4 new trees at the northern end of the site.

Recommendation: Remains approval subject to conditions

DocSuppF