



Planning Committee - supplementary

Thursday 22 October 2015 at 7.00 pm

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

Membership:

Members

Councillors:

Marquis (Chair)
Agha (Vice-Chair)
S Choudhary
Colacicco
Ezeajughi
Mahmood
Maurice
M Patel

Substitute Members

Councillors:

Chohan, A Choudry, Hoda-Benn, Hylton, Khan
and W Mitchell Murray

Councillors

Colwill and Kansagra

For further information contact: Joe Kwateng, Democratic Services Officer
020 8937 1354, 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 6.00pm in Boardrooms 7 and 8

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

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8.	143 & 145 Brondesbury Park, Brondesbury, London, NW2 5JL (15/2382)	Brondesbury Park	13 - 14
9.	Car Park, Ainsworth Close, Neasden, London (Ref. 15/3218)	Dollis Hill	15 - 16
10.	Former Kensal Rise Branch Library, Bathurst Gardens, London, NW10 5JA (Ref. 15/3819)	Kensal Green	17 - 18

Date of the next meeting: Wednesday 18 November 2015

Agenda Item 03

Supplementary Information Planning Committee on 22 October, 2015

Case No. 15/3161

Location	Ark Elvin Academy, Cecil Avenue, Wembley, HA9 7DU
Description	Demolition of existing buildings on site and erection of replacement building to accommodate a three storey 9FE secondary school for 1750 pupils (1350 11-16 year old and 400 post 16) with associated car parking, servicing and circulation space, Multi Use Games Area, All Weather Pitch, games areas and other hard and soft landscaping, together with the diversion of Public Right of Way (PROW) No.87

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Members site visit

At the site visit a number of issues were raised and these are considered in further detail below.

- Construction Access

The use of Brent House or the existing access from the High Road were not considered appropriate for the main construction access route. Brent House is a separate site which is under offer and a planning application for its development is expected imminently. Access from High Road was considered but was deemed to be unsuitable due to health and safety reasons as a result of the need to segregate pupils/construction traffic.

The main construction access is proposed from Jesmond Avenue. Jesmond Avenue has been selected as the preferred route of construction access for the following reasons:

- it has direct access from Harrow Road with a yellow box junction to allow for unobstructed right turns;
- It is closer to the North Circular Road compared to Clifton Avenue;
- it will result in the loss of fewest on street parking spaces compared to other surrounding roads as a result of the provision of a temporary single yellow line during construction;
- it allows the school to operate during construction without risk to pupils.

Consideration has been given to providing a car park for Jesmond Avenue residents during construction. The construction access route is proposed to be "in and out" of Jesmond Avenue. As such, a car park within the application site will be difficult to manage, in addition to the need to secure the site when construction works have stopped for the end of the day. Furthermore, the majority of properties in Jesmond Avenue have driveways. With the introduction of a single yellow line along one side of Jesmond Avenue, there will be a loss of 5 to 10 on street parking spaces. The loss of these spaces will only take place during 8.30am to 4.30pm Mondays to Fridays, and will not be affected during evenings and weekends.

- Public right of way

A number of local residents have written to advise that they have rights of access across the playing fields. A right of way has not been established other than the formal public right of way (PROW) referenced in this application.

Legal advice has been sought on this matter which confirms that where there are any potential claims to the use of the school grounds by residents, the assessment of such claims cannot be carried out by the Planning Committee and must instead be dealt with by a separate process by the Transportation Department. The advice confirms that there is no impediment to the Planning Committee considering and determining the application.

- Ownership of the school site

Brent Council owns the freehold of the application site. The school currently has a short term lease and in the event that planning permission is granted, the school will be given a long term lease (125 years) once the

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development is completed.

- Concerns about fencing round St Joseph's School

A condition regarding boundary fencing during construction has already been secured as part of condition 22(a)(iii).

Updated plans

The following plans have been updated to reflect the changes to the site layout (including car parking spaces, access from Cecil Avenue) as discussed within paragraphs 59 to 77 of the main committee report.

693-NHA-(SK) 180 Rev 00 - Boundary conditions with Ark Elvin Academy and Brent House car park plan
693-NHA-(SK) 181 Rev 00 - Boundary conditions with Ark Elvin Academy and Brent House car park section
D2308 L.200 REV C - Combined Hard and Soft General Arrangement Plan
D2308-SP001 REV B - Outline Landscape Specification
D2308 L.103 REV B - Boundaries Plan
D2308 L.102 REV B - Access and Circulation Plan
D2308 L.101 REV D - Colour Masterplan
D2308 L.100 REV B - Site Plan

Status of hardstanding within school site

One of the objections raised within the main committee report related to an area of hardstanding that was once part of the grass playing field. It has been confirmed by Planning Enforcement that this area of hardstanding has existed for over four years and is immune from planning control. It is within the application site and is used for educational purposes therefore no change of use has occurred.

Relocation of the temporary classrooms

As the temporary classrooms will be relocated on the site to facilitate this application, their relocation can be included within the Construction Management Plan (condition 11). It is therefore recommended that condition 11 is amended to read as follows:

No development shall take place, including any works of demolition, until an updated Construction Method Statement and Construction Logistics Plan has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) *The best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise from the site;*
- (ii) *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 08:00 – 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;*
- (iii) *Vehicular access to Jesmond Avenue to not be impeded with the provision of a single yellow line to run along one side of Jesmond Avenue;*
- (iv) *Restriction in the hours of deliveries to correlate to the restrictions on parking on Jesmond Avenue as detailed in (iii) above;*
- (v) *the parking of vehicles of site operatives and visitors;*
- (vi) *construction traffic routes to the development site*
- (vii) *loading and unloading of plant and materials;*
- (viii) *storage of plant and materials used in constructing the development;*
- (ix) *the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;*
- (v) *wheel washing facilities and schedule of highway cleaning;*
- (xi) *measures to control the emission of dust and dirt during construction;*
- (xii) *a scheme for recycling/disposing of waste resulting from demolition and construction works;*
- (xiii) *School access during the construction phase (including **staff car parking**, servicing and delivery arrangements)*
- (ix) **Details of location of any temporary classroom buildings together with duration of time that they are required on site**

Reason: To protect residential amenity and ensure the development does not have an adverse impact on the highway.

Amendment to wording of other conditions

To enable preparation works to take place on site that do not affect the PROW, it is recommended that condition 10 is amended to read as follows:

*No development shall take place **that will impact on the existing Public Right of Way (PROW)**, including any enabling works or works of demolition, until the Orders for the temporary and permanent diversion of the **PROW** have been approved by the Council. The temporary diversion of the PROW shall be in place throughout the construction of phase **1 and 2** of the development, and the permanent diversion of the PROW shall be in place prior to the new school building being occupied.*

Reason: In the interests of maintaining a safe public right of way.

It is also recommended that the general landscape condition is updated to include means of enclosure. It is recommended that this condition is updated to read as follows:

A scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of Phase 2. The approved hard and soft landscaping shall be completed in full accordance with the approved details prior to the occupation of the new school or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling;*
- (b) all planting including location, species, size, density and number incorporating native species.*
- (c) details of the provision of artificial bird and bat boxes*
- (d) areas of hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users*
- (e) the location of, details of materials and finishes of, all street furniture*
- (f) details of means of enclosures including materials and heights***
- (g) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.***

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

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

Transport for London

TfL have written in advising that they are seeking a contribution of £375,000 towards additional bus capacity in particular between Wembley Central and area north of Wembley Park.

Consideration has been given to this request but it is not considered that a contribution can be justified given that this planning application will increase in pupil capacity by just 150 pupils, with the number of additional passengers on any particular service is likely to average less than one, which is not considered to be significant.

The positive benefits of the new school also need to be considered and the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires local planning authorities to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. This is reinforced in policy 3.18 of the London Plan.

Additional letters of objection

An additional letter of objection has been received raising concerns with the proposed implementation of

yellow line parking on Jemsond Avenue and that this did not form part of the consultation as this was not included within the construction management plan submitted with the planning application.

A construction management plan (CMP) was submitted in support of the application. Through consultation with Transportation, yellow lines have been requested to allow for ease of access along Jesmond Avenue when construction lorries will be delivering goods to the site. Transportation have requested the yellow lines for good traffic management and this would be dealt with by way of a Traffic Regulation Order (TRO). It is usual practice that such measures outside of the application site are secured by condition and may include more detail than an initial submission.

Recommendation: Remains approval subject to the conditions set out in the draft decision notice within the main committee report and the amendments to the conditions as set out above.

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Agenda Item 04

Supplementary Information Planning Committee on 22 October, 2015

Case No. 15/1569

Location	25 Brookfield Crescent, Harrow, HA3 0UT
Description	Demolition of existing dwellinghouse and associated buildings and erection of 3 two storey dwellinghouses (2 x 2bed and 1 x 3bed) with associated car parking spaces, bin stores, amenity space and landscaping (revised description)

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Members Site Visit

At the site visit a number of matters were raised which are considered below:

- Building on garden land

This matter has been discussed within paragraphs 10 to 11 of the main committee report.

- Property is being used as a builders yard

As advised in the main committee report, there is no planning record for the use of the property as a builders yard. This matter has been passed onto the Planning Enforcement Team for further investigation.

- Brookfield Crescent used school access/drop-off

The highway considerations of the scheme have been considered within paragraphs 29 to 34 of the main committee report. This includes consideration of the public right of way linking Brookfield Crescent to Uxendon Manor Primary School and Falcon Way.

- Overdevelopment

Having regard to the previous appeal decision, this proposal is not considered to be an overdevelopment of the site. This has been discussed within paragraphs 7 to 15 within the main committee report.

- Trees

The site is not located within a conservation area nor does it contain any TPO trees. The removal of trees can therefore be undertaken without needing consent from the Local Planning Authority. Further consideration of trees within the site and the trees to the rear within neighbouring sites have been discussed within paragraphs 39 to 40 within the main committee report.

The grass verge falls outside the application site and will not be affected by this proposal

- Proposals for front boundary treatment

Details of front boundary treatment including a replacement front boundary wall are to be conditioned to any forthcoming consent. This is discussed in paragraph 33 of the main committee report.

- The vehicular access will become busy as it will serve 3 properties

Consideration of overspill parking and the vehicular access have been discussed in paragraphs 29 to 33 within the main committee report.

- Problems with drainage as a result of increased hard surfacing and resulting flooding. There should be a rate reduction

As advised within the main committee report, as the application is not a major application (10 dwellings or

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more) a sustainable drainage plan is not required. A flood risk assessment has been submitted as the site is partly within a flood risk area. A condition has been secured requesting details of permeable paving for the hardstanding. Further details are discussed within paragraphs 37 and 38 of the main committee report.

- Ability of sewers to cope with additional properties

Details of foul water drainage need to be agreed with the sewerage undertaker. It is recommended that a condition is secured to request further details of foul water drainage to read as follows:

Details of foul water drainage for the development hereby approved shall be submitted to and approved in writing by the local planning authority in consultation with the sewerage undertaker. No discharge of foul water from the site shall be made into the public system until the approved drainage details have been completed unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- Highway plans for Brookfield Crescent

Officers in Transportation have confirmed that there are plans for double yellow lines at the south-east part of Brookfield Crescent (the head of the cul de sac) and at the junction of Brookfield Crescent and Hill View Avenue. These are to be implemented in the next 7 to 8 weeks.

Transportation have also advised that partial (two-wheels up) footway parking exemption has been approved since 2 April 2015, along the following sections of Brookfield Crescent:

- From the common boundary of 42 and 40 Brookfield Crescent to a point 5m north-west of the common boundary of 26 and 27 Brookfield Crescent.
- From the common boundary of 1 and 2 Brookfield Crescent to the common boundary of 14a and 14 Brookfield Crescent.

Additional letters of objection

Councillors Colwill and Kansagra have advised that they wish to object to the application on the grounds of over-development and that it will lose the uniformity of the houses on the road which are all in a straight line. In response to these objections, your officers can advise, having regard to the previous appeal decision, this proposal is not considered to be an overdevelopment of the site. The sitting of the new houses and their relationship to the streetscene is considered to be acceptable. This has been discussed within paragraphs 7 to 15 within the main committee report.

Recommendation: Remains approval subject to conditions as set out in the draft decision notice attached to the main committee report and the additional condition in relation to foul water drainage as set out above.

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Agenda Item 05

Supplementary Information Planning Committee on 22 October, 2015

Case No. 15/2200

Location	Flat 1-6 INC, 9 Regent Street, London, NW10 5LG
Description	Construction of a new floor to existing four storey mixed used building to provide two additional self-contained flats (2x 1bed) "CAR FREE DEVELOPMENT".

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At the Councillors site visit on Saturday 17th October 2015 a number of queries were raised.

DISTURBANCE

It is unfortunately inevitable that disturbance may be caused during construction of any development. However, this is not a planning consideration and is covered by separate legislation. Nevertheless, due to the nature of the area and specifically the narrow streets, it is considered that a Construction Method Statement will be required by condition and the applicant will also be required to sign up to the Considerate Constructors Scheme prior to works being undertaken to mitigate, as far as possible, levels of disturbance.

IMPACT

The closest garden on Harrow Road is located 31 metres away from the application site and as such this is considered to be of a sufficient distance in order that unacceptable levels of overlooking will not occur. Further details will be required as part of any permission (condition 6) regarding the roof terrace in order to reduce overlooking to the more immediate area to the north of the site.

GROUND FLOOR

During the site visit it was mentioned that the ground floor of the building was being used for residential accommodation. This is not the case and the floorspace is in use as offices and not residential accommodation.

STREETSCENE

An application for an additional storey to No. 6 Regent Street was submitted in 2012 but was withdrawn by the applicant prior to a decision being made by the Council so the issues raised at that time were not formally considered.

The additional storey would increase the height of the building by 1.9 metres. However consideration must be given to the existing buildings and in particular Kingisholt Court to the south of the site. Kingisholt Court already contains a varied roof line that is 0.84 metre metres higher than the existing building at its lowest point and 3.4 metres higher at its highest point. As such views from the north to the south are already somewhat restricted.

PARKING

The applicant has applied for a 'car free' development and therefore in the event that permission was to be granted a condition would be attached removing the rights of residents to apply for parking permits which would limit the impact on highway conditions in the area.

The roof terrace on Kingisholt Court is located directly south of the application site and is located between the southern edge of 9 Regent Street and the five storey part of Kingisholt Court. When viewed from Wellington Road the roof terrace appears above the existing third floor. Currently 9 Regent Street is 0.75 metres higher than the roof terrace and the proposal would see an increase of a further 1.9 metres.

Recommendation: Remains approval

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Agenda Item 06

Supplementary Information Planning Committee on 22 October, 2015

Case No. 15/2809

Location	15 Brondesbury Villas, London, NW6 6AH
Description	Proposed conversion of property from two 2x bedroom flats to a single 4x bedroom dwellinghouse plus erection of single storey rear extension following demolition of existing single storey rear extension, erection of glazed side extension and re-location of access door at second storey level, replacement of UPVC windows with timber windows, alterations to existing outbuilding including insertion of bi-fold doors and replacement of roof with glazed roof and removal of front canopy structure (amended plans and description)

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Since the Committee report has been published, two further additional representations have been received from No.13 and No.17 reiterating their concerns about the proposed single storey rear extension.

Paragraph 12 of the "Remarks" section of the report deals with this point, but the applicant has also since provided an updated existing rear and side elevation showing that the proposed rear extension would actually be no higher than the flank elevations of the existing rear extension meaning that there will be no increased impact on people living nearby.

Recommendation: Remains approval

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Agenda Item 07

Supplementary Information Planning Committee on 22 October, 2015

Case No. 15/3094

Location	33A Wrentham Avenue, London, NW10 3HS
Description	Proposed erection of single storey rear and side extension and separate access to ground floor flat

Agenda Page Number: 115

At the site visit the length of the side return was sought. The distance has been calculated as 9.95m in length.

The applicant has reiterated that they believe there are other material precedents in the area, such as at 64 and 62 Wrentham Avenue, which justify this development. A letter of support has also been submitted by 35 Wrentham Avenue. In addition, the agent has submitted a response to the Committee Report which has been forwarded to Members.

Recommendation: Remains refusal

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Agenda Item 08

Supplementary Information Planning Committee on 22 October, 2015

Case No. 15/2382

Location	143 & 145 Brondesbury Park, Brondesbury, London, NW2 5JL
Description	Demolition of existing synagogue and erection of a new three storey synagogue with basement level with ancillary prayer hall, youth room, community hall and nursery

Agenda Page Number: 127

Members visited the site on Saturday 17th October 2015.

Further clarification was sought on the proposed height of the building compared to the existing building. An existing front elevation drawing has now been supplied showing the proposed height in outline. The main front section of the building is proposed to increase in height by 1.2m, while in total the increase in height to the roof of the recessed top floor is 4.1m. The top floor is recessed from the front elevation by 2.2m and also steps in from its side elevation next to the residential neighbour by 2.2m. The flat roof of the highest part of the proposed building exceeds the ridge height of the adjacent building by approximately 1m.

The proposed forward projection steps the ground floor approximately 2.3m further forward. This accommodates only the ground floor of the building which is a hall with high ceiling and is, therefore, as shown on the front elevation drawing, has a height similar to the first floor window cill level of the adjacent neighbour.

Members also requested more information as to how the childrens drop off for the proposed nursery is anticipated to function. The applicant has advised that this will be in the same arrangement as at present. At discussed in the main report 62% of parents advise that they bring their children to nursery by car at the moment and as the CPZ does not operate until 10am this means that parents are able to park in the vicinity of the site briefly. It is not intended that the area in front of the building be used for the purposes of dropping off children.

The area given over to the proposed nursery use does not occupy a larger area than at present and will accommodate up to 40 children, an increase of 15 over the current situation. Taking account of the particular site circumstances and the evidence of current parents modes of transport the additional children numbers are considered to be capable of being accommodated without impacting on highway conditions nearby. As explained in the main body of the report, a Travel Plan will encourage sustainable transport modes.

Recommendation: Remains approval subject to conditions and s106 agreement.

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Agenda Item 09

Supplementary Information Planning Committee on 22 October, 2015

Case No. 15/3218

Location	Car Park, Ainsworth Close, Neasden, London
Description	Erection of three 2 storey terraced dwellinghouses (1 x 2bed and 2 x 3bed) including formation of off street parking, bin and cycle stores and associated hard and soft landscaping

Agenda Page Number: 145

Members visited the site on 17th October 2015.

Further detail of the relationship between Bell House and the proposed development was requested. A sketch of this was provided in the Design & Access Statement and the applicant has confirmed that this sketch is an accurate representation of the relationship. As stated in the main report, relationships will change as a result of the development, but it is also apparent that a good separation distance is maintained here, along with a significant area of soft landscaping to provide an attractive setting.

A concern was raised regarding potential overlooking from the end building. To confirm at the closest point there is a 15m separation distance between windows in the existing and proposed flank wall and the angle of the buildings means there is no direct conflict with adopted guidance. The inclusion of the first floor window adds interest to the elevation and activity to provide a sense of surveillance of the communal space adjacent.

The cycle stores and bin stores are located so as to be easily accessible, but not impact on the scope for soft landscaping on the site frontage. On the eastern side of the site the proposed soft landscaping, as explained above, provides a screen. Officers suggest that there is scope in the car parking space to the west to provide an enhanced landscape buffer and this can be required through the landscaping condition (number 3).

Some concern was also raised about the possible impact of trees on neighbouring foundations. The spread of tree roots largely follows the spread of branches above and proposed trees are required to be of an appropriate and manageable size of the site which would not be envisaged to create neighbourly difficulties.

For clarity, as with the previous scheme Thames Water confirm that they have considered the scheme and do not object to the proposal, but suggest conditions to ensure that the development does not adversely impact on drainage etc. as set out in the consultation section of the report.

The details of the parking survey undertaken are set out in the main report and this work is considered to be sufficiently thorough, taking account of the comments raised at the time of the earlier determination, to provide an good understanding of the parking situation in the estate. This is supported by the census data and aerial photos. To summarise the parking standard attributable to the proposal does not anticipate overspill parking from the site and the car park has been historically underused.

The issue of the accessibility of the estate in bad weather has again been raised. As set out previously about 20% of roads in Brent are treated for ice, though gritting is concentrated on main roads and steep gradients. A request could be put to the Head of Recycling and Waste for roads in the estate to be considered for the list, but in any event this issue is not a material planning consideration that could reasonably result in planning permission being withheld. As explained in the main report it was not a reason for refusal in the previous scheme.

While it is acknowledged that there have been some instances of anti social behaviour in the estate involving wardens being called out this proposal should not impact on this. The applicants consider that it would, in fact, establish an active character in a currently poorly overlooked space.

ADDITIONAL REPRESENTATION

An additional comment has been received referring to the Brent Cross Development and the proposal that its developers are in discussion to fund a CPZ across Dollis Hill. The concern is that spaces which are outside of BHP's management, but are currently available for parking by estate residents, will not be available for their use in the future. Officers are not able to base their consideration for this proposal on future possible

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parking restrictions. However, if a CPZ were to be rolled out at some stage in the future all residents would have the right to apply for parking permits, so this would not impact on the availability of parking.

Recommendation: Remains approval subject to conditions.

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Agenda Item 10

Supplementary Information Planning Committee on 22 October, 2015

Case No. 15/3819

Location	Former Kensal Rise Branch Library, Bathurst Gardens, London, NW10 5JA
Description	Variation of condition 5 (cycle parking and refuse recycling storage) to allow the location of cycle parking and refuse stores at ground floor level, of full planning permission reference 14/0846 dated 11/11/2014 for Conversion of the existing vacant building to provide 5 residential units (2 x studios, 1 x 1 bed duplex flat and 2 x 2 bed duplex flats) on part ground and upper floors and 186m ² community space (Use Class D1) on the ground floor. Single storey ground floor extension to west elevation, provision of roof extension and communal residential roof terrace fronting onto Bathurst Gardens and creation of basement for bin/cycle store. Provision of new entrance door on Bathurst Gardens serving D1 space, with associated cycle parking and landscaping to Bathurst Gardens and College Road. Erection of temporary site hoarding to protect site for period of vacancy, and subject to a deed of agreement dated 05 November 2014 under section 106 of the Town and Country Planning Act 1990, as amended.

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At the site visit Members raised the issue of whether or not the proposed bin stores are of a sufficient size, number and design to meet the Council's refuse/recycling requirements. The point is being explored with colleagues in Waste Management and Members will be updated verbally at the Planning Committee.

The management arrangements have been confirmed for both the library and the residential units. With regard to the community floorspace on the ground floor the Friends of Kensal Rise library have confirmed that the management of waste will be conducted by staff and overseen by the community floorspace manager who in turn will be supervised by the Operations Committee. All staff/volunteers will be trained, and this training will include training on appropriate disposal of waste and recyclable materials. There will be an Operations Manual for volunteers which will explain daily operational procedures such as disposal of waste and recyclable materials.

With regard to management arrangements for the flats, the applicant has advised that the residents will be advised within a welcome pack and information plaque that the bins must always be kept within any enclosure and only put out the night before collection in accordance with the Councils Refuse collection requirements. However, as explained above, the comments of Waste Management colleagues on the suitability of this point are awaited.

Recommendation: Remains approval

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