



## Planning Committee Members' Briefing

**Monday 9 October 2017 at 6.00 pm**

Boardrooms 3&4 - Brent Civic Centre, Engineers Way,  
Wembley HA9 0

### Membership:

#### Members

Councillors:

Agha (Chair)  
Moher (Vice-Chair)  
S Choudhary  
Colacicco  
Daly  
Hylton  
Maurice  
W Mitchell Murray

#### Substitute Members

Councillors:

Ahmed, A Choudry, Ezeajughi, Hoda-Benn,  
Kabir, Naheerathan, Pitruzzella and Thomas

Councillors

**For further information contact:** Joe Kwateng, Governance Officer;  
020 8937 1354 ; [joe.kwateng@brent.gov.uk](mailto:joe.kwateng@brent.gov.uk)

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:

**[democracy.brent.gov.uk](http://democracy.brent.gov.uk)**

## **Notes for Members - Declarations of Interest:**

If a Member is aware they have a Disclosable Pecuniary Interest\* in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent and must leave the room without participating in discussion of the item.

If a Member is aware they have a Personal Interest\*\* in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent.

If the Personal Interest is also a Prejudicial Interest (i.e. it affects a financial position or relates to determining of any approval, consent, licence, permission, or registration) then (unless an exception at 14(2) of the Members Code applies), after disclosing the interest to the meeting the Member must leave the room without participating in discussion of the item, except that they may first make representations, answer questions or give evidence relating to the matter, provided that the public are allowed to attend the meeting for those purposes.

### **\*Disclosable Pecuniary Interests:**

- (a) **Employment, etc.** - Any employment, office, trade, profession or vocation carried on for profit gain.
- (b) **Sponsorship** - Any payment or other financial benefit in respect expenses in carrying out duties as a member, or of election; including from a trade union.
- (c) **Contracts** - Any current contract for goods, services or works, between the Councillors or their partner (or a body in which one has a beneficial interest) and the council.
- (d) **Land** - Any beneficial interest in land which is within the council's area.
- (e) **Licences**- Any licence to occupy land in the council's area for a month or longer.
- (f) **Corporate tenancies** - Any tenancy between the council and a body in which the Councillor or their partner have a beneficial interest.
- (g) **Securities** - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.

### **\*\*Personal Interests:**

The business relates to or affects:

(a) Anybody of which you are a member or in a position of general control or management, and:

- To which you are appointed by the council;
- which exercises functions of a public nature;
- which is directed is to charitable purposes;
- whose principal purposes include the influence of public opinion or policy (including a political party of trade union).

(b) The interests a of a person from whom you have received gifts or hospitality of at least £50 as a member in the municipal year;

or

A decision in relation to that business might reasonably be regarded as affecting, to a greater extent than the majority of other council tax payers, ratepayers or inhabitants of the electoral ward affected by the decision, the well-being or financial position of:

- You yourself;
- a member of your family or your friend or any person with whom you have a close association or any person or body who employs or has appointed any of these or in whom they have a beneficial interest in a class of securities exceeding the nominal value of £25,000, or any firm in which they are a partner, or any company of which they are a director
- any body of a type described in (a) above.

# Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
Members are invited to declare at this stage of the meeting, the nature and existence of any relevant disclosable pecuniary, personal or prejudicial interests in the items on this agenda and to specify the item(s) to which they relate.		
<b>DEVELOPMENT PRESENTATIONS</b>		
2. Land at 370 High Road, London, NW10 2EA and 54-68 Dudden Hill Lane, London, NW10 1DG	Dudden Hill	3 - 10
3. Wembley Youth Centre and former Dennis Jackson Centre, London Road, Wembley, HA9 7EU	Wembley Central	11 - 28
4. 110 Walm Lane, London, NW2 4RS	Mapesbury	29 - 36

**Date of the next meeting: Wednesday 18 October 2017**



Please remember to switch your mobile phone to silent during the meeting.

- The Conference Hall is accessible by lift and seats will be provided for members of the public on a first come first served principle.

**This page is intentionally left blank**

## **PART 2 DEVELOPMENT PRESENTATIONS**

### **Introduction**

1. This part of the agenda is for the committee to receive presentations on proposed developments, particularly when they are at the pre-application stage.
2. Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

### **Advice to Members**

4. These proposed developments are being reported to committee to enable Members of the committee to view them at an early stage and to comment upon them. They do not constitute applications for planning permission at this stage (unless otherwise stated in the individual report) and any comments made are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
5. Members of the committee will need to pay careful attention to the probity rules around predisposition, predetermination and bias (set out in the Council's Constitution). Failure to do so may mean that the Councillor will not be able to participate in the meeting when any subsequent application is considered.

### **Further information**

6. Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Supplementary Report.

### **Public speaking**

7. The Council's Constitution only provides for public speaking rights for those applications being reported to Committee in the "Applications for Decision" part of the agenda. Therefore reports on this part of the agenda do not attract public speaking rights.

### **Recommendation**

8. The Committee is not required to make any decisions with respect to the reports on this part of the agenda. The reports are presented as background information.

**This page is intentionally left blank**

## **PRE-APPLICATION REPORT TO COMMITTEE**

**Planning Committee on**                      **9 October 2017**

**Item No**

**Case Number**                                **16/0445/PRE**

## **SITE INFORMATION**

**RECEIVED:**                                6 September 2016

**WARD:**                                        Dudden Hill

**LOCATION:**                                Land at 370 High Road, London, NW10 2Ea and 54-68 Dudden Hill Lane, London, NW10 1DG

**SCHEME:**                                The proposal is for a mixed use development consisting of 224 residential units, a supermarket, nursery, gym, café, workshops and amenity space

**APPLICANT:**                               R55 Group

**CONTACT:**                                Alison Mackay - Colliers International

**PLAN NOS:**                                Various – within the pre-application presentation

# SITE MAP

This map is indicative only



## Development Details

**Ref:** 16/0445/PRE

**Location:** Land at 370 High Road, London, NW10 2Ea and 54-68 Dudden Hill Lane, London, NW10 1DG

**Ward:** Dudden Hill

**Description:** The proposal is for a mixed use development consisting of 224 residential units, a supermarket, nursery, gym, café, workshops and amenity space.

Applicant: R55 Group

Agent: Colliers International

Case Officer: Barry Henn (South Team)

## Background

1. This proposed development is being presented to enable Members of the committee to view it before a planning application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
2. This is the second time that the proposed development has been presented to Members, the first time being in March of this year. Prior to this the applicant has engaged in a Planning Performance Agreement with the Local Planning Authority that has involved an initiation meeting, a site visit and eight specific meetings relating to Place Making, Employment, Retail and Transport. The applicant has also sought pre-application advice from the Greater London Authority (GLA); the latter due to the fact the proposed development is referable to the GLA under the provisions of the Mayor of London Order 2008 as it meets criteria 1A, development which includes the provision of more than 150 units.

## Proposal

3. The proposal in its current form seeks to create a mixed use development consisting of approximately 224 residential units and amenity space, affordable workspace, a café, nursery, florist, supermarket and gym. The workspace and retail elements of the proposal would be located at ground floor level with the residential units located on the upper floors. Vehicular access to the site would be from the eastern side via Dudden Hill Lane. Pedestrian access would also be from this side of the site and on the western side to create a desire line through the site and improve connectivity. The proposal would have three main buildings above ground floor level with heights of nine, seven and five storeys. The residential units would have access to communal space at first floor level between the taller buildings.

## Site and Surroundings

4. The site has an area of 0.93 hectares and is bounded by the Sapcote Trading Centre to the north; Colin Road to the south; Dudden Hill Lane to the east; and High Road to the west. The site is currently occupied by a number of industrial units including a heavy plant hire business, storage facilities for haulage equipment and scaffolding and a MOT station/Used car sales garage. There are three retail units located on the southern side of the site adjacent to the Colin Road/High Road junction. A tyre garage located on Colin Road that does not form part of the site proposal. The surrounding area contains industrial units to the north, an undesignated shopping parade to the east and south and residential properties to the east, west and south. The site is also located within a Locally Significant Industrial Site (LSIS).
5. Residential units in the form of two storey terraced properties are located on the southern boundary of the site on Colin Road. Residential properties are also found along Dudden Hill

Lane and High Road. The height of the buildings in the area is generally two/three storeys however there are a number of examples of taller buildings located to the west on the approach to Church End and to the north-east on Dudden Hill Lane. The site is not located within a conservation area and does not contain any listed buildings. The site has a Public Transport Accessibility Level (PTAL) of 5 with Dollis Hill underground station located approximately 160 metres to the north-east and regular bus services to Church End, Neasden and Willesden.

### **Planning History**

6. Whilst there is no significant planning history attached directly to the site there are records of proposed development on the outskirts of the site most notably at the corner of Colin Road and High Road and Colin Road and Dudden Hill Lane. The following is a summary of this planning history:

14/4941 – Refused

Demolition of rear garage, erection of a single storey rear extension and part conversion of the ground floor shop into 1xstudio flat, alterations and relocation of ground floor side elevation windows, new access for the existing and new flats off Colin Road, with associated car and cycle parking spaces and timber fencing to side elevation

Address: 364, 364A and 364B High Road

13/1338 – Refused

Demolition of rear garage, erection of a single storey rear extension and part conversion of the ground floor shop into 1x1-bedroom and 1xstudio flats and proposed new access for the existing and new flats off Colin Road (car-free development)

Address: 364, 364A and 364B High Road

12/0265 – Granted

Demolition of single-storey building and erection of a 4-storey building comprising Office (B1)/retail space (A1) on ground floor and 9 self-contained flats on ground and upper floors (as amended 02/05/2012)

Address: 46-52 Dudden Hill Lane

### **Consultation Response**

7. At this stage it is intended that the following will be consulted regarding any subsequent planning application:

Statutory Consultee:-

(Internal)

- Ward Councillors (Brent)
- Transportation (Brent)
- Environmental Health (Brent)
- Landscape Design (Brent)
- Tree Protection Officer (Brent)
- Sustainability Officer (Brent)
- Housing (Brent)
- Urban Design Officer (Brent)

- Planning Policy (Brent)

(External)

- Greater London Authority
- Transport for London (TfL)
- Secure by Design Officer (Met Police)
- All existing properties and addresses within 300m of the application site.

### **Community Engagement**

8. The proposal is in the latter stages of pre-application discussions however the applicant has begun the community engagement process. This has included a series of design and development workshops that have been held over the past 12 months. The key community leads/groups that have been met are the Willesden Town Team, the Willesden New Testament Church of God and Citizens UK. Early concerns raised by the attendees were the impact on parking and construction traffic.

### **Material Planning Considerations**

1. Locally Significant Industrial Site
2. Affordable Housing and workspace
3. A1 retail use in out of town centre location
4. Scale, massing, height and impact on daylight and sunlight
5. Public Realm

#### **Issue 1 – Locally Significant Industrial Site**

9. The site is located within a Locally Significant Industrial Site (LSIS) and as such the most relevant policies are Core Strategy (2010) policy CP20, Development Management Policy DMP 14 and London Plan policy 2.17. Core Strategy policy CP20 seeks to protect LSISs designated for industrial employment uses characterised by use classes B1, B2 and B8, or Sui Generic uses that are closely related, having regard for the provisions of Preferred Industrial Locations and Industrial Business Parks within the London Plan. The regeneration of LSIS as an industrial employment area is supported where proposals will not undermine the employment land hierarchy and will deliver new industrial floorspace and significant environmental improvements. Policy DMP14 limits the amount of industrial land that can be released over the plan period and sets conditions on the circumstances when release is appropriate. The proposals are contrary to the Development Plan and very significant planning merits are needed to justify a departure from policy DMP14.

#### **Issue 2 – Affordable Housing and workspace**

10. London Plan policy 3.12 requires borough's to seek the maximum reasonable amount of affordable housing, taking account of a range of factors including local and regional requirements, the need to encourage rather than restrain development and viability. The policy requires borough's to take account of economic viability when negotiating on affordable housing. Core Strategy policy CP2 and DMP15 require 50% of new homes to be affordable with a tenure split of 70% as social/affordable tenanted housing and 30% intermediate housing at affordability levels meeting local needs.
11. Normally applicants' are required to demonstrate that the maximum reasonable amount of affordable housing is being provided in this scheme, and this would need to be tested through the submission of a financial appraisal submitted with any future planning application which would be subject to scrutiny by or on behalf of Officers. In this case the applicant initially

proposed 65% of the units to be affordable; however this figure has dropped to 50%. The initial offer of 65% was based on the need to provide significant planning merits due to the loss of employment land and the departure from the development plan. Officers have raised concerns with the reduction in affordable housing and also the proposed tenure which currently would not comply with DMP15.

12. The applicant has entered into discussions with a potential tenant for the affordable workspace and has done research into demand for the employment space which is seen as positive. Officers have however recommended that any employment space is secured by planning obligation and that further clarity on the affordable workspace and occupational based rental model is provided.

#### Issue 3 – A1 retail use in out of town centre location

13. The proposed A1 retail use is considered a main town centre use and the site is located outside of the designated town centres of Church End and Willesden which are located approximately 400 and 600 metres away respectively. Therefore the case will have to be made for this being a suitable site which sustains Brent's town centres in line with the NPPF and demonstrates compliance with the Development Plan and specifically the London Plan policy 2.15, Brent's Core Strategy policy CP 16 and Development Management Plan policy DMP2. The proposal would require a robust Retail Impact Assessment (RIA) and the appliance of the Sequential Approach to Development. The applicant has submitted a draft RIA that officers are generally satisfied with subject to further clarity on the figures used.

#### Issue 4 - Scale, massing, height and impact on daylight and sunlight

14. London Plan policy 3.5 promotes quality in the design of housing developments. Policy 7.6 on 'Architecture' states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is regarded as being particularly important for tall buildings.
15. Policy 7.7 on tall buildings states that these should not have an unacceptably harmful impact on their surroundings, be located in areas of intensification and with good access to public transport, only be considered in areas whose character would not be adversely affected, relate well to existing urban grain and public realm, incorporate the highest standards of architecture and materials, have ground floor activities that relate positively to surrounding streets and make a significant contribution to local regeneration.
16. With regard to scale the proposal would see the ground floor level occupied by workspace and retail with more workspace and the nursery in the first floor and then three blocks consisting of the residential units made up of buildings with heights of nine, seven and five storeys. The buildings with the most height are proposed to be located on the High Road/Colin Road or western side of the site. The seven storey aspect be located on the Dudden Hill Lane or eastern part of the site.
17. In urban design and place making terms it is considered appropriate that the tallest elements of the scheme are located fronting onto the High Road/Colin Road part of the site. This responds to the existing urban grain and the fact that the main arterial route and pedestrian access would be found in this part of the site. The buildings would then step down in height across to the opposite side of the site in response to the lower scale of predominantly 2/3 storey built form found along Dudden Hill Lane. The GLA have stated that although the development would be a change in scale to the existing terraced residential streets, it would not be considered a substantive change and is appropriate for an inner urban location.
18. In order to justify the height and scale proposed the applicant has to date demonstrated that a high quality of architecture could be achieved. Further details of the scale proposed would have to be shown in terms of the impact on the surrounding environment and residential amenity. To this end daylight and sunlight conditions will need to be tested for existing surrounding buildings

and a sample of proposed residential units. The findings of this will need to be presented and fully considered with any future planning application within a formal assessment and report for further consideration.

19. A detailed townscape and views assessment will also need to be submitted with any application to consider the impact of a proposal of this scale on the existing built environment. This will need to include long views of the site from the different approach roads which the applicant has provided.
20. The applicant will be required to demonstrate the scheme's level of compliance with the 30 and 45 degree tests, as set out in Supplementary Planning Guidance 17 'Design Guide for New Development' and SPD2 which is currently in draft form. These tests seek to ensure the scale of new development is appropriate to its context, and that it does not unacceptably harm the amenity of surrounding occupiers. The applicant is also required to demonstrate in their planning application compliance with SPG17 separation distances, and where a 20m separation between directly facing windows is not achieved provide sufficient justification for this, or demonstrate that through careful design considerations this can be mitigated against.

#### Issue 5 – Public Realm

21. An area of public space is proposed between the workspace and retail elements on the western side of the site. During the last committee presentation officers stated that discussions were ongoing about improvements to this area due to there being a desire to create a link between Dollis Hill underground station and Church End to tie in with the Council's wider regeneration aims for these areas. The car park and link between both sides of the site has been improved with increased greenery and more of an emphasis put on the ground floor of the proposed supermarket. Officers therefore consider that there have been significant improvements in this area and are generally satisfied with this aspect of the proposal.

#### **Planning Obligations**

22. In accordance with the Council's Planning Obligations SPD, the proposal would be likely to attract the following obligations to mitigate the impact of the development:
  - Affordable Housing - Final proposal will require a detailed financial viability assessment.
  - Employment and training opportunities during construction and operation phases
  - Car-Parking Permit Free development to remove the rights of residents to apply for parking permits in the surrounding roads in the vicinity of the site,
  - Energy - Achieve a 35% reduction in CO2 emissions beyond the 2013 Building Regulations and to provide a carbon off-set contribution of (amount to be agreed) to be used towards on / or off-site improvements related to carbon reduction to off-set any shortfall below the target 35%.
  - Submission and approval of a commercial and residential Travel Plan to score a PASS rating under TfL's ATTruTE programme prior to first occupation fully implement the approved plan for the lifetime of the development thereafter.
  - Submission of a Delivery & Servicing Plan for the workspace and retail elements
  - Undertaking of on and off site highway works through an agreement under S38/S278 of the Highways Act 1980

#### **Community Infrastructure Levy (CIL)**

23. The proposed development would be CIL liable development. The amount of liability this would attract will be confirmed at a later stage when the precise quantum of development is known.

#### **Conclusion**

24. Members should note that the above development is still in the pre-application stage and that additional work remains to be carried out.

## **PRE-APPLICATION REPORT TO COMMITTEE**

**Planning Committee on** 9 October 2017  
**Item No**  
**Case Number** 17/1116/PRE

## **SITE INFORMATION**

**RECEIVED:** 24 July 2017

**WARD:** Wembley Central

**LOCATION:** Wembley Youth Centre and former Dennis Jackson Centre,  
London Road, Wembley, HA9 7EU

**SCHEME:** Proposed demolition of existing community centre and proposed erection of three buildings ranging in height from 3- to 6-storeys containing 150 residential units (including private, temporary and NAIL tenure housing), including a replacement community centre.

**APPLICANT:** PRP Architects

**CONTACT:** Mr Chawala

**PLAN NOS:** Various – within the pre-application presentation

**SITE MAP**  
**This map is indicative only**





## DEVELOPMENT DETAILS

**Ref:** 17/1116/PRE

**Location:** Wembley Youth Centre and former Dennis Jackson Centre, London Road, Wembley, HA9 7EU

**Ward:** Wembley Central

**Description:** Proposed demolition of existing community centre and proposed erection of three buildings ranging in height from 3- to 6-storeys containing 150 residential units (including private, temporary and NAIL tenure housing), including a replacement community centre.

Applicant: Brent Council

Agent: PRP Architects

Case Officer: Toby Huntingford (North Team)

## BACKGROUND

1. This pre-application submission for a new mixed use development is being presented to enable Members of the committee to view it before any subsequent applications are submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent revised application and the comments received as a result of consultation, publicity and notification.
2. This is the first time the proposals shown within this submission have been presented to Members.

## PROPOSAL and LOCATION

### Proposal

3. The application will seek approval of the new development which proposes the demolition of an existing community centre and replacement with three buildings containing a total of 150 residential units together with a re-provided community centre.

#### Proposed uses

4. The development proposes 150 new flats situated within three buildings that extend to heights of between three and six storeys. The development is located at the end of London Road, on a large tract of existing hardstanding on the edge of playing fields. 366 sqm of community centre (Use Class D1) space is proposed to be provided within the ground floor of one of the buildings.

#### Proposed residential mix

5. The following residential mix is proposed:

#### **Permanent Residential Units (92)**

##### **Private Market Housing (76% of total):**

4 x 1 bed

57 x 2 bed

9 x 3 bed

##### **NAIL Housing (24% of total) (Affordable Rented supported living accommodation):**

13 x studio

9 x 1 bed

### **Temporary Accommodation (68)**

40 x 1 bed / 2 bed interchangeable units (may be 1 or 2 bed depending on need)

18 x 2 bed / 3 bed interchangeable units (may be 2 or 3 bed depending on need)

### **Car parking and cycle storage**

6. A total of 66 off-street parking spaces are shown within the site, accessed via two new cul-de-sacs of 5m-6m width plus footways of 1.2m minimum width from the end of London Road. Turning heads are shown at the end of each cul-de-sac. Bicycle stores are proposed within the private housing and temporary housing blocks.

### **Site and Surroundings**

7. The site forms a large tract of land, almost one hectare in size. The land is to the west of a suburban residential district formed around London Road and Cecil Avenue. The land is immediately to the east and north is the Ark Elvin school playing fields. The site's present uses include the Wembley Youth Centre on its northern side and the vacant Dennis Jackson Centre on its southern side. It also includes an area of tarmac land that is currently used for parking. This formed a part of the playing fields until around 10 years ago when it was fenced off and covered in asphalt as a part of the previous proposals to re-develop the Copland School site. It is understood that it has not been used as part of the playing fields since then. While the current proposals are being prepared by the Council, the works to asphalt and fence off this area were undertaken by the developer who, at that stage, was looking to re-develop Copland School and provide housing on the northern part of the site pursuant to a 2002 planning consent (now expired).
8. The site is immediately to the north of the Wembley Brook watercourse, which separates the subject site from the railway to the south. The land surrounding the brook is designated as a wildlife corridor as well as a Site in Nature Conservation (SINC).

### **Planning History**

9. There is no relevant planning history for this site.

### **CONSULTATION**

10. In accordance with the National Planning Policy Framework and Brent's Statement of Community Involvement the developer is required to engage with the local community whilst developing their proposals for the site. No details on such consultation have yet been provided, however this will be expected as part of a full application.
11. The proposals to date have been subject to internal consultation with the Council's Planning Policy department, Transport officer, Regulatory Services and Urban Design officer.
12. The following will be consulted regarding any subsequent planning application:

Consultee:-

(Internal)

- Ward Councillors for Wembley Central (Brent)
- Environmental Health (Brent)
- Lead Local Flood Authority (Brent)

(External)

- Secure by Design Officer (Met Police)

- Thames Water
- Greater London Authority (GLA) (if 150 new homes or more)
- Transport for London (TfL)
- All existing properties and addresses within at least 100m of the application site.

*(N.B. This is not a final list and is subject to further review/change should any formal planning application be submitted)*

Please note that the application requires consultation with the GLA since it meets the Mayor's criteria for referable applications (150 units+). If the proposal were for 149 or fewer units, it would not require referral to the GLA which may result in a quicker application process. The GLA would provide formal comments to the Council and the applicant and may have additional requirements beyond that of the Council.

## **POLICY CONTEXT**

- The National Planning Policy Framework (NPPF) 2012.
- National Technical Housing Standards
- London Plan consolidated with alterations since 2011 (March 2016)
- Mayor's Housing SPG
- Development Management Policies, London Borough of Brent (2016) – adopted 21 November 2016
- London Borough of Brent LDF Core Strategy 2010
- Supplementary Planning Guidance 17 'Design Guide for New Development' (2002)
- Draft Supplementary Planning Document 1 'Design Guide for New Development' (2017)

## **MATERIAL PLANNING CONSIDERATIONS**

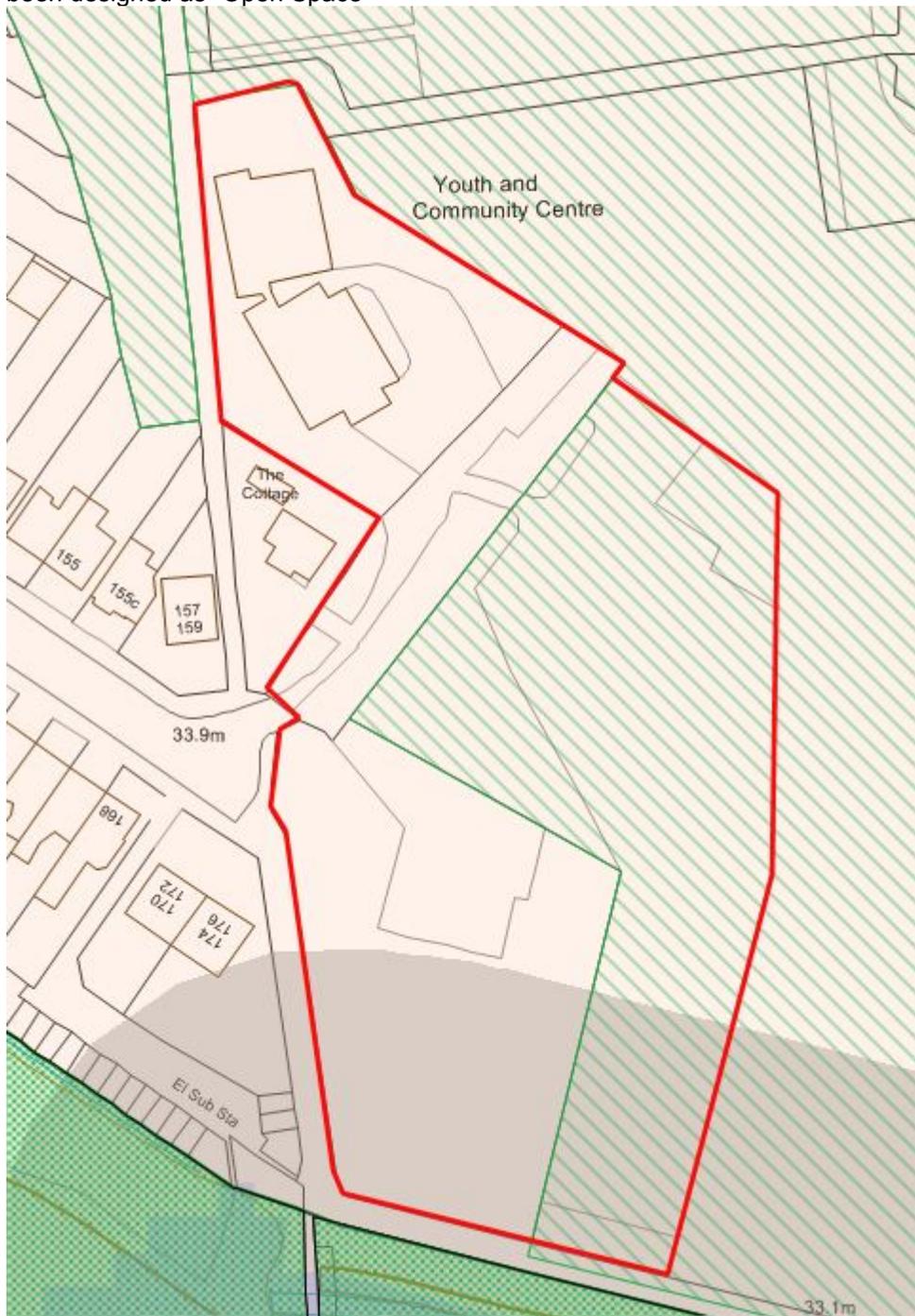
13. The main issues relevant to this proposal that the Committee should be aware of at this stage are:
  1. Principle of use and development
  2. Housing tenure and mix, including Affordable Housing
  3. Design, layout, height and massing of the development within its local context
  4. Impact on amenities of neighbouring properties
  5. Quality of residential accommodation
  6. Transport
  7. Trees, landscaping, ecology and biodiversity
  8. Air Quality and land contamination

### **Issue 1**

#### **Principle of development**

14. The site is not within the Wembley Growth Area or the Wembley Housing Zone and it does not form a part of a site allocation. The site of the Wembley Youth Centre and former Denis Jackson Centre carry no formal specific designations. However, the tarmac land that once formed a part of the school playing fields is included within the area designated as "Open Space" within the Proposals Map.

Extract of the Proposals Map showing the subject site and the hatched area which has been designed as "Open Space"



15. Policy CP18 of the Brent Core Strategy sets out that open space of local value "*will be protected from inappropriate development and will be preserved for the benefit, enjoyment, health and well being of Brent's residents, visitors and wildlife.*" This space carries this designation. However, the physical works to change this area to a tarmac parking area were undertaken well in excess of four years ago, and it appears likely that the land may have been used for non-open space purposes for a period of around 10 years. As such, it appears likely that both the physical works and the use of the asphalt land are lawful (in planning terms) and that the proposal would not result in the loss of open space.
16. The proposal would include the demolition of the existing Wembley Youth Centre. The loss of community and cultural facilities is addressed through Brent Policy CP23 which

sets out that “existing community and cultural facilities, that support community participation and development will be protected, or their loss mitigated where necessary”. The proposal includes the provision of a new community facility (366 sqm) to mitigate the loss of the existing community facility. Details have not been provided regarding the size of the existing Wembley Community Centre. This information would be required to assess whether the proposal is sufficient to mitigate the loss.

17. The site adjoins a residential area and there is an identified and significant need for new homes in Brent. The proposed provision of housing in addition to the community uses discussed above is considered to accord with the Council's policies.

**Issue 2**  
**Housing tenure and mix, including Affordable Housing**

18. The proposal includes the provision of private for-sale homes, Affordable Rented homes for supported living as a part of the NAIL programme and temporary accommodation for those waiting to be housed by the Council.

	Studio	1-bed	2-bed	3-bed	Total
Private		4	57	9	70
NAIL assisted living Affordable Rent	13	9			22
Temporary Accommodation		40	18		58
Total	13	53	75	9	150

19. The Affordable Rented accommodation is proposed to be provide as assisted living accommodation for elderly people. Communal facilities are proposed within the building to serve the self-contained residential units, including a dining area, office, meeting/staff room and a buggy store. Communal seating and storage areas are proposed on each floor. The housing mix is skewed toward smaller units. However, this is to reflect need for this type accommodation. There is significant need for this type of accommodation within the borough.
20. A total of 58 units of temporary accommodation are proposed for homeless people who are on the Council's housing lists and are awaiting the allocation/availability of permanent accommodation. These are shown as a mix of 1-bedroom and 2-bedroom self-contained units. However, the units have separate kitchens and they have been designed to allow the use of the living room as a bedroom if required. The quality of accommodation is discussed below. Supporting information has not been provided with this pre-application submission to demonstrate the need for this temporary accommodation. However, such evidence has been provided to support other similar proposals elsewhere, showing that the need is indeed significant within the borough. The planning application would need to be supported by such information to demonstrate that the proposal will meet an identified need. However, it is considered likely that this can be demonstrated.
21. Policy CP21 of Brent's Core Strategy 2010 sets out that 25% of the new homes in the borough should be family sized (with three bedrooms or more). If the temporary accommodation and the assisted living units are omitted from this consideration (given that they are intended to meet a specific demand), 12.9 % of the proposal units are family sized. This is below the 25 % level specified within this policy.
22. London Plan policy 3.12 requires borough's to seek the maximum reasonable amount of affordable housing, taking account of a range of factors including local and regional requirements, the need to encourage rather than restrain development and viability. The policy requires boroughs to take account of economic viability when negotiating on affordable housing, and other individual circumstances.
23. Adopted Brent policy DMP 15 confirms the Brent Core Strategy target (policy CP2) that 50% of all new homes in the borough should be affordable, subject to scheme viability.

The maximum reasonable amount will be sought on sites capable of providing 10 units or more. 70% of new affordable housing should be social/affordable rented housing and 30% intermediate housing at affordability levels meeting local needs. Where a reduction to affordable housing obligations is sought on economic viability grounds, developers should provide a viability appraisal to demonstrate that schemes are maximising affordable housing output.

24. London Plan policy 3.12 says that the maximum reasonable amount of affordable housing should be sought when negotiating on schemes and that negotiation on sites should take account of their individual circumstances including development viability.
25. Both the NAIL accommodation and the temporary accommodation can be treated as Affordable Rented Housing providing they accord with the definitions for Affordable Housing as set out within the National Planning Policy Framework. This includes the ownership of the units, the rent level, the means by which nominations for occupancy are secured and the duration of the tenure.
26. If the NAIL and temporary accommodation accords with these requirements, then the scheme will deliver 53 % Affordable Housing and will therefore accord with the Council's target for Affordable Housing. The submission of a Financial Viability Assessment would not be required in this instance.
27. All of the Affordable Housing that is proposed is likely to be Affordable Rented accommodation, which does not accord with the Council's target ratio of 70:30 Affordable Rent : Intermediate. However, there is a known and significant need for the types of accommodation that are proposed and the need for Affordable Rented Accommodation within the borough is greater than that for Intermediate accommodation.

### **Issue 3**

#### **Design, layout, height and massing of the development within its local context**

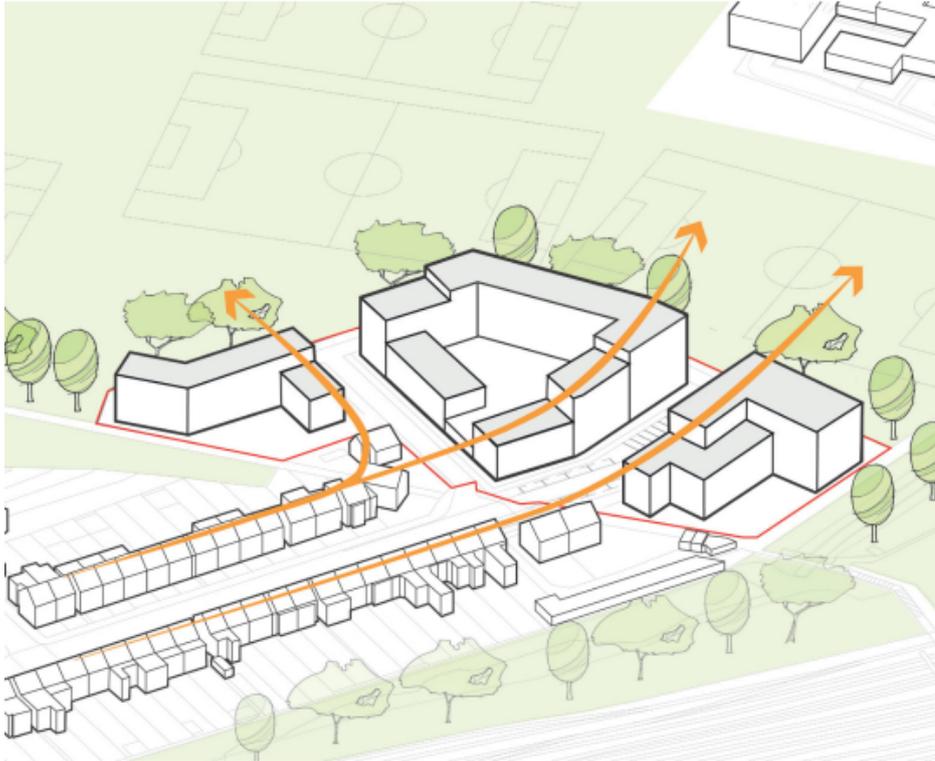
28. The development is proposed to be based around two new cul-de-sacs, which the Council would seek for adoption once built. One highway would form a continuation of London Road and terminate at a new public entrance to the playing fields, the other highway would spur off from the continued London Road to the north and would serve the NAIL accommodation block. The private housing block would sit on the corner of these two new highways, whilst the sheltered accommodation block would sit to the south of the continued London Road.
29. The applicant would seek to provide off-street parking along the cul-de-sacs and also proposes to activate the highway frontages with individual front doors to ground floor units. The NAIL Accommodation and sheltered accommodation are located in broadly L shaped buildings to the north and south of the site respectively. The private accommodation is located in a broadly circular block in the middle of the site. All of the buildings have a gradient approach to their height, with lower massing on the parts nearest London Road and higher massing on the park edges.
30. The private block has a parking podium on its ground floor, which is enclosed and surrounded by the residential block itself. Atop the podium sits a large communal central garden at first floor level. With the exception of the ground floor flats, all units will overlook this communal garden space at the rear.



Layout of site including accesses to building

31. Private amenity spaces are only to be provided for the private blocks, with the other tenure blocks relying on separate communal gardens located immediately adjacent to each block.
32. The temporary accommodation within the southernmost block will include a ground floor community centre on one of its corners.
33. The proposed buildings are three-storey in height where they are situated close to the adjoining suburban dwellings, rising to 6-storeys in height adjacent to the playing fields.
34. The scheme looks to mediate the difference in scale between the existing two-storey houses (with pitched roofs) within London Road and this scheme through the use of lower (three-storey) buildings adjacent to the current end of London Road. However, the proposed building heights rise to six storeys on the edge of the playing fields.

35. There are a number of tall buildings within Wembley. However, these are located either along the High Road or near to the Stadium, where the character of the area is very different. The subject site adjoins and will form a part of a suburban context, with the adjoining buildings very much low in scale and suburban. Careful consideration must be given to the form of development within the site and how this relates to its context. Despite the sympathetic treatment of the elements of building adjacent to the existing dwelling, the proposed buildings are significantly greater in scale than those within the adjoining part of London Road.



Above: Approach to massing



Above: View from London Road



View looking north within the development



View looking across the school planning field

36. The plans submitted thus far do not provide detail on visual design and architecture, which is not unusual at this stage of the pre-application process. It is expected that any design put forward would provide an appropriate, visually appealing design with effectively articulated facades and high quality materials. A brick, drawing from local brick usage, would be advisable as a good base material to provide a strong residential character.

#### **Issue 4 Impact on amenities of neighbouring properties**

37. It will be necessary for the application to demonstrate the potential impacts of the development having regard to the guidance provided within Brent's SPG17. Weight must now also be given to the guidance within the draft Supplementary Planning Document 1, which is soon to be adopted by the planning department in place of SPG17.
38. The amenity impact considerations require that all primary habitable room windows within the property are at least 10m from the boundary with another private property, except where the view on to that property would be to a part of the property which

would serve as low value amenity space (e.g. the side access around a house). All secondary habitable room windows and non-habitable room windows should be obscure glazed if they cannot achieve this standard too. Furthermore, the proposed habitable room windows should achieve a full 18m of separation from the habitable room windows of other properties (apart from street facing windows). These standards are in the interests of protecting the privacy of neighbouring occupiers.

39. In the interests of protecting existing properties from overshadowing and losses of light, all buildings proposed should sit underneath a 45 degree line drawn from a 2m height at the nearest edge of the property (including rear garden boundaries) towards the proposed buildings. The proposed buildings should also sit underneath a 30 degree line drawn from a 2m height at the nearest habitable room windows within neighbouring properties. Appropriate elevations should be provided demonstrating that these relationships are achieved. In the event that these relationships cannot be achieved, a full test of daylight and sunlight impact on surrounding properties should be provided. This daylight and sunlight testing should be carried out in accordance with BRE standards and will be assessed by your officers for consideration of whether the overall impact is acceptable.
40. The plans provided appear to show significant distances between most of the proposed buildings and the existing nearby dwellings and their gardens. This level of separation may be sufficient to address all concerns regarding amenity impact, however the distances and 45/30 degree angle relationships should be clearly demonstrated for the purposes of a full planning application. However, appears likely that the western end of the temporary accommodation block may fail to accord with the 45 degree line from the adjoining residential garden and amendments to this block may be required.

## **Issue 5**

### **Quality of residential accommodation**

41. All residential units will need to be compliant with London Plan space standards, and the Part M2 criteria in relation to accessible and adaptable housing, expressed in the nationally prescribed optional housing standards. The accommodation is proposed to meet London Plan floorspace standards, with the potential exception being the temporary accommodation which is discussed in more detail below.
42. The most notable concern about the quality of accommodation proposed is the single aspect units which will be provided on the ground floor of the private block, adjacent to the parking area that is under the podium garden, which have a sole aspect close to north with no defensible space between those units and the adjoining footway. Two of the units of temporary accommodation also have a similar design, together with one of the units of NAIL accommodation. The design and layout of these units will need to be amended to ensure a good standard of residential accommodation.
43. It will be important to consider how the accommodation is stacked. In many instances, flat layouts are replicated which results in rooms of similar types being stacked above and below each other. However, there are some instances where living rooms are above bedrooms and details would need to be provided to show how potential noise transfer will be addressed.
44. The London Plan requires residential developments to provide no more than eight flats per core per floor. This policy is in the interests of encouraging community cohesion and allowing close neighbours to develop a sense of familiarity with one another. The private block is served by two cores which provide access to fourteen units per floor. The applicant is therefore advised to partition off the communal access corridors into two so that each core serves no more than 8 flats each, thus complying with London Plan requirements. Unless fully justified, each core should be provided with two lifts, to ensure that lift access remains likely in the event of one

breaking down, however if the partition between corridors is utilised to provide emergency access only, the two cores can provide lift access for the other in the event of a breakdown, which would be an acceptable arrangement.

45. The circular style accommodation within the private units have the potential to overlook each other with separation distances at the narrow end less than 18 m. However, habitable accommodation primarily faces out from the block to address this.
46. Brent's SPG17 guidance (and soon to be adopted SPD1 guidance) requires residential flats to provide 20sqm of amenity space. Ideally this would be provided on a private basis, however the limitations of flatted development are acknowledged and communal amenity space will be accepted to make up for a shortfall. Sole reliance on amenity space for a flat will generally not be supported and is considered to offer a poor standard of accommodation which would require thorough justification in order to be accepted. Balconies provided which form the private accommodation for flats should be at least 5sqm in size and 1.5m in depth. The overall amenity space provision (private and communal together) should achieve at least 20sqm on average. The submission shows the private units to have balconies of approximately 6.5 sqm, exceeding the minimum size. In addition to this, a 980 sqm (approx.) communal courtyard garden is proposed which equates to approximately 14 sqm of communal space per private unit. As such, the scheme will meet the standards for amenity space for the private units.
47. The NAIL and temporary accommodations are proposed without private amenity spaces for individual flats. In the context of the temporary accommodation, this is acceptable as it is not likely that the flats will be lived in for extended periods of time. The NAIL accommodation is more permanent accommodation, but is intended to be restricted in its type of occupation. A communal garden adjacent to the building is proposed. The submission should demonstrate that the level of communal space is appropriate for the proposed type of accommodation.
48. The temporary accommodation is proposed as adaptable accommodation, with some flats capable of being reconfigured for different occupancies. The flats meet the London Plan floorspace standards for the base unit type (either 1-bedroom 2-person or 2-bedroom 3-person dwellings). However, the units have been designed with separation kitchens to allow over occupation if necessary (whereby the living room may be used as a bedroom). If occupied in this way, the units would be used as smallscale HMOs within Use Class C4 as the occupancy levels would not exceed 6. The kitchens in many instances do not benefit from natural light or outlook. This would not normally be considered to be acceptable for permanent. However, given the proposed temporary nature of the accommodation (whereby residents are not intended to be placed in the accommodation for longer than 6 months), this is not considered to result in a poor standard of accommodation. It is recommended that the building is constructed so that the dividing walls (between the kitchens and living rooms) are not structural so that they can be easily removed should the units no longer be required as temporary accommodation. This would result in the units meeting the floorspace standards.
49. The temporary accommodation block has a communal garden 340 sqm in size. This equates to around 5.8 sqm per unit which is well below Brent Policy minimum levels. However, given the temporary nature of the accommodation, this is not considered to result in a poor standard of accommodation. If the block is used as permanent accommodation at a later stage, additional amenity space may need to be provided which could be implemented through the use of balconies or roof terraces.

## **Issue 6 Transport**

50. The site is the former community centre and youth club at the southern end of London Road. Between them, the two sites formerly had off-street parking for about 25 cars combined, accessed via a shared 3-3.5m wide driveway and crossover from

the end of London Road. There are public footpaths and cycle paths alongside the western and southern boundaries of the site.

51. The site is located within a CPZ operating between 8am-6.30pm Mondays to Saturdays (midnight on Wembley Stadium event days). London Road is not noted as being heavily parked at night, although parking during CPZ hours is prohibited along the site frontage in order to keep the turning head at the end of London Road clear. The site entrance has a PTAL rating of 3 (moderate).
52. A total of 66 off-street parking spaces are shown within the site, accessed via two new cul-de-sacs of 5m-6m width plus footways of 1.2m minimum width from the end of London Road. Hammerheads for turning are shown at the end of each cul-de-sac. Bicycle stores are proposed within the private housing and temporary housing blocks. As the site does not have good access to public transport services, the higher residential parking allowance applies. The private housing block is therefore permitted up to 71 car parking spaces under both options. For the NAIL block and the temporary housing, up to one space per ten beds is permitted, giving a further allowance of nine spaces. Up to 80 spaces are therefore allowed in total and the proposed provision of 66 spaces accords with maximum allowances.
53. At least 10% of spaces need to be widened and marked for disabled persons and in particular, consideration needs to be given to the disabled parking requirements for the NAIL accommodation. The client base may also warrant provision of an ambulance bay in the vicinity of that block.
54. Bicycle parking for 132 bikes is required for private housing Block B and a storage area for 160 bikes is indicated, which is fine. For the temporary accommodation in Block C, a total of 76 bike spaces are required and a storage area for 72 bikes is shown – 4 more spaces are therefore required. Bicycle parking is also sought for the NAIL block, as well as four bike spaces in the streetscape for the use of visitors.
55. In terms of the road layout, the Council would wish to see the access roads and turning heads adopted under a S38 Agreement, so as to provide a turning facility at the end of London Road. This will allow the existing turning head to be reduced in size to form a standard T-junction, with 4m kerb radii on either side, thus allowing the footway to be extended at the end of public footpath no. 87. A junction table should also be constructed at the site entrance under a S278 Agreement, as this will provide a level platform for use by pedestrians and cyclists crossing London Road between the two footpaths on either side of the site entrance.
56. In order to maximise the accessibility of the northern end of the site, a footpath/cyclepath link is also sought directly from the site to the recently diverted footpath along the site's northern boundary.
57. The roads themselves should have a minimum width of 5.5m with the footways measuring at least 2m. This applies in particular to the northern spur road towards Block A and a number of the parallel parking spaces along this road may need to be removed to accommodate suitable wide footways, whilst the road may need to be realigned.
58. For the eastern spur in front of Block C, any parallel parking bays along the road need to be adjacent to the carriageway, with the footways passing behind, rather than being set behind the footway as shown. Radius kerbs rather than squared off kerbs are required at the turning head.
59. Finally, the layout of the undercroft parking in Block B is very inefficient, with two aisles to serve the spaces and this could be amended to provide a more efficient layout with a more desirable ratio of parking space to circulation space.

## **Issue 7 Trees, landscaping, ecology and biodiversity**

60. The site is immediately to the north of the Wembley Brook watercourse, which separates the subject site from the railway to the south. The land surrounding the brook is designated as a wildlife corridor as well as a Site in Nature Conservation (SINC). The proximity of these ecosystems raises concerns about the potential for harm to come to them during construction process and the potential disturbance by those living in the proposed development. It will therefore be necessary for the applicant to submit ecological studies to consider the biodiversity and ecological values of this particular site and also to demonstrate how harm to the wildlife corridor and SINC will be prevented.
61. The subject site contains some trees and an arboricultural report will be required to support the application demonstrating which trees are to be retained and which will be lost and replaced. The site layout plans indicate the provision of a number of new trees within the scheme. However, little information has been provided at this stage.

### **Issue 8 Sustainability, air quality and land contamination**

62. In the interests of general development sustainability, detailed energy/sustainability strategy would need to be submitted as part of any subsequent full application. The strategy would need to demonstrate compliance with the Mayor's strategy of Be Lean, Be Clean, Be Green, as well as London plan policies relating to reduction carbon emissions and renewable energy, in accordance with London Plan policy 5.2.
63. The Council's Regulatory Services will be consulted as part of a full application and are likely to identify key environmental health issues as: Sound insulation, impact on air quality, construction noise and dust, asbestos and the potential for light pollution from any external lighting.
64. The abovementioned matters will be addressed as part of a full planning application with planning conditions or informative notes as appropriate. This may include:
- Adherence to (and a test of) the relevant British Standards for sound insulation;
  - The submission of an air quality impact assessment to consider the air quality impact building works and the operations of the building will have on local air quality and future residents;
  - The submission of an air quality neutral assessment in accordance with GLA guidance;
  - A construction method statement to detail measures that will be taken to control dust, noise and other environmental impacts of construction , and;
  - A lighting spillage plan to demonstrate that the external lighting from the new development will not impact on the surrounding residential premises
  - A site investigation and remediation report to be secured through condition if risks of land contamination are identified in relation to the site.

### **PLANNING OBLIGATIONS**

65. If approved, planning obligations under a Section 106 agreement will be necessary to secure and monitor certain aspects of the development. With the information available at present, it is likely that a Section 106 agreement will be needed for the following aspects:
- The delivery of affordable housing - it may be deemed necessary to review the viability of the development and to alter the affordable housing provision accordingly throughout the development process as part of this agreement.
  - To ensure that the Council is notified of development commencement at least 28 days prior to works starting.

- To enable the development of the proposal to improve the training and employment of Brent residents
- Highways agreements in respect of adopting the new streets and turning heads
- Any other obligations required (at this time not known)

### **COMMUNITY INFRASTRUCTURE LEVY (CIL)**

66. This would be development that is liable to pay the Mayoral and Brent CIL, which will be reinvested by the Council on local infrastructure upon which the development would rely. Brent CIL would see the charge of £200 per sqm of new build residential floorspace proposed. Mayoral CIL would see the charge of £35 per sqm of new build residential and community centre floorspace proposed. The existing community centre's floorspace will be deductible from the overall sqm calculation if the building has been in use for at least 6 months of the previous 3 years. Floorplans of the community centre should be provided in order to secure this.

### **CONCLUSIONS**

67. Members should note the above development is still in the pre-application stage and that additional work remains to be carried out prior to the submission of any subsequent planning application.

**This page is intentionally left blank**

## **PRE-APPLICATION REPORT TO COMMITTEE**

**Planning Committee on**                      **9 October 2017**

**Item No**

**Case Number**                                **17/1182/PRE**

## **SITE INFORMATION**

**RECEIVED:**                                11 September 2017

**WARD:**                                        Mapesbury

**LOCATION:**                                 110 Walm Lane, London, NW2 4RS

**SCHEME:**                                Replacement of existing building (containing a public house and former members club) with a mixed use development comprising a public house and function room (A4) and 48 residential flats (C3).

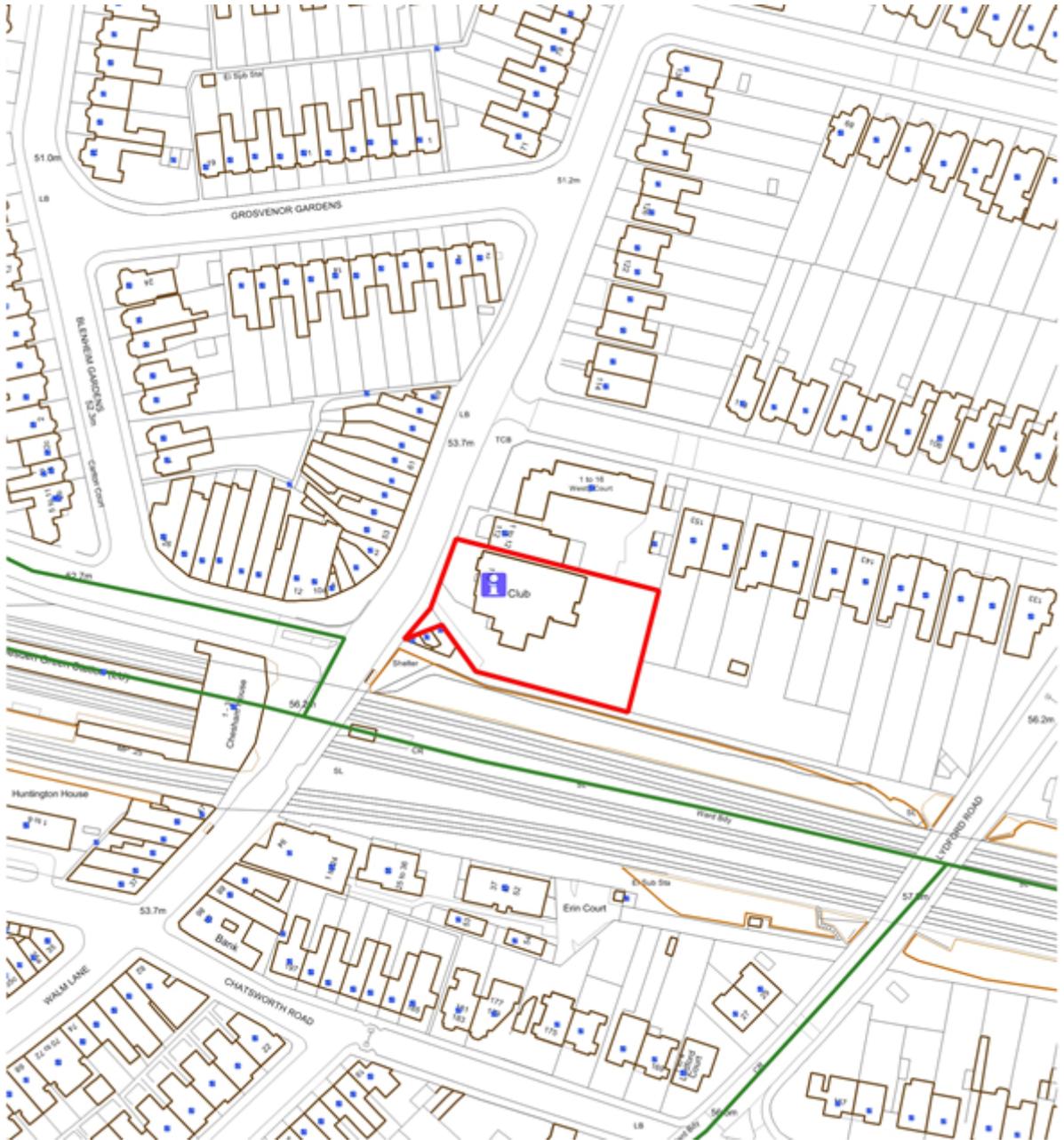
**APPLICANT:**                             Redbourne (Queensbury) Ltd

**CONTACT:**                                Luke Raistrick - Martin Robeson Planning Practice

**PLAN NOS:**                                Various – within the pre-application presentation

# SITE MAP

This map is indicative only



## **DEVELOPMENT DETAILS**

**Ref:** 17/1182/PRE

**Location:** 110 Walm Lane, London, NW2 4RS

**Ward:** Mapesbury

**Description:** Replacement of existing building (containing a public house and former members club) with a mixed use development comprising a public house and function room (A4) and 48 residential flats (C3).

Applicant: Redbourne (Queensbury) Ltd

Agent: Luke Raistrick - Martin Robeson Planning Practice

Case Officer: Barry Henn (South Team)

### **Background**

1. This proposed development is being presented to enable Members of the committee to view it before a planning application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
2. This is the first time that the proposed development has been presented to Members. However Members may recall an application submitted in 2013 (Ref:13/3503) for a two to ten storey building consisting of a public house/community use and 53 residential units that was refused at Planning Committee in March 2014 and subsequently dismissed at appeal in March 2015.

### **Proposal**

3. The proposal in its current form seeks to demolish the existing building and replace it with an 'L' shaped part four part five storey building. As part of the proposal a public house and community room would be re-provided at ground floor level. The rest of the building would be occupied by residential accommodation made up of 48 self-contained flats.

### **Site and Surroundings**

4. The site is located on the eastern side of Walm Lane and consists of a part two part three storey detached building with accommodation. The site contains The Queensbury public house and the former Conservative Club. The building is registered as an Asset of Community Value (ACV) and there is also currently an arrangement where local community groups have access to the building on Monday to Saturday mornings. A car park, accessed from Walm Lane, is located on the southern side of the site.
5. The site is located within the Mapesbury Conservation Area but the site does not contain a locally or statutory listed building. The site abuts the rear garden of Nos 147 A to E and Nos.153A to C Dartmouth Road to the east, a five storey residential development at No. 112 Walm Lane to the north and three single storey commercial units to the south. The southern boundary of the site also abuts the railway line which serves the Metropolitan and Jubilee Lines of London Underground and Chiltern railway services. The railway habitat along the embankment of the railway line is designated as a "Site of Borough (Grade 1) Nature Conservation Importance - Railway Habitat (Metropolitan line between Kilburn and Neasden)"
6. On the opposite side of the railway line is Willesden Green Conservation Area. The western side of Walm Lane opposite the application site contains the secondary shopping frontage of Willesden Green Town Centre. This section of Willesden Green contains three storey terraced properties with commercial at ground floor and residential above. Willesden Green Underground

Station is a statutory listed Grade II and is in close proximity to the application site on the opposite side of Walm Lane. The site has a Public Transport Accessibility Level of 5 (PTAL 5).

## **Planning History**

7. The following is a summary of this planning history:

### 13/3503 - Refused and dismissed at appeal

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).

The application was refused at Planning Committee for three reasons:

1. The height, scale, massing and density, impact on Mapesbury and Willesden Green Conservation Area and the setting of the Grade II Listed Willesden Green Station.
2. Insufficient provision of on-site affordable housing
3. The lack of a Community Access Plan, sustainability measures, job & training opportunities for local residents, adherence to the Considerate Contractors Scheme, a Travel Plan and restrictions to prevent future residents from applying for parking permits

The Planning Inspectorate dismissed the appeal based on the impact on the conservation areas and listed building.

### 01/3055 – GTD

Conversion of snooker hall to restaurant, bar and cafe and erection of single-storey rear extension

## **Consultation Response**

8. At this stage it is intended that the following will be consulted regarding any subsequent planning application:

Statutory Consultee:-

(Internal)

- Ward Councillors (Brent)
- Transportation (Brent)
- Environmental Health (Brent)
- Landscape Design (Brent)
- Tree Protection Officer (Brent)
- Heritage & Conservation Officer (Brent)
- Housing (Brent)

- Urban Design Officer (Brent)
- Planning Policy (Brent)

(External)

- Historic England
- Mapesbury Residents Association
- Secure by Design Officer (Met Police)
- All existing properties and addresses within 300m of the application site.

### **Community Engagement**

9. The proposal is in the early stages of pre-application discussions. To date officers are not aware of any community engagement that has taken place but would encourage the applicant to do so. In particular the applicant would be advised the contact Ward Councillors, the Mapesbury Residents Association, Save the Queensbury, the Victorian Society and local residents in general.

### **Material Planning Considerations**

1. Principle
2. Design, Heritage and Impact on the Conservation Areas
3. Scale, massing, height and impact on daylight and sunlight
4. Public Realm
5. Affordable Housing
6. Standard of Accommodation

#### Issue 1 – Principle

10. The building consists of a public house and as such DMP21 - Public Houses which seeks to protect public houses and recognises their value in local communities is relevant. The building also contains space that is used by members of the local community and therefore Core Strategy Policy CP23 which seeks to protect existing community facilities is relevant. The appeal decision from application 13/3503 would be an important consideration in the principle of development. The Inspector found that provided that the public house was re-provided with similar floor space to the current public house and that the use of the community room was secured by a planning obligation so that local people would have priority, the principle of development would be considered acceptable. The current proposal would provide a public house and a dedicated community space. Therefore it is likely that the principle of development would be considered acceptable again.
11. In terms of the residential unit mix there is a requirement for 25% of the units to be family sized or three bed units. There is also a preference to provide family sized or three bed units on the ground floor with access to at least 50sqm of private amenity space.

#### Issue 2 – Design, Heritage and Impact on the Conservation Areas

12. Although the site is located within the Mapesbury Conservation Area it is also approximately 50

metres north-east of the Willesden Green Conservation Area. It is a gateway site to the Mapesbury Conservation Area. Again it is important to refer to the Inspectors decision from application 13/3503 and the Council's stance at the time. It was found that although the existing building makes a positive contribution to the character and appearance of the conservation area there would be no objection in principle to its loss from a heritage perspective provided that the proposed new design was of a high standard and did not harm the character and appearance of the Mapesbury or Willesden Green Conservation Areas as well as the listed Willesden Green Underground Station.

13. The design approach proposed would see the demolition of the existing building and its replacement with an 'L' shaped part four part five storey building. The front elevation on Walm Lane would consist of three projected bays set against a gabled building with four dormer windows above. Officers currently have concerns with this approach as the bay arrangement would appear as an 'add-on' creating a quite bulky addition to the main building and would be prominent in the street scene. The applicant has proposed a gabled roof design that could potentially fit in well with the streetscene and especially when viewed from the approach from the south. However officers consider that this needs further work at this time especially when viewed in conjunction with the rear/side part of the site as this would be particularly prominent when crossing the railway bridge. Furthermore, there are concerns with the joined-up nature, relationship and design of the projecting dormers together with the recessed dormers set above.
14. Further consideration should be given to materials. Red brick, terracotta and clay tiles are predominant on the existing building and throughout the Mapesbury Conservation Area. Also, further consideration should be given to the front forecourt as this is a significant public thoroughfare.
15. In heritage terms the scale and massing is considered appropriate but perspective drawings would assist to evidence that there is no adverse harm to the designated heritage assets. Based on the current design there are concerns that the building would have a harmful effect on the Mapesbury and Willesden Green and Conservation Areas as well as the listed Willesden Green Underground Station. The applicant is therefore encouraged to explore further design options at this time.

#### Issue 3 - Scale, massing, height and impact on daylight and sunlight

16. London Plan policy 3.5 promotes quality in the design of housing developments. Policy 7.6 on 'Architecture' states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
17. With regard to scale the proposal would see the ground floor level occupied by the public house and function/community room at the front of the building. The rear of the ground floor would be occupied by residential units, a large communal area and bicycle storage. The upper floors would be occupied by residential units set out over the first to fourth floors with some accommodation contained in the fifth floor or dormer. The building would be laid out in an 'L' shape with the rear elevation on the northern side level with the neighbouring rear building line. The rest of the building would then extend to the rear of the site.
18. In order to justify the height and scale proposed the applicant will need to demonstrate the highest quality of architecture, and that the scale proposed will not unacceptably impact on the surrounding environment and residential amenity. To this end daylight and sunlight conditions will need to be tested for existing surrounding buildings and a sample of proposed residential units. The findings of this will need to be presented and fully considered with any future planning

application within a formal assessment and report for further consideration.

19. A detailed townscape and views assessment would need to be submitted with any application to consider the impact on the existing built environment and will need to reference the designated heritage assets. This should include long views of the site from the different approach roads and surrounding areas.
20. The applicant will be required to demonstrate the scheme's level of compliance with the 30 and 45 degree tests, as set out in Supplementary Planning Guidance 17 'Design Guide for New Development' and in the draft SPD1 document. These tests seek to ensure the scale of new development is appropriate to its context, and that it does not unacceptably harm the amenity of surrounding occupiers. The applicant is also required to demonstrate in their planning application compliance with SPG17 separation distances, and where a 20m separation between directly facing windows is not achieved provide sufficient justification for this, or demonstrate that through careful design considerations this can be mitigated against.

#### Issue 4 – Public Realm

21. The site is located adjacent to a small row of three shop units on the southern side of the site. In previous discussions the applicant has been advised to explore options of how to improve this area in terms of public realm so that the units do not look isolated. At this stage there are concerns that this has not been included in the current submission and there is a strong desire to improve the overall appearance of this area and integrate the units into any future development.

#### Issue 5 – Affordable Housing

22. London Plan policy 3.12 requires borough's to seek the maximum reasonable amount of affordable housing, taking account of a range of factors including local and regional requirements, the need to encourage rather than restrain development and viability. The policy requires borough's to take account of economic viability when negotiating on affordable housing. DMP15 – Affordable Housing, and Core Strategy CP2 require that 50% of new homes should be affordable with a tenure split of 70% social/affordable rented housing and 30% intermediate housing at affordability levels meeting local needs.
23. Applicants who submit proposals that are under the 50% target are required to demonstrate that the maximum reasonable amount of affordable housing is being provided based on viability. This would need to be tested through the submission of a financial appraisal submitted with any future planning application which would be subject to scrutiny by or on behalf of Officers. In this case the applicant is proposing that 14 out of the 48 units would be affordable with nine as social rent and five as shared ownership. As the majority of units would be three bed units the applicant has based the overall percentage of affordable units on habitable rooms which works out as 31% affordable housing.
24. Due to the time elapsed between the current proposal and appeal decision it is recommended that a fresh viability assessment is submitted with any formal planning application.

#### Issue 6 – Standard of Accommodation

25. All of the residential units would need to comply with minimum size standards as per DMP18 and London Plan policy 3.5. A number of the units at the front of the building appear slightly undersized and further clarity is therefore advised. All units would need to have access to private amenity space as per DMP19 with 20sqm per flat and 50sqm per family nit the expected amount. Further details on the proposed balconies and communal area would be required. Some of the units appear quite narrow and it would be important to ensure that bedrooms and living areas have usable space that would provide good accommodation for future residents. Outlook also appears to be limited in a number of the flats and it would be important to achieve minimum

distances of 5 metres to the site boundaries. In addition to this it would be important to achieve adequate separation distances between habitable rooms both within and outside of the site. There are concerns at this stage regarding the communal space and the ground floor units in terms of overlooking and privacy. It would be important to demonstrate that this could be overcome through design.

### **Planning Obligations**

26. In accordance with the Councils Planning Obligations SPD, the proposal would be likely to attract the following obligations to mitigate the impact of the development:

- Affordable Housing - Final proportion to be subject of detailed financial viability assessment.
- Employment and training opportunities during construction and operation phases
- Car-Parking Permit Free development to remove the rights of residents to apply for parking permits in the surrounding roads in the vicinity of the site,
- Energy - Achieve a zero carbon' standard. The remaining regulated carbon dioxide emissions, to 100 per cent, would be off-set through a cash in lieu contribution
- Submission of a Delivery & Servicing Plan for the workspace and retail elements
- Undertaking of on and off site highway works through an agreement under S38/S278 of the Highways Act 1980

### **Community Infrastructure Levy (CIL)**

27. The proposed development would be CIL liable development. The amount of liability this would attract will be confirmed at a later stage when the precise quantum of development is known.

### **Conclusion**

28. Members should note that the above development is still in the pre-application stage and that additional work remains to be carried out.