

Supplementary Information Planning Committee on 10 February 2016

Agenda Item 04

Case No. 15/4743

Location	Brent House, 349-357 High Road, Wembley, HA9 6BZ
Description	Proposed demolition of existing office building and erection of two buildings of between eight and ten storeys accommodating 248 dwellings (84 x 1-bedroom, 108 x 2-bedroom, 49 x 3-bedroom & 7 x 4-bedroom units) and flexible commercial space at ground floor (for Use Classes A1, A2, A3, A4 and/or B1(a)), new public square, landscaped communal gardens, associated landscape works, alterations to existing crossover(s) and basement car and cycle parking.

Agenda Page Number: 37 - 72

Members visited the site on 6 Feb 2016. No local residents were present.

Members have sought further clarity on issues related to servicing arrangements, parking for visitors and the impacts that the proposal may have on social infrastructure.

Servicing & Parking;-

A shared loading bay is provided off the eastern vehicle access ramp. Transportation have confirmed that the size of the bay is sufficient to meet requirements for any of the proposed uses and can accommodate the maximum size of vehicle that will need to access the site.

Vehicle tracking diagrams have been produced that demonstrate a 12m rigid vehicle can enter, service and leave the site in forward gear. A vehicle up to this size is able to stand clear of both the highway and the access to the undercroft car parking area within the designated loading area. A refuse vehicle is typically 11m long, a fire attending pumping appliance 8m and a fire tender with hydraulic platform/ladders is 11m long. All of these can be accommodated with the proposed layout.

The proposal includes a designated loading bay for smaller vans (3m x 6m), provided at the bottom of the access ramp for general use additional loading bays for smaller transit size vehicles associated with home deliveries, couriers and / or trades persons have not been incorporated into the layout.

The applicants were asked to examine how further small bays could be accommodated within the site. They have specified that the main servicing bay can accommodate two smaller vans at the same time when the large loading bay is not in use by larger vehicles. Tracking diagrams have been submitted to back this up. This dual use is accepted by your Transportation officer, who also advised that additional bays would not be required to satisfy adopted servicing standards. It has also been clarified that the width and length of the access ramp would be sufficient to allow smaller transit sized vans to stop along one side without obstructing access for vehicles to the parking spaces at the southern end.

Clarity on the servicing strategy across the site has been provided. Platform lifts are provided adjacent to the main loading bay to allow goods to be moved from delivery vehicles to their destination in order to address level changes across the site.

The transfer distance for goods from the loading bay is approximately 30m to commercial Unit 2 and 45m to Unit 1. The distance from the large loading bay to the entrance of Block E is approximately 100m, though this building entrance point is within 30m of the undercroft car park, and 50m of the smaller (general use) delivery bay. So it is reasonable to expect smaller delivery vehicles servicing Block E to use these closer locations.

In any event a condition is recommended to secure the submission and approval of a detailed Delivery and Servicing Plan, which shall include details of a pre-booking system and how this will be managed, and if Members consider that it is necessary to secure additional on-site loading space(s) then this requirement could also be secured by condition requiring the submission and approval of a revised site layout.

Social Infrastructure;-

Three existing GP surgeries exist within 1km of the site, situated between the application site and the A406 North Circular Road to the south. A dental surgery is located on the High Road to the west of the site, with two additional surgeries also within 1km of the site.

With the population growth envisaged it is important that supporting social infrastructure such as schools, health centres and community facilities are adequately planned for. The Infrastructure and Investment Framework 2011 (IIF), prepared by the Council supports the policies and proposals in the Local Development Framework (LDF), and provides the evidence base for identified specific infrastructure needs, including social infrastructure for Wembley. This is predicated on the planned housing growth of at least 11,500 new homes in Wembley between 2010 and 2026.

Anticipated infrastructure is expected to include new schools, extensions to existing local schools, nursery places, at least 2.4ha of new public open space, improvements to the quality and accessibility of existing open space, a new community swimming pool, new health facilities (for GP's and dentists) and new multi-use community facilities. This is set out in Core Strategy policy WEM29.

School infrastructure needs are identified in the Brent School Place Planning Strategy. In terms of schools near to the application site the Council has identified the expansion of Elsley Primary School by two new forms of entry (to four forms of entry) and Oakington Manor Primary on one new form of entry (to four forms of entry). Ark Elvin Academy on the neighbouring site has been granted planning permission for a new secondary school of 1750 pupils in nine forms of entry.

To meet the identified infrastructure needs funding is expected largely to come from the Community Infrastructure Levy (CIL). This scheme will secure a CIL contribution of approximately £3.5 million.

TfL position update;-

It has now been confirmed by the applicant that they agree to the £319, 000 bus capacity enhancement contribution that TfL has identified as being required in this area. This contribution will be secured through the s106 legal agreement.

Landscape plan;-

It should be noted a minor update has been made to the landscape plan. This is due to the modest reduction in communal landscaping, as a result of the need to accommodate additional disabled parking spaces in the southern-western corner of the site (as discussed in the main report).

Additional conditions;-

In response to the GLA Stage 1 report, and their comments on sustainable drainage, officers recommend that a further condition be attached to secure the approval of such measures. The following wording is recommended to secure this;-

Prior to the commencement of development (save for demolition) full details of a scheme of drainage measures for all areas of hard surface within the site, showing those areas to be treated by means of hard landscape works to utilise a sustainable urban drainage system (SUDS) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development meets the requirements of London Plan Policy 5.13 Sustainable Drainage.

Network Rail note that the proposed north site boundary is 55m from the railway boundary and note that the proposal includes excavation and earthworks, in light of this Network Rail would require details of any vibro-impact works to be submitted to and approved in writing prior to the commencement of works. This is due to a potential for the works to impact the railway as these are based not just upon the distance from the railway boundary, but also the type of soil in the area. The following wording is recommended to secure this;-

The proposal includes excavation and earthworks, in light of this Network Rail would require details of any vibro-impact works to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on site.

Reason;- This is due to the proximity to the railway and a potential for the works to impact the railway operation.

Recommendation:-

Remains approval, subject to additional conditions regarding drainage and vibro-impact works.