

Supplementary Information Planning Committee on 10 February 2016

Agenda Item 05

Case No. 15/4473

Location	CAR PARK, Montrose Crescent & Land N/T 499 & 509 High Road, Wembley (including existing steps connecting to High Rd, Wembley with Station Grove), HA0
Description	Proposed redevelopment of Montrose Crescent car park and land n/t 499 and 509 High Road, Wembley to include a part 3, 6, 13 and 18 storey development on Curtis Lane and a part 4 and 6 storey building on the High Road, Wembley comprising of 186 residential units (43 x 1 bed, 108 x 2 bed and 35 x 3 bed), 1,312 sqm of commercial space comprising A1, A2, A3, A5, B1(a) and/or D1 uses, replacement public car park comprising of 89 public car parking spaces, associated amenity space, landscaping, cycle parking, new lift access to High Road together with alterations to existing stepped access from the High Road to Curtis Lane and Station Grove and public realm improvements.

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Members visited the site on 6 February 2016. In attendance were residents of Lodge Court and Councillor W. Mitchell Murray (Wembley Central ward), all in objection to the application.

Members have sought further clarity on matters related to Curtis Lane treatment, vehicle tracking, servicing arrangements, impacts on Lodge Court flats (outlook/sunlight/daylight), the treatment of the High Road pavement frontage and the effects of this scheme on social infrastructure.

Curtis Lane treatment and vehicle tracking

Extensive works are proposed to upgrade Curtis Lane. New wider footways are to be provided around the site;-

- The footway on the northern side of Curtis Lane will be widened from 1m to 2m.
- There will be a new footway installed along the southern side of Curtis Lane, 3m wide. Currently there is no footway along here.
- The footway along the northern side of Montrose Crescent will be widened to at least 2m, with a wider area provided at the bus stop.

New raised tables are proposed in two locations as discussed within the report and highlighted at the site visit.

In association with the above a new road layout and new road alignment is proposed to Curtis Lane. This layout has been subject to a number of amendments during the process at the request of your Transportation officer. The agreed layout secures four new dedicated on-street loading bays along Curtis Lane and Station Grove. The carriageway width of 3.7m is supported as this will allow the passage of a single lane of traffic (N.B this route is one way only). Tracking diagrams have demonstrated that vehicles can safely manoeuvre around Curtis Lane in the event that the on-street loading bays were occupied at the time. The reduction in road width to 3.7m is acceptable for one way flow and will reduce the potential for unauthorised parking to occur.

The above works and layout has all been re-confirmed by your Transportation officer as being acceptable.

Servicing

Members sought clarity on how the proposed servicing arrangements would work.

The loading bays that have been proposed are primarily to serve existing commercial units along Ealing Road and High Road as well as the commercial units within the proposed scheme. However these can be used for home deliveries associated with the residential units (e.g. supermarket deliveries etc). Transportation officers are of the view that an additional loading bay along Montrose Crescent isn't required as loading bays are available on the eastern and western sides of the site. However, should Members consider that it would be preferable to secure an additional bay to the southern frontage of the site along Montrose Crescent then this could be secured and the final detail of this (location, size etc) agreed as part of the wider S38/278 agreement.

Impacts / relationship to Lodge Court

To a large extent this has been covered in detail in paragraph's 108 and 109 of the main report. Robust testing of daylight and sunlight conditions has been carried out on a number of relationships with existing residential uses around the site, including the relationship of Lodge Court to the proposed development. Some of the headline conclusions to note are;-

- Lodge Court flats with a western outlook currently face the open car park, so when comparing existing and proposed situations there will inevitably be reductions above 20% in VSC to certain windows.
- The daylight distribution for all tested windows meets the BRE Guidelines, this result indicates that an acceptable internal environment will continue to be maintained.
- In sunlight terms, all windows meet the BRE Guidelines in terms of annual probable sunlight hours with the proposed building in place.

- Overall, the analysis demonstrates that Lodge Court flats are compliant with BRE Guidelines on daylight and sunlight with the proposed building in place.

In addition to the daylight and sunlight analysis the applicant has undertaken shadow casting analysis. This shows what time the proposed development will cast shadows on Lodge Court.

It shows the extent of overshadowing that will be caused by the development, between 9am onwards on March 21st and June 21st, at hourly intervals.

- These results show that in March, Lodge Court doesn't experience shadow until between 3pm and 4pm, depending on the position in the facade.
- On June 21st, Lodge Court experiences shadow from the scheme from between 2pm and 3pm, depending on the position within the facade.
- Therefore Lodge Court typically experiences around 2-4 hours additional shadow between March and September, and this is consistent with the results provided in the Daylight and Sunlight report.

Further modelling has been carried out, which considers the outlook from Lodge Court with the proposed building in place. It can be seen from the "viewing corridor" image that the majority of Lodge Court flats facing west retain a large unobstructed outlook to the south-west as the majority of the west facing facade of Lodge

Court will sit opposite the lower rise element of Block C. This is a very important point to note the two building will not directly face one another due to the existing position of Lodge Court, further south.

An additional perspective has been submitted showing the view from the third floor of Lodge Court, looking south-west across the lower element of Block C and out over Montrose Crescent to the south, and also looking north-west.

When considering this relationship there are some other important points to note:-

- The separation between Lodge Court and Block C will be 26m. This distance significantly exceeds the minimum separation distance of 20m that the Council would expect to be achieved in order to demonstrate compliance with SPG17.
- This is significantly greater than the level of separation between the northern facade of Lodge Court and the Travelodge hotel, which is approximately 11m;
- This level of separation is greater than the distance between Lodge Court (southern facade) and Ramsey House, which is approximately 22m.

The separation distance of 26m between buildings, across a road is not unusual. It is a greater level of separation than you would typically find in a built up urban environment. In the context of SPG17, and the requirement for a 20m separation this is considered to result in a generous level of separation, and on balance an acceptable relationship with current and prospective flats.

High Road pavement frontage

To confirm, the High Road building is set back which will allow the existing footway along the High Road frontage to be widened by 1.2m. As a result the pavement width will be increased to 4.5m and the widened section will be offered for adoption as part of the S38/278 agreement. The pavement widening is welcomed as this will provide increased circulation space close to the top of the steps and an existing bus stop.

The existing bus stop is approximately 12.57m from the top of the steps, this has been demonstrated on an updated layout plan. Any problems of congestion that are currently evident will be improved as the footway is being widened to 4.5m.

Social infrastructure

Lancelot Medical Centre (Lancelot Road) is within close proximity of the site and there are a number of other GP's and dentists surgeries 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 in the Wembley AAP area 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 and this recognises there is limited capacity in nearby primary schools. In terms of schools near to the application site the closest primary

schools are located at Barham Primary, Lyon Park Junior and Park Lane Primary. Ark Elvin Academy on the former Copland School site has been granted planning permission for the redevelopment of the secondary school, increasing the capacity to 1750 pupils in nine forms of entry (increase of one form 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 of approximately 5.7m.

Additional objection received

Further email representation has been received from the objector at 525 High Road. This re-confirms their earlier reasons for objecting on the grounds of increased traffic congestion and the impact on the existing car park (see 'Consultation' section in the main report). They have also added that the proposal would create more pollution, noise and disruption locally.

Comment (support) received from Cllr Stopp

Councillor Stopp has made the following comment:

This site has been in need of regeneration for some time. The state of dereliction into which it has fallen has resulted in associated risks, such as anti-social behaviour and the accumulation of illegal rubbish dumping. I am therefore grateful to the Applicant for bringing forward this application and for the open way in which they have consulted on it.

Affordable Housing

There is a typing error within the main report, and the number of affordable units needs to be clarified for the avoidance of any doubt.

To confirm, of the 186 residential units proposed 38 are for affordable housing, and not the 34 units that is referred to in page 81 (Monitoring Residential Breakdown table) and page 99 (s106 details).

Of the 38 units (20%) for affordable housing 26 are for affordable rent and 12 for shared ownership, as opposed to 26 and 8 respectively that is wrongly referred to on page 81.

TfL bus capacity contribution

The applicant has now confirmed that they agree to the contribution level of £109,000 that TfL has requested for bus capacity enhancements. This contribution will be captured through the s106 agreement.

Additional CGIs

Four additional views have been submitted since the committee report was finalised, taken from the south-east corner at Curtis Lane (looking east), ground floor at lodge Court looking west, Montrose Crescent / Ealing Road junction (looking east) and from junction of High Road and Ealing Road.

Site allocation / piecemeal development

As discussed within the main report (paragraph's 1 - 7) the subject site forms part of a larger site allocation W1. This allocation supports comprehensive redevelopment that would involve the existing buildings that front the High Road and Ealing Road, which are to the north and west of the application site respectively. These buildings are outside of the current application site. Officers are aware that earlier schemes which attempted a comprehensive development were not progressed largely due to the complexities involved with the extremely fragmented ownership that makes up these existing frontages. The highly complex ownership has been a problem in the past and would continue to be in the future, and this should not serve as a barrier to redevelopment proposals for the site (in part).

The phased redevelopment of the site has the support of your officers and the GLA also supports this approach. It is considered this would not prejudice the remainder of the site were this to come forward for development in the future.

The current proposal provides an opportunity to unlock the development potential of this site, which has been a longheld ambition of the Council.

Section 106 Heads of Terms (amendments)

As mentioned above, the number of units for affordable housing is wrongly referred to as 34. This will be amended to 38 units.

On page 99 reference is made to the scope of the highway works that will need to be undertaken through a S38/278 agreement. Point (vi) mentions the need for "*the adjoining terrace to be narrowed by up to 800mm so as not to encroach over the line of the existing steps*". This requirement can be removed, it has since been demonstrated by the applicant, and confirmed by your Transportation officers that the proposed terrace area does not encroach over the existing steps, which are adopted highway.

Recommendation

Remains approval, subject to the above amendments to the Section 106 Heads of Terms.

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