

Agenda Item 04

Supplementary Information Planning Committee on 18 October, 2017

Case No. 16/4156

Location	Heron House, 109-115 Wembley Hill Road, Wembley, HA9 8DA
Description	Demolition of the existing office building (Heron House) and the construction of a new four to seven storey mixed use building comprising 829sqm of commercial office space on the ground floor (Use class B1a), 40 self-contained flats (23 x 1bed, 7 x 2bed and 10 x 3bed) on the upper floors, a basement level for car and cycle parking, bin stores and associated landscaping and amenity space. (Amended description 21.09.17)

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Further clarification requested by members

Relationship with neighbouring residential properties including their gardens

The relationship with adjoining properties and their gardens is discussed within paragraphs 22 to 29 (pages 52-53 of the agenda).

Compliance with the 45 degree guidance set out SPG17 / SPD1 is discussed together with the comparison between the existing building and the proposed building. In addition to the plans and elevations, a number of sections have been provided examining this relationship and showing the difference between the existing building and the proposed building. The taller element of the existing building is situated closer to the adjoining houses and their gardens in most places, and the existing building fails to comply with the 45 degree guidance. While the proposed building is taller, the increased separation results in a building which is less visually overbearing when considering this having regard to the viewing angle to the top of the building. There are a small number of areas where the level of impact increases in relation to that specific point of the adjoining property. However, the relationship is improved in more locations than it is worsened in, and overall the proposal is considered to represent an improvement in this relationship.

With regard to the lower element of the existing and proposed building, the existing building is situated under the 45 degree line whilst there would be a breach of this guidance at the rear of the garden of No 1 Park Place. This would affect only the far rear portion of the rear garden, which narrows significantly at this point to a width of 1m-2m. On balance, this is not considered to warrant the refusal of planning permission.

The submission shows that the proposal will comply with BRE guidance relating to the daylight and sunlight received by adjoining properties.

In terms of the massing and design, the change of scale between the buildings on the subject site and the adjoining suburban properties to the North / North-West, with the proposed building being taller than the existing. However, the proposal is considered to result in an improvement in the appearance of the building and this change in scale is not considered to be to an extent that would be detrimental to the character of the area, particularly given the siting of the application property within the Wembley Growth area.

Access and disabled parking

This is discussed in paragraph 44 of the report (page 55). The two on-street disabled bays that are to be removed to allow access to the servicing bay are specifically allocated to occupants of Forum House, which is more than 200 m from the site and thus not ideally located for those users. Those parking spaces are to be re-located into the parking area of Forum House, which is owned by Quintain. The submission shows that the servicing bay can be accessed with those spaces removed.

Traffic generation and impact on roundabout junction with Empire Way

This issue is addressed in paragraph 46 of the committee report, which summarises the findings of the submitted Transport Assessment. The Assessment compares trip generation rates from comparable sites across Greater London and the South East for both the existing office use and the proposed development.

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Data on comparable sites is taken from the national TRICS database, and this methodology for predicting trip generation is routinely used and considered to be robust. The existing use is predicted to generate 21 vehicular trips during the AM peak, 17 during the PM peak and an overall daily total of 121. In comparison, the proposed development is predicted to generate 14 vehicular trips during the AM peak, 12 during the PM peak and an overall daily total of 85, reflecting the limited car parking provision and accessibility of the site. As such, the proposal will result in a reduction in likely vehicle trips from the existing building.

Conditions

Condition 14 appears blank in the draft decision notice at the end of the committee report. This condition should relate to the approval and implementation of a parking management and allocation scheme. An additional condition is recommended requiring the provision of a communal tv aerial and satellite dish system.

Recommendation: Remains to grant consent subject to s106 agreement and conditions, including the change to condition 14 and the additional condition referred to above.

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