

 **Planning Committee Map**
Site address: Northwest Jamathkhana, Cumberland Road, Stanmore, HA7 1EJ
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This map is indicative only.

RECEIVED: 12 August, 2011

WARD: Queensbury

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Northwest Jamathkhana, Cumberland Road, Stanmore, HA7 1EJ

PROPOSAL: Demolition of central and rear parts of existing building and erection of replacement two storey extension behind existing two storey frontage element of community centre building.

APPLICANT: Imara UK Ltd

CONTACT: The JTS Partnership

PLAN NO'S:
See Condition 2

RECOMMENDATION

To:

- (a) Resolve to Grant Planning Permission, subject to an appropriate form of Agreement in order to secure the measures set out in the Section 106 Details section of this report, or
- (b) If within a reasonable period the applicant fails to enter into an appropriate agreement in order to meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document, to delegate authority to the Head of Area Planning, or other duly authorised person, to refuse planning permission

SECTION 106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- (a) Payment of the Councils legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance;
- (b) A contribution of £5,000, due on material start and, index-linked from the date of committee for Local environmental improvements and street trees;
- (c) Prior to Occupation submit, gain approval for and adhere to a Travel Plan;
- (d) A contribution of £15,000 to enhance sustainable transport facilities and parking controls in the area, index-linked from the date of committee, to be paid in the event that adequate alternative off-site parking is no longer provided by agreement at a nearby site and/or failure to comply with the terms of the Travel Plan.

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement by 14 January 2012.

EXISTING

The site is located on the corner of Cumberland Road and Lowther Road, within the Honeypot Lane North Borough Employment Area. Surrounding uses include offices, a building supplies

yard, and other light industrial uses. A Morrison's supermarket and petrol filling station, with associated car parking, occupy a large area on the opposite side of Cumberland Road. The Jubilee railway line lies to the north-east of the site, with the nearest residential on the far side. The existing building is used as a community centre for the Ismaili Community. Change of use from warehouse to community use was granted in 1983.

PROPOSAL

Demolition of central and rear parts of existing building and erection of replacement two storey extension behind existing two storey frontage element of community centre building.

HISTORY

09/0484 - An outline planning permission is sought to demolish the existing building, and to establish the principle of a new purpose built community centre building with a floor area of 3932 square metres - granted 03/06/2009

00/0370 - Renewal of the planning permission under ref 95/0762 for erection is single storey extension - granted 12/04/2000

95/0762 - Planning permission was granted for the erection of single storey side extension on 25/07/1995

83/1953 - Planning permission granted for change of use of premises to Community Centre for Ismailia Community on 22/02/1984

1934 - Part of Laing's Queensbury Industrial Estate.

POLICY CONSIDERATIONS

Brent Unitary Development Plan 2004

Built Environment

- BE2 On townscape: local context & character states that proposals should be designed with regard to their local context, making a positive contribution to the character of the area.
- BE3 Relates to urban structure, space and movement and indicates that proposals should have regard for the existing urban grain, development patterns and density in the layout of development sites.
- BE4 States that developments shall include suitable access for people with disabilities.
- BE5 On urban clarity and safety stipulates that developments should be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.
- BE6 Discusses landscape design in the public realm and draws particular attention to the need to create designs which will reflect the way in which the area will actually be used and the character of the locality and surrounding buildings. Additionally, this policy highlights the importance of boundary treatments such as fencing and railings which complement the development and enhance the streetscene.
- BE7 Public Realm: Streetscene
- BE9 Seeks to ensure new buildings, alterations and extensions should embody a creative, high quality and appropriate design solution and should be designed to ensure that buildings are of a scale and design that respects the sunlighting, daylighting, privacy and outlook for existing and proposed residents.
- BE12 States that proposals should embody sustainable design principles commensurate with the scale and type of development.

Transport

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN2 Development should benefit and not harm operation of public transport and should be located where access to public transport can service the scale and intensity of the

- proposed use
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
- TRN4 Measures to make transport impact acceptable
- TRN10 Walkable environments
- TRN11 The London cycle network, schemes should comply with PS16
- TRN12 Road safety and traffic management
- TRN22 On parking standards for non-residential developments requires that developments should provide no more parking than the levels listed for that type of development.
- TRN34 The provision of servicing facilities is required in all development covered by the plan's standards in Appendix TRN2.
- TRN35 On transport access for disabled people and people with mobility difficulties states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.
- PS12 Car parking standards – Class D1
- PS15 Parking standards for disabled people
- PS16 Cycle parking standards

Community Facilities

- CF2 Location of small scale community facilities
- CF4 Community facilities capable of holding functions should have an acceptable transport impact. Where the number and/or scale of functions could have an unacceptable impact on residential amenity these will be limited by condition.
- CF14 Places of worship permitted where there would be no loss of residential amenity or unacceptable transport impact.

Brent Supplementary Planning Guidance

SPG 17 "Design Guide for New Development" Adopted October 2001

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

SPG19 "Sustainable Design, Construction & Pollution Control" Adopted April 2003

This supplementary planning guidance focuses on the principles and practice of designs that save energy, sustainable materials and recycling, saving water and controlling pollutants. It emphasises environmentally sensitive, forward-looking design, and is consistent with current government policy and industry best practice, aiming to be practicable and cost-effective.

SPD "Section 106 planning obligations"

Brent's Core Strategy 2010, adopted in July 2010

CP23: Protection of existing and provision of new Community and Cultural Facilities

CONSULTATION

A total of 16 adjoining owner/occupiers were consulted regarding the application. No comments or objections were received.

External Consultees

London Underground

No objection but suggest informative advising contact prior to commencement with LU prior to commencement of construction.

Thames Water

No objection with regard to sewerage infrastructure.

Internal Consultees

Environmental Health

Contaminated Land- As development is utilising the existing footprint, it is unlikely that any potential contaminants will be disturbed as such an informative is proposed.

Air Quality - The development is within an AQMA and construction works are likely to contribute to air pollution. The applicant must employ measures to mitigate against the impacts of dust and fine particles generated during construction and demolition works,

Officer Comment: An informative will be imposed advising the applicant of these matters.

Landscape & Design

A tree protection plan will be required covering trees within the site and an existing street tree in Cumberland Road. Consideration should be given to the provision of a green roof, further planting and permeable paving materials.

REMARKS

Principle of Development

The Northwest Jamatkhana serves the Ismaili Community, which has approximately 1000 members in an area extending from Wembley out to Chorleywood and Harrow. Outline planning permission was granted in 2009 to redevelop the site to provide a new purpose built community centre with a floor area of 3932 sq m. The intention of this application was to improve facilities with the application assessed on the basis that the number of people who attended the centre would not increase significantly. This scheme has not been implemented due to the cost of carrying out such extensive works.

This application has been submitted which proposes to retain and convert the two storey offices at the front of the site (facing Cumberland Road) and erect a two storey extension on the same footprint behind. It is the intention that the existing prayer hall will be of a similar size to the existing hall (607 sq m) however relocated to the new first floor, with the ground floor providing community space (including social hall and library) and ancillary facilities. The footprint of the building will be unaltered however the overall floorspace is proposed to increase from 1200 sq m to 2000 sq m through the provision of the additional first floor level. As with the previous application, it is not anticipated that attendance will significantly increase as a result of the proposal, despite the increase in floor area.

The building is proposed to be used as a community and religious centre (Use Class D1) which is unchanged from its current use. The principle of extending the building for this use is considered acceptable subject to meeting other policy requirements

Design & Amenity

In terms of the design of the building, consideration must be given to both how the extension relates to the existing building and in the context of the local area.

The existing two storey flat roof building (to be retained) which faces Cumberland Road is of a fairly traditional appearance and screens the existing warehouse style extension to the rear. The proposed extension will be set behind the existing two storey building (7.3m high) and is proposed to be 9.3m high to the eaves and 10.5m to the ridge. Whilst it is considered that a better overall design could be achieved with the proposal incorporating an extension over the existing building to fully screen the taller rear extension, given that the proposed extension will be set behind the existing building thereby reducing its prominence and that the general character of the area is industrial, the proposal without such alterations can be considered acceptable. However, the proposed detailing of the elevations and the extent of render proposed is not considered appropriate. As such, it is recommended that a condition is imposed requiring revised details of the elevational treatment/detailing.

In terms of the access to the building, this is proposed to be on the side elevation facing Lowther Road which is the existing arrangement. The proposal does incorporate an entrance canopy that will assist in providing a more defined access for the building. The new main entrance on Lowther Road will be provided with level thresholds. There are also proposed to be lifts between the ground and first floor levels and disabled toilet facilities on both levels to comply with accessibility requirements.

It is considered that the proposed extension will not impact on any residential properties, although it may be visible from the first floor rear windows of properties on the other side of the railway tracks. The nearest adjoining property, Freetrade House at 1 Lowther Road, is a part 3, part 4 storey building. The car park would provide adequate separation of the two buildings, as is the existing situation. Properties opposite the site on Lowther Road would also not be significantly affected by a building of this scale.

Landscaping

In terms of the existing landscaping on site, it is considered that this could be improved as part of this proposal. This may include the removal of part of the hedge along the Lowther Road frontage to improve legibility with regard to the main entrance location. In addition, further planting could be provided to screen the car park. It is recommended that the revised plans are secured by condition. As the landscaping will be restricted by the extent of hardstanding for parking, contributions will be secured by way of Section 106 to environmental improvements and street trees.

Refuse

Details of refuse storage have not been provided however there is adequate space within the site for a dedicated area to be provided. As such, details are proposed to be required by condition.

Transportation

Policy CF14 of Brent's UDP 2004 states that the provision of religious meeting places for all denominations is permitted, where there will be no unacceptable transport impact. The site has moderate access to public transport services (PTAL 3) with close access to Queensbury Underground Station and local bus services. Cumberland Road is a local distributor road on which on-street parking is restricted between 8am-6.30pm Mondays to Saturdays. Lowther Road is a local commercial access road along on which unrestricted parking is available along its southwestern side but prohibited on its northeastern side during the day.

In terms of visitor numbers, as stated above, it is not anticipated that the attendance will increase as a result of the proposal. In terms of typical usage, the main prayer room is designed to cater for a general maximum assembly of 125-200 people for evening prayers (7.15-8pm) during the majority of the week, peaking at 500-600 people for Friday evening prayers. The building is occasionally used for funerals and festivals, which generally attract higher attendances.

There is currently parking on site accessed from Lowther Road. This provides 24 parking spaces which is comfortably within the maximum standards for such a use. It is noted that there are no designated disabled parking bays; PS15 requires at least 6% of the total number of bays to be

widened and marked for disabled parking; this would equate to two spaces. It is recommended that the details of the disabled bays are secured by condition in addition to the provision of secure cycle parking (6 spaces).

In terms of overspill parking, a Transport Statement has been submitted with the application which includes a detailed survey of travel patterns for a Friday evening. This showed that 196 visitors (35.5% of the total) driving to the site with a further 235 (42.6%) travelling as car passengers. This clearly exceeds the parking available within the site. The centre currently has an agreement with Morrison's (opposite, on Cumberland Road) and B&Q on Honeypot Lane to allow parking on their sites at certain times. The provision of on-site parking and any arrangements for off-site parking will need to be set out in the submitted Travel Plan.

A contribution of £15,000 to enhance sustainable transport facilities and parking controls in the area to be paid in the event that adequate alternative off-site parking is no longer provided by agreement at a nearby site and/or failure to comply with the terms of the Travel Plan will be secured through the Section 106.

Conclusion

The proposal is to extend an existing community facility to provide better facilities for its users. It complies with Council objectives to protect existing community facilities. Subject to the suggested conditions and planning obligations, in particular with regard to transportation matters, it is considered that the development can be supported.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

- (1) The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004
Central Government Guidance
Council's Supplementary Planning Guidance

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services

CONDITIONS/REASONS:

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- (2) The development hereby permitted shall be carried out in accordance with the

following approved drawing(s) and/or document(s):

(20) 001; (20)002; (20)003;)(20) 004 (21)001; (21)002;(21) 003; Waterman Boreham Travel Plan (27 July 2011); Waterman Boreham Transport Statment (27 July 2011)

Reason: For the avoidance of doubt and in the interests of proper planning.

- (3) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- (4) Notwithstanding the details shown on the approved plan, further details of the parking layout showing the provision of widened bays marked for disabled use shall be submitted to and approved in writing by the local planning authority. The spaces shall be widened and marked out prior to occupation of the proposed extension in accordance with the approved details.

Reason: To ensure there is an acceptable provision of disabled parking on site.

- (5) Notwithstanding the details shown on the approved plan, elevation plans revising the treatment/detailing of the external elevations shall be submitted to and approved in writing by the local planning authority prior to commencement of development. The development shall be carried out in full accordance with the approved plans.

Reason: To ensure a acceptable design of development is achieved.

- (6) Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on the site. Any approved planting shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) areas of hard landscape works including details of materials and finishes. These shall have a permeable construction.
- (b) the location of and details of any external lighting.
- (c) proposed boundary treatments
- (d) all planting including location, species, size, density and number;
- (e) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.

Any planting that is part of the approved scheme that, within a period of five years after planting, is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

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

- (7) Prior to commencement of the development, details of secure bicycle storage to accommodate 6 bicycle spaces shall be submitted to and approved in

writing by the Local Planning Authority . The works shall thereafter be carried out fully in accordance with such approved details prior to occupation of the development.

Reason: To ensure there is secure cycle storage provision.

- (8) Details of adequate arrangements for the storage and disposal of refuse, food waste, paper and cardboard waste and recyclable material (including litter bins inside and outside the premises) shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to commencement of the use hereby approved.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

- (9) Notwithstanding the plans hereby approved, a full tree survey of trees both within and outside the application site that are likely to be affected by the proposal together with a tree-protection plan and construction method statement for the proposed works, specifying the method of tree protection in accordance with BS 5837:2005 shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing on site. Works shall be carried out in full accordance with the approved tree-protection plan and construction method statement. Works shall not commence on site until the Local Planning Authority has been on site and inspected the required tree protection measures.

Reasons: To ensure that the existing trees are not damaged during the period of construction, as they represent an important visual amenity which the Local Planning Authority considers should be substantially maintained as an integral feature of the development and locality and kept in good condition.

INFORMATIVES:

- (1) The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; use of tall plant; scaffolding; drainage; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.
- (2) The applicant is advised that during demolition and construction on site:
- The best practical means available in accordance with British Standard Code of Practice B.S.5228: 1984 shall be employed at all times to minimise the emission of noise from the site
 - The operation of site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays
 - Vehicular access to adjoining premises shall not be impeded
 - All vehicles, plant and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only
 - No waste or other material shall be burnt on the application site
 - A barrier shall be constructed around the site, to be erected prior to work commencing

A suitable and sufficient means of suppressing dust must be provided and maintained

It is important that the workers are vigilant for signs of potential contamination in the

- (3) soil during excavation works. This may include obvious visual or olfactory residues, fuel or oil stains, asbestos, buried waste, drains, interceptors, tanks or any other unexpected hazards that may be discovered during site works. If any unforeseen contamination is found during works Environmental Health must be notified immediately. Tel: 020 8937 5252 Fax: 020 8937 5150 Email: env.health@brent.gov.uk

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact Roland Sheldon, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5232