

Agenda Item 03

Supplementary Information

Planning Committee on 10 June, 2020

Case No.

19/1241

Location	Car Park next to Sudbury Town Station, Station Approach, Wembley, HA0 2LA
Description	Re-development of existing car park for the erection of two blocks of residential dwellings, with associated residential amenity space, refuse storage, cycle parking, landscaping and other ancillary works, together with re-provision of disabled car parking bays nearest to Station Approach to serve Sudbury Town Underground Station (DEPARTURE FROM POLICY CP21 OF BRENT'S LOCAL PLAN).

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Further representations

19 additional objections have been received from local residents to the proposal, as well as objections received from two residents writing on behalf of the 'South Sudbury Residents Association'. The objections raised largely re-iterate concerns previously raised concerning the loss of the car park and the impacts of this on parking demand within local streets. Officers consider that these issues have been covered sufficiently within the original committee report and the addendum report.

Concerns have also been raised regarding the density of the proposed development, its height and scale in relation to the Grade II* listed station and the surrounding area, the affordability and mix of the proposed flats, sunlight, overshadowing and overlooking impacts to neighbouring properties, and issues of increased crime, rubbish and anti-social behaviour connected with the loss of the car park. Again, officers consider that these issues are satisfactorily addressed in the original committee report.

Objections have also been raised concerning the lack of public participation and inadequate communication through the application process, particularly given the 'virtual' nature of the committee meeting. Officers consider that, as when the application was presented to the last committee meeting, all statutory requirements have been met with regard to how the application has been handled and publicised.

Objections have also been raised concerning the impact of the proposed development on local property prices. Officers consider that this is not a material planning consideration, and therefore cannot be viewed as a valid reason on which to refuse planning permission.

Three further comments in support have been received to the proposal. The grounds for support re-iterate those already set out in the original committee report.

A query has also been received from Councillor Maurice regarding parking and drop-off arrangements outside the station on Station Approach, and the proximity of alternative stations providing step-free access within Brent. Cllr Maurice states that the land in front of the station (i.e. the forecourt) belongs to and is managed by Transport for London (London Underground).

Policing it which includes traffic regulations are dealt with under Railway Bylaws, rather than by Brent Council. Cllr Maurice also states that the only other step free access stations in Brent are Wembley Park and Kilburn, and there are no other step-free access stations for approx. 5 miles.

In response, officers confirm that the forecourt area is owned and managed by Transport for London, which was previously stated in the original committee report. It is therefore subject to private parking enforcement. There is no signage to restrict access to the station forecourt area for any particular types of vehicles (e.g. buses only), so any vehicle is entitled to drive onto the station forecourt. There are, as Cllr. Maurice states, double yellow lines in place along the station frontage and signs stating "No Parking – Offenders will be prosecuted". There are also bus stop clearway markings at the two bus stops, with signs stating "No Stopping except buses".

Officers also confirm that the road markings and signage otherwise accords fully with Traffic Sign Regulations (as would be expected from an organisation that also acts as a Highway Authority), so the restrictions along the front of the station convey the same meaning as if they would if located on a length of public highway.

The restrictions therefore allow drivers to pull up on the double yellow lines to drop-off and pick-up passengers, as long as they do so on the double yellow lines and not at the bus stops. There is also a reasonable allowance for vehicles to wait for a short period of time if necessary if the driver stays with the vehicle. The restrictions do not allow cars to park and the driver to leave the vehicle.

With regard to step-free stations in the area, officers note that there are several other stations in Brent which provide this. It is important to note that the nearest alternative step-free station is Wembley Central, approximately 1.3km to the east, which also benefits from a large car park beneath Central Square. This car park contains 242 spaces, which includes 19 disabled spaces and has a lift providing access to the shopping level and Station above. In addition, Greenford provides step-free access, and is approximately 2.5km to the southwest.

Amendments to main report

The addendum report refers to an *'increase in the level of contribution of off-site Affordable Housing to 600,000'* within the final officer's recommendation section (page 17). To clarify, part 1B (c) of the recommendations section (page 18) should therefore be amended to read as follows:

- 'c) Provision of affordable housing*
 - 52 units at an intermediate rate (80% of market rate),*
 - Approval and implementation of a Marketing Methods Plan*
 - Payment of £600,000 towards the provision of off-site affordable housing.'***

Recommendation: Continues to be grant, subject to the conditions and (updated) s106 Heads of Terms as set out in the original committee report and addendum report.