

Agenda Item 04

Supplementary Information

Planning Committee on 10 June, 2020

Case No.

19/3092

Location	Ujima House, 388 High Road, Wembley, HA9 6AR
Description	Demolition of the existing building and erection of a new building up to a maximum height of 39.6m comprising up to 5,000sqm residential floorspace (Use Class C3), up to 600sqm of flexible workspace (Use Class B1A, B and C), with ancillary cafe (Use Class A3) up to 600sqm ancillary floorspace, associated hard and soft landscaping, wheelchair car and cycle parking.

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Additional objection

The Introduction section of the committee report summarises concerns raised on behalf of the owner of the adjoining site at Lanmor House (370 to 386 High Road) and part owner of 26-29 Ecclestone Place. A further objection letter from the same objector was received on 9 June 2020, and is discussed below.

Engagement with applicant

The objector raises concerns that they have not had an opportunity for discussions with the applicant following the deferral of the application. However, there is no statutory requirement under planning legislation for the applicant to engage with the owners of neighbouring properties either before or during the application process. As highlighted in the main report, consultation on the application has been undertaken in line with statutory requirements and the Brent Statement of Community Involvement.

Daylight and sunlight

As noted in paragraph 77 of the Committee Report, an updated Daylight and Sunlight Report was submitted following the deferral of the application. The objector raises concerns that the technical assessment of impacts on daylight and sunlight to neighbouring properties has not altered, but that the text and interpretation of the results has been "shifted to downplay the detrimental effects" and to "skew the results towards a favourable outcome". A key point of the objection is that they consider the flank elevation windows should be considered to be main windows as they serve main living spaces, and that 7 of these windows would fail to meet BRE target values.

The impact on Lanmor House is addressed in detail in paragraphs 79 to 82 in the Committee report. An impact on these windows is highlighted. It is also important to note that the BRE guidance states that it should be interpreted flexibly and that different target values could be appropriate for example in densely developed urban contexts. The NPPF paragraph 123 also states that a flexible approach to daylight standards should be taken in order to make efficient use of sites. The benefits of the proposal are considered to outweigh the harm on the light received by adjoining properties.

Overlooking and loss of privacy

The objector raises concerns that small front and rear-facing windows in the gable end shown on the indicative floorplans could provide a line of sight into habitable rooms in Lanmor House. However, these plans are indicative only at this stage, and the scope for overlooking would be assessed at the reserved matters stage and any concerns resolved at that stage.

Highway matters

Brent's transport officers and the applicant's transport consultant have now provided more detailed comments in respect of highway matters raised in the original objection letter, and these are discussed below.

Construction traffic

On construction matters, the objector mentions the narrow width of the western end of Ecclestone Place,

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which is proposed to be temporarily converted to two-way operation. The width is about 5m, which is sufficient for a lightly trafficked two-way road. However, if two lorries were to meet along its length they would struggle to pass one another. The Construction Logistics Plan would need to address this through measures such as the pre-booking of deliveries, radioed instructions to approaching and departing drivers and use of traffic marshals to hold departing vehicles on site if necessary until the exit route is clear.

The objector has raised issues with the tracking, including that vehicles would overhang the High Road footway and would conflict with the fencing along the railway cutting. However your transport officers consider that there is some leeway in the tracking, and do not consider this to be a major concern. The applicant's transport consultant has confirmed that whilst the tracking diagrams show the body of construction vehicles overhanging over the footway at some points, this could be safely controlled by traffic marshals and there would be no wheel intrusion onto the footway and so no footway strengthening works would be required.

The objector also mentions a 15 tonne weight limit along the private road to the rear of their site, which would restrict the size of construction vehicles. This is a private road and no information is available at this stage as to the reasons for the weight limit. If it relates to the structural integrity of the railway cutting, then the necessary enabling works may not be achievable, however construction access for larger vehicles could be provided from the High Road with appropriate mitigation measures in place such as loading bays to the front and scaffolding tunnels over the footway.

The Construction Logistics Plan is only an initial outline document at this stage. The Plan would be subject to further development as a final Plan to be submitted and approved, when the contractor is appointed and before work starts on site. Condition 11 is proposed to be amended as follows to ensure these issues are addressed in the Construction Logistics Plan:

"Prior to commencement of development, a Construction Logistics Plan, identifying anticipated construction traffic movements and setting out measures to manage and minimise the construction traffic impacts arising from the development, taking into account other construction projects in the vicinity, shall be submitted to and approved in writing by the Local Planning Authority.

The Plan shall include:

- details of the proposed enabling works to allow two-way traffic including large construction vehicles on Ecclestone Place, together with measures to ensure that this two-way traffic can operate safely at all times;
or
- details of alternative construction access from the High Road for large construction vehicles, including appropriate measures to mitigate potential impacts on pedestrian and vehicle movements on the High Road.

The development shall thereafter be carried out in full accordance with the approved Construction Logistics Plan.

Reason: To ensure construction traffic impacts are effectively managed throughout the construction process.

Reason for pre-commencement condition: Construction traffic impacts can arise at any time from the commencement of works, and adequate controls need to be in place from this time."

Servicing and deliveries

The objector notes that servicing and delivery vehicles would need to use the eastern section of Ecclestone Place, following removal of the temporary two-way route. As pointed out, the road is narrow and features a number of tight right-angle bends, so is difficult to manoeuvre along. However, it is a one-way road that is already used by service and delivery vehicles to properties along Ecclestone Place and the rear of High Road, so this proposal does not materially worsen matters in this respect.

The applicant's transport consultant has provided further tracking diagrams to demonstrate that a left turn by a refuse vehicle into the eastern section of Ecclestone Place from the north would be an easier manoeuvre with a greater tolerance to the kerb edge of the footway than the right turn from the south that refuse vehicles currently make.

Access to the proposed building

The objector refers to a through route for pedestrians and cyclists to access the cycle parking at the rear, and suggests that this would be too narrow to prevent conflicts during busy times. This route would be a 3m wide

corridor providing access from the High Road entrance to the residential units above and through the building to the rear of the site. This is considered to be sufficient width to allow pedestrians and cyclists to pass one another. Furthermore, cyclists would also be able to use the vehicular access via Ecclestone Place.

Recommendation: Remains to Grant outline permission subject to the Stage 2 referral to the Mayor of London and the conditions and informatives as set out in the report.

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