



Planning Committee Supplementary Agenda

Wednesday 16 October 2024 at 6.00 pm

Conference Hall - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Please note this will be held as a physical meeting which all Committee members will be required to attend in person.

The meeting will be open for the press and public to attend or alternatively can be followed via the live webcast. The link to follow proceedings via the live webcast is available [HERE](#)

Membership:

Members

Councillors:

Kelcher (Chair)
S Butt (Vice-Chair)
Akram
Begum
Chappell
Dixon
Johnson
J Patel

Substitute Members

Councillors:

Agha, Bajwa, Gbajumo, Crabb, Gbajumo,
Mahmood, Mitchell and Rajan-Seelan

Councillors

Hirani and Kansagra

For further information contact: Rebecca Reid, Governance Officer
rebecca.reid@brent.gov.uk; 07584 204 879

For electronic copies of minutes and agendas please visit:
[Council meetings and decision making | Brent Council](#)

Members' virtual briefing will take place at 12.00 noon.

Notes for Members - Declarations of Interest:

If a Member is aware they have a Disclosable Pecuniary Interest* in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent and must leave the room without participating in discussion of the item.

If a Member is aware they have a Personal Interest** in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent.

If the Personal Interest is also significant enough to affect your judgement of a public interest and either it affects a financial position or relates to a regulatory matter then after disclosing the interest to the meeting the Member must leave the room without participating in discussion of the item, except that they may first make representations, answer questions or give evidence relating to the matter, provided that the public are allowed to attend the meeting for those purposes.

***Disclosable Pecuniary Interests:**

- (a) **Employment, etc.** - Any employment, office, trade, profession or vocation carried on for profit gain.
- (b) **Sponsorship** - Any payment or other financial benefit in respect of expenses in carrying out duties as a member, or of election; including from a trade union.
- (c) **Contracts** - Any current contract for goods, services or works, between the Councillors or their partner (or a body in which one has a beneficial interest) and the council.
- (d) **Land** - Any beneficial interest in land which is within the council's area.
- (e) **Licences** - Any licence to occupy land in the council's area for a month or longer.
- (f) **Corporate tenancies** - Any tenancy between the council and a body in which the Councillor or their partner have a beneficial interest.
- (g) **Securities** - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.

****Personal Interests:**

The business relates to or affects:

(a) Anybody of which you are a member or in a position of general control or management, and:

- To which you are appointed by the council;
- which exercises functions of a public nature;
- which is directed is to charitable purposes;
- whose principal purposes include the influence of public opinion or policy (including a political party or trade union).

(b) The interests a of a person from whom you have received gifts or hospitality of at least £50 as a member in the municipal year;

or

A decision in relation to that business might reasonably be regarded as affecting the well-being or financial position of:

- You yourself;
- a member of your family or your friend or any person with whom you have a close association or any person or body who is the subject of a registrable personal interest.

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

| ITEM | | WARD | PAGE |
|------|--|-------------|--------|
| 3. | Item 3. 23/3440 - 1-22 Brook Avenue, Wembley, HA9 8PH | Preston | 1 - 6 |
| 5. | Item 5. 24/1219 - Garages rear of 88-98 Wrentham Avenue, Tiverton Road, London | Queens Park | 7 - 12 |

Date of the next meeting: Wednesday 13 November 2024



- Please remember to **SWITCH OFF** your mobile phone during the meeting.
- The meeting room is accessible by lift and seats will be provided for members of the public. Alternatively, it will be possible to follow proceedings via the live webcast [HERE](#)

This page is intentionally left blank

Agenda Item 3

Agenda Item 04

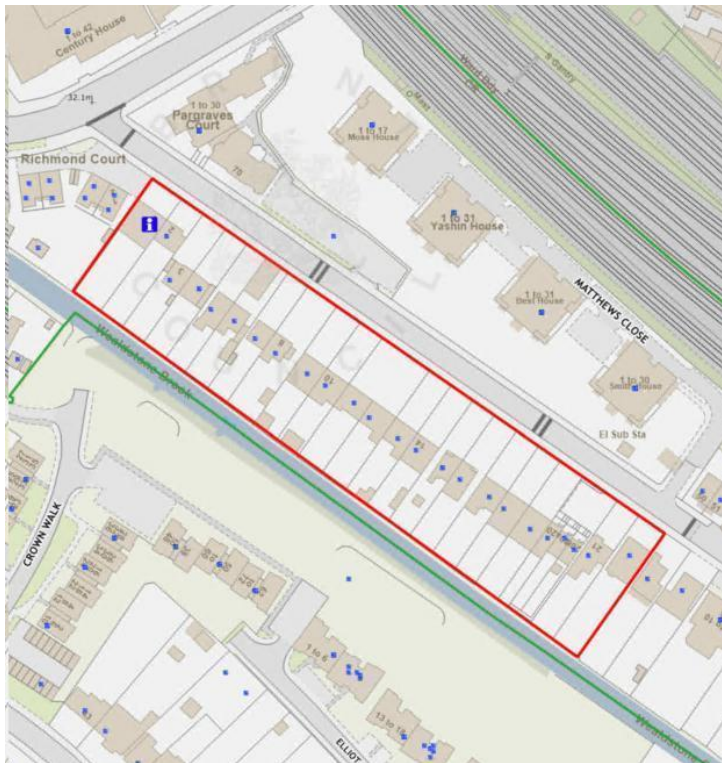
Supplementary Information Planning Committee on 16 October, 2024

Case No. 23/3440

Location 1-22 Brook Avenue, Wembley, HA9 8PH
Description Demolition of all buildings and structures and comprehensive redevelopment of the site to provide two linked blocks of between 6 and 15 storeys (including mezzanine storey) comprising large scale purpose built shared living (LGPBSL) units (sui generis) and two linked blocks of between 4 and 9 storeys comprising residential units (Use class C3), ground floor commercial/community use units (Use class E/F), ancillary facilities and shared internal and external amenity space, associated highway works, blue badge parking, cycle parking, refuse stores, landscaping and access arrangements.

Agenda Page Number: 5-118

1. Members are advised of the following corrections and clarifications:
 - Page 7, item 13 of the s.106 obligations (carbon off set amount) is estimated to be £125,932, as per Table 10, page 78.
 - Page 11, Site Plan – formatting issue corrected to show entire redline boundary



- Page 12 Land Use Details – corrections to the GIA (more accurately measured by the applicant):

| | |
|------------------------|-------|
| Site area (ha): | 1.4ha |
| Use Classes | |

| | Use Description | Use Class | Unit Nos. | Family Dwellings | Floorspace (m ²) (Gross Internal Area) |
|-----------------------|-----------------|--------------|-----------|------------------|--|
| Existing | Residential | C3 | 24 | | 4,145m ² |
| Proposed | Residential | C3 | 100 | 26 | 9,849m ² |
| | Co-Living | Suis generis | 517 | n/a | 19,791m ² |
| | Commercial | E/F | 3 | | 198m ² |
| Total Proposed | | | | | <u>29,838m²</u> |

- Cycle parking numbers have been amended:

| | Car Parking Spaces (General) | Car Parking Spaces (Disabled) | % EVCP | Cycle Parking | | | |
|----------|------------------------------|-------------------------------|--------|------------------------|------------|-----------------|------------|
| | | | | Co-living (Blocks A&B) | | C3 (Blocks C&D) | |
| | | | | Long Stay | Short Stay | Long Stay | Short Stay |
| Existing | | | | - | - | - | - |
| Proposed | 0 | | 0 | <u>388</u> | 11 | <u>187</u> | 11 |

- Page 13, the UGF should be 0.57 **not** 0.73
- Page 30 (Para.30) should read "...this should equate to 287no. dwellings..." **not** "...271no. dwellings..."
- Page 41 (para 74), corrections to floor areas (more accurately measured by the applicant):

"The total net internal floorspace (NIA) of the development is 19,583sqm, comprising of 12,696sqm for the co-living element and 6,887sqm for the C3 dwellings. The proportion of C3 floorspace therefore equates to 35.2% of the total provision thereby satisfying the minimum threshold of 35%. Moreover, the tenure mix proposed is a policy compliant 70% low-cost social rent and 30% intermediate rent. The proposal, with regard to affordable housing, satisfies the requirements of the London Plan and the Local Plan, subject to an early stage review mechanism"

2. Conditions:

- Condition 2 (approved drawings/documents) - Condition number does not appear.
- Condition 3 (C3 dwellings) - revised wording: The development hereby approved shall contain 100 residential units as detailed in the drawings hereby approved, unless otherwise agreed in writing by the Local Planning Authority.
- Condition 4 (co-living units) – additional wording: The development hereby approved shall contain

517 co-living units (Use Class sui generis), as detailed in the drawings hereby approved, unless otherwise agreed in writing by the Local Planning Authority

- Condition 5 (commercial/community space) – revised wording and to confirm the Use Classes

“The development hereby approved shall provide 198sqm of commercial / community floorspace within Use Class E/F as detailed within the drawings hereby approved, and shall not be used for any other purpose, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instruments revoking and re-enacting those Orders with or without modification.”

- Condition 6 (EVCP) – to be deleted as these will be secured as part of the s278 works.
- Condition 8 (on-site facilities) – reference to “car parking” is deleted as this will be secured through the S106 Agreement.
- Condition 9 (delivery and servicing plan) – revised wording: The development shall be carried out in accordance with the Delivery & Servicing Plan October (2022), prepared by Yes Engineering Group Limited, unless an alternative strategy is submitted to and approved in writing by the Council and thereafter implemented in full accordance with the approved plan throughout the lifetime of the development
- Condition 15 (piling) – revised wording: No piling shall take place until a Piling Method Statement (detailing the depth and type of any piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
- Condition 16 (contamination) – revised wording to split condition into 2 parts:
 - (a) Prior to the commencement of development (excluding site clearance and demolition), a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present within that Phase. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of building works that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.
 - (b) Any soil remediation required by the Local Planning Authority shall be carried out in full in accordance with the approved remediation works. Prior to the occupation of the development, a verification report shall be submitted to and approved in writing by the Local Planning Authority stating that remediation has been carried out in accordance with the approved remediation scheme and the land is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

- Condition 17 (drainage strategy) - Spacing added between "...who is responsible for carrying out the maintenance" and "The approved maintenance plan..." to make it clearer that the maintenance plan is to be implemented in accordance with the approved details.
- Condition 18 (future DHN connectivity) – delete "The development shall be completed in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority."
- Condition 24 (landscape and ecological plan) – delete reference to "(except privately owned domestic gardens)"
- Condition 45 (flood risk)– removal of additional bullet points
- Condition 46 (obscure glazing) – revised wording to refer to 1.7m and **not** 1.75m. Spelling errors corrected.
- Condition 49 (arboricultural method statement) – should read:

"...detailed at (**Monitoring and Supervision** section) of the AMS report..."

- Condition (whole life carbon) – wording did not carry over. Should read:

Prior to the occupation of each building the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the published guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

- Condition (completion report) - wording did not carry over. Should read:

Prior to the occupation of any phase of development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy

Statement shall be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance 2022. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the

local planning authority, prior to occupation.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

Recommendation:

Remains approval subject to the conditions set out in the Committee report and as updated above, together with completion of a S106 Legal Agreement and stage 2 referral to GLA.

DocSuppF

This page is intentionally left blank

Agenda Item 5

Agenda Item 06

Supplementary Information Planning Committee on 16 October, 2024

Case No. 24/1219

Location Garages rear of 88-98 Wrentham Avenue, Tiverton Road, London
 Description Proposed demolition of existing garages and erection of two residential units with landscaping, private and communal amenity areas, cycle and refuse storages and associated works.

Agenda Page Number: 145 - 174

Further representations

One further comment has been received in objection to the proposals since the publication of the committee report. The objection includes some issues previously raised and some additional concerns. The concerns can be summarised as follows:

| Nature of Objection | Officer response |
|--|---|
| <p>Site Visit:</p> <p>Residents express concern over the absence of a organised committee site visit.</p> <p>Residents believe that such visits would allow them to highlight critical aspects of the site's past history, which they believe planners and applicants may overlook, particularly nuances that can affect decision-making.</p> | <p>It is important that members understand the site and its context. However an organised site visit is not always necessary in order to achieve this. Members often visit the site in their own time however if they decide for a specific application not to visit a site, members may also understand the site and its context from previous experience.</p> <p>The purpose of the site visit is for members of the planning committee to understand the site and not engage in a debate on the proposal which may happen at the committee meeting itself.</p> |
| <p>Principle of Loss of Garages:</p> <p>The garages at the rear of 88-98 Wrentham Avenue have previously been used for business purposes related to the motor trade. While this usage has decreased, it hasn't completely ceased.</p> <p>Local residents have expressed a need for garage and storage space, but there have been difficulties in making contact with the former owner. The loss of these garages would negatively impact local storage solutions for residents</p> | <p>This is discussed within "principle of loss of garages" within the main committee report.</p> |
| <p>Accessible Housing:</p> <p>The proposed design includes a stair lift to provide access to the two residential units. However, the current design appears inadequate for full disability access, as it can only accommodate a Class 1 invalid carriage. To meet accessibility needs, the lift would need to support a Class 3 mobility scooter.</p> <p>Additionally, the on-site pathways must be wide enough to allow for scooter manoeuvrability, and a parking space for the scooter must be provided without impeding pedestrian access.</p> | <p>This is discussed within "Accessible Homes" within the main committee report.</p> |

| | |
|---|---|
| <p>Impact on Neighbouring Amenity:</p> <p>The separation distance between the development and the habitable room windows of neighbouring properties at 88, 92, and 94 Wrentham Avenue is only 13.8 meters, which is less than the minimum 18 meters required by SPD1 Principle 5.2.</p> <p>This shortfall raises concerns about the potential negative impact on privacy and the quality of living for neighbouring residents.</p> | <p>This is discussed within "privacy and overlooking" within the main committee report.</p> |
| <p>Massing and Height:</p> <p>The development's compliance with SPD1 guidelines regarding massing and height is disputed. The separation from habitable room windows is less than 14 meters, and there are concerns that the ground level measurements are inaccurate.</p> <p>The report claims compliance with the 45-degree rule, but the ground level of the development appears to be higher than indicated, which would result in non-compliance with the rule and exacerbate the impact on neighbouring properties.</p> <p>Additionally, the development would create a significant sense of enclosure and overshadow gardens, particularly in the winter months when sunlight is limited. This overshadowing would reduce the natural light available to residents, leading to a loss of outlook and replacing the current greenery with a visually unappealing grey structure.</p> | <p>This is discussed within "massing and height" of the main committee report.</p> |
| <p>Privacy and Overlooking:</p> <p>There are no measures outlined to prevent the flat roof of the ground floor from being used as a sun-deck. This poses a risk of serious overlooking and would infringe upon the privacy of residents living on Wrentham Avenue.</p> <p>Although the first-floor windows face away from the gardens, no barriers are in place to prevent people from using the first-floor windows to access the flat roof.</p> | <p>The sedum roof has not been designed as a roof terrace. Nevertheless, it is recommended that an additional condition is secured to prevent access to the sedum roof to be used as a terrace or sitting out area. the flat roof being used as a recreational space.</p> |
| <p>Noise, Light, and Disturbance:</p> <p>The trees on the property, particularly T1 (a poplar tree), have been a source of concern due to their contribution to ground movement, which has caused damage to boundary walls, including the garage wall of 88 Wrentham Avenue. The failure to address these trees, especially T1, which has been recommended for removal, could lead to further structural issues.</p> <p>Additionally, the introduction of hard surfaces in</p> | <p>T1 lies outside the application site. Trees typically only make a minor difference to noise level and construction would create a further barrier between the railway and existing homes and not expected to materially affect noise levels</p> |

| | |
|--|---|
| <p>place of the current soft landscaping could create acoustic reflections, altering how sound from the nearby railway is experienced by residents and potentially increasing noise levels.</p> | |
| <p>Transport Considerations: The report does not fully consider the differences in controlled parking zones (CPZ) in the surrounding area. For instance, Tiverton Road has two distinct CPZs (Zone KS and Zone KQ), which complicates parking regulations. Many streets, including Wrentham Avenue, are heavily parked, and the development would likely exacerbate this issue. It is suggested that the report downplays the extent of parking stress in the area.</p> | <p>This is discussed under "car parking and access" within the main committee report.</p> |
| <p>Car Parking and Access: The report inaccurately claims that the majority of properties in the area have off-street parking. In fact, 88-98 Wrentham Avenue consists of semi-detached flats, with only half of the properties having off-road parking (typically, only the ground-floor flat has off-street parking). The number of available on-street parking spaces has decreased over time due to the installation of a zebra crossing and the creation of additional crossovers.</p> | <p>This is discussed under "car parking and access" within the main committee report.</p> |
| <p>Refuse Storage: The plans currently provide storage for only three bins per unit, but with the introduction of blue recycling bags, four bins are now required: general waste, recycling, food waste, and paper/cardboard. A fifth garden waste bin may also be necessary for properties with gardens. The distance from Unit 2 to the bin store exceeds the maximum recommended distance by 50%, meaning that residents would likely keep bins closer to their property, raising concerns about convenience and safety. The use of the stair lift to move bins could also result in damage or accidents.</p> | <p>This is discussed under "cycle and refuse storage" within the main committee report.</p> |
| <p>Drainage and Flood Risk: There is uncertainty about how rainwater from the first-floor protuberances and flat roof will be managed. It is essential that water be directed towards the railway and away from the boundary wall to prevent damp ingress and damage to nearby garages.</p> | <p>This is discussed under "drainage and flood risk" in the main committee report.</p> |

| | |
|--|--|
| <p>Biodiversity:</p> <p>No mention is made of the presence of urban foxes inhabiting the railway embankment, which contribute to noise disturbances with their barking.</p> | <p>The proposal not considered to be materially affected by foxes.</p> |
| <p>Trees:</p> <p>Tree T1 has caused damage both inside and outside the application site. The root protection area (RPA) on the plans appears to be underestimated, as poplar roots can extend up to 40 meters. This tree, along with others on the site, is contributing to soil desiccation, making the subsoil vulnerable to moisture changes and structural damage.</p> | <p>T1 lies outside of the application site and is therefore not proposed to be removed. The concerns raised would be considered under Building Regulations.</p> |
| <p>Noise and Vibration:</p> <p>The noise and vibration survey carried out for the development was limited to a period of four days and a single location, which is insufficient for a full assessment. The railway is a significant source of noise, particularly from the diesel-hauled freight trains, which operate around 70-80 times per day.</p> <p>Vibration patterns are unpredictable, and past surveys have shown that vibration radiates unevenly, affecting some properties more than others. Therefore, monitoring at a single location will not provide an accurate assessment.</p> | <p>This is discussed under "noise and vibration" of the main committee report.</p> |
| <p>Air Quality:</p> <p>The air quality assessment focuses solely on the demolition and construction phases and does not consider the impact of the nearby railway, which acts as a pollution corridor. The levels of nitrogen dioxide (NO₂) along the railway are near the legal limit, and diesel-hauled freight trains are likely contributing to this pollution.</p> | <p>This is discussed under "air quality" of the main committee report.</p> |
| <p>Conditions for Construction:</p> <p>The demolition of the garages poses a structural risk to the boundary walls shared with neighbouring properties, as these walls support gardens that are at a higher level than the development site. A Construction Method Statement should be required to ensure that steps are taken to protect these walls from collapse during demolition, particularly given that soil movement has already affected these walls.</p> | <p>The structural stability of the retained wall would be considered through building regulations.</p> <p>Additionally, a Construction Method Statement (CMS) condition is in place to ensure that impacts to neighbouring properties are minimised during construction.</p> |

Additional conditions

It is recommended that a condition is secured to restrict access to the sedum roof above ground floor level. This condition would read as follows:

No access shall be provided to the roof of the ground floor of the dwellinghouses hereby approved by way of window, door or stairway and the roof of the ground floor of the dwellinghouses hereby approved shall not be

used as a balcony, terrace or sitting out area.

Reason: To preserve the amenity and privacy of neighbouring residential occupiers.

Recommendation: Officers continue to recommend that permission is granted, subject to an additional condition as set out above together with the conditions as set out within the draft decision notice.

DocSuppF

This page is intentionally left blank