



Supplementary Planning Committee

Wednesday 21 August 2013 at 7.00 pm
Conference Hall - Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

Ketan Sheth (Chair)
John (Vice-Chair)
Aden
Baker
Cummins
Hashmi
Kabir
Kataria
CJ Patel
Powney
Singh

first alternates

Councillors:

R Moher
Van Kalwala
J Moher
Kansagra
Sneddon
Cheese
Oladapo
Long
Hopkins
Gladbaum
Hossain

second alternates

Councillors:

Adeyeye
Ogunro
Moloney
HB Patel
Hopkins
Beck
Al-Ebadi
Naheerathan
Lorber
Harrison
Mashari

For further information contact: Joe Kwateng, Democratic Services Officer
020 8937 1354, joe.kwateng@brent.gov.uk

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:

www.brent.gov.uk/committees

The press and public are welcome to attend this meeting

Members' briefing will take place at 5.30pm in Boardrooms 7 and 8

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
13. Supplementary		1 - 8

Agenda Item 13

Agenda Item 03

Supplementary Information Planning Committee on 21 August, 2013

Case No.

13/0687

Location	Land of former Scout Hut, John Billam Playing Fields, Woodcock Hill, Harrow
Description	<p>Variation of condition 4 (opening hours) to allow opening of the premises between 8:00 to 22:00 Monday to Friday and 8:00 to 22:00 Saturday and Sunday of full planning permission reference 10/0438 dated 19/04/2010 for development of land comprising the former scout hut and adjacent car park at the John Billam Playing Fields off Woodcock Hill with a two storey adult learning and support centre (to relocate the Albert Road Day Centre and ASSPECT facility) with adjustments to the boundary with the John Billam playing fields and involving:</p> <ol style="list-style-type: none"> (1) Re-provision of 108 car parking spaces to the south of Kenton Hall including variation to the parking layout for Kenton Hall approved under condition 3 of full planning permission ref: 03/2865 (2) Reinstatement of the car park to the north of Kenton Hall to landscaped open space (3) Changes and re-surfacing of the access road layout including to the front of Kenton Hall (4) Amendments to Parks Depot boundary (5) Varying the hours of use at Kenton Hall – amending condition 7 of full planning permission ref: 03/2865 to allow activities within the Kenton Hall to operate on a permanent basis within the following hours: <p>0800 - 2230 Sundays to Thursdays, with the premises cleared within 30 minutes after these times</p> <p>0800 - 2330 Fridays and Saturdays with the premises cleared within 30 minutes after these times</p> <p>0800 – 0030, with the premises cleared within 30 minutes after these times for the following events:-</p> <ul style="list-style-type: none"> • Christmas celebrations on the Friday and Saturday in the weekend immediately prior to and after Christmas Day (25th December) • New Year's Eve celebration; • Valentine's Day celebrations on the Friday and Saturday in the weekend immediately prior to and after St. Valentine's Day (14th February); • Divali celebrations on the Friday and Saturday in the weekend immediately prior to and after Divali; • Navratri celebrations on the Friday and Saturday in one or both weekends falling in the nine-day festival; • GAA London Sports and Golf Society function • 10 further events in any calendar year

(as accompanied by Design and Access Statement prepared by MACE; External Noise Survey Report prepared by Robert West Consulting Ltd; and BS5837: 2005 Tree Survey)

Agenda Page Number: 11

Members visited the site on Saturday 17 August. Two representatives from the GAAL were also present.

The following concerns were raised by the GAAL:

- The existing use not following the agreed arrangements with minibuses using the incorrect route & car park used for sports events to adjacent playing field;
- Overspill parking on street from JBRC not Kenton Hall.

The GAAL have also set out the above concerns in writing. They have advised that they would only withdraw their objections if the following measures are applied:

- Stipulate a new condition in any decision notice that clearly states that JBRC staff and patrons shall not park in GAAL's demised area and car park
- The resource centre management provides clearly signage to vehicles using the centre about the above

restrictions

- Provide details of other steps that the JBRC Management shall take to ensure proper management of all modes of traffic to the centre

Existing management plan

In response to the above concerns, officers can advise that there is an existing management plan in place for the shared use of the car park between the GAAL and Brent Park Service/ Authorised Park Users. The management plan sets out times that authorised park users can use the car park and requires Brent Parks Service to provide a list of scheduled events for the year and liaise with the GAAL. The management plan stipulates that GAAL events take precedent and where events clash that the number of spaces for authorised park users will need to be reduced or alternative arrangements provided.

The management plan includes provision for monitoring the use of the site and the car park, which is a joint responsibility between the GAAL and Brent Council. This includes yearly site use and transport surveys. As part of the yearly site use, a log of how the site is used during the week and weekend is required, including a log of unauthorised parking. This is with the aim of being able to review the effectiveness of the transport management plan in place and make any necessary changes. Annual monitoring has not taken place to date as the site has only been operating for eight months, but officers will remind both Brent Park Service and the GAAL of the agreed protocol as set out in the management plan.

Officers have also instructed Brent Transport Service to adhere to the agreed entrance and exit route from the site in response to the concerns raised by the GAAL in relation to the minibuses for the Resource Centre driving through the car park rather than along the access road.

Amendments to conditions

In response to the concerns raised by the GAAL it is recommended that condition is amended to read as follows:

The increased hours of use for the John Billam Resource Centre hereby approved shall not be implemented until such time as an addendum to the Transport Management Strategy and Green Travel Plan for the use of the site approved as part of application ref: 12/0321 dated 13 April 2012 is submitted to and approved in writing by the Local Planning Authority, **and any works required to be carried out as part of the the addendum have been provided on site.** The addendum shall be written out in consultation with Kenton Hall and shall include the following measures:

- No parking within the 108 space car park for staff or visitors;
- Mini bus arrival times to be staggered so that there is only one mini bus on site at any one time;
- The drop of location in the site located adjacent to the Resource Centre;
- The route that the mini buses will take to enter and exit the site;
- Arrangements with other users if alternative modes of transport are required.
- **Details of signage and markings for minibuses**

The development shall operate in full accordance with the approved Transport Management Strategy and Green Travel Plan and addendum to the Transport Management Strategy .

Reason: To ensure that the usage of the development is appropriately controlled in the interest of residential amenities and highway safety in the local area.

Recommendation: Remains approval.

DocSuppF

Agenda Item 04

Supplementary Information Planning Committee on 21 August, 2013

Case No.

13/0947

Saturday and 1000 - 1700 Sundays and Bank Holiday to 0900 - 1300 & 1700-2130 Monday to Friday, 0800 - 2130 Saturday to Sunday and 1000 - 1900 Bank Holidays) of full planning permission reference 09/2091 dated 26/11/2009 for erection of single-storey and two-storey side and rear extension to religious institution, formation of basement with lightwell to rear and associated landscaping (as accompanied by Apcar Smith Planning Design & Access Statement ref. CA/2349A and Three Counties Flood Risk Assessment dated 19/08/2009)

Agenda Page Number: 23

Members visited the site on Saturday 17 August which was attended by representative from the Mahavir Foundation and a local resident from Kinross Close.

Concerns were raised by the local resident regarding parking taking place in Kinross Close. It is noted that a number of conditions were imposed when planning permission was granted for extensions to the property in 2009, including a requirement for a Green Travel Plan. This information has not been submitted to the local planning authority for approval. The recommendation includes a condition requiring a Green Travel Plan to be submitted and approved within 3 months of the date of the decision to include measures to encourage public transport and details of the management of large scale events.

Recommendation: 1 year temporary consent to extend hours

DocSuppF

Agenda Item 06

Supplementary Information Planning Committee on 21 August, 2013

Case No. 13/1065

Location	Marada House, Brondesbury Park, Kilburn, London
Description	Retrospective application for an existing single storey one bedroom flat and ancillary store to rear of Marada House

Agenda Page Number: 39

At the site visit the applicant provided copies of a planning report by the planning agent and a statement by the applicant relating to the unauthorised building.

The planning statement states that the development is in accordance with the National Planning Policy Framework 2012 and local planning policies. In response to this it should be noted that the NPPF requires applications to be determined in accordance with development plans, unless materials considerations indicated otherwise. The development plans for Brent include the saved policies set out in UDP 2004 and the policies of the Core Strategy. The remarks section above sets out how the planning application fails to comply with the relevant policies of these documents. The statement does not address any of the concerns raised in the Council's reasons for refusal.

The proposed statement of the applicant relates mainly to the enforcement investigation and the Council's decision to issue an enforcement notice against the unauthorised building. This enforcement notice is referred to in the History section of the main report. The statement does not raise any additional planning matters which would address the existing concerns set out in the Remarks section of the main report. However, for clarity, the applicant seems to be trying to explain his decision to build a 2 bed unit (later reduced to 1 bed) and storage room totalling some 80 sqm when the original building of some 240 sqm was designed exclusively for parking (but deleted before a decision was made).

At the site visit the planning agent stated that they had not received a response to the transport statement submitted on 05/08/2013. This was sent to the Council's Highways Engineer on the same date and their comments received on 07/08/2013. The concerns of the Highways officer in relation to the Transport Statement were referred in paragraph 11 of the *Remarks* section of the main report.

For clarification the window through to the living room from the rear wall of the extension to Marada House and approximately 20m from the window on the rear wall of the original building.

On the site visit the applicant identified an area allocated for the waste storage. The Council's Waste Planning Guidance requires that provision for waste storage for 60L of residual waste per bedroom, 60L of dry waste per bedroom and 23L of organic waste per bedroom be made for any development containing more than 8 households. The approved plans for the buildings show 15 x 2-bed units which in addition to the current proposal would provide 31 bedrooms. This would require the provision of space for 1860L of residual waste, 1860L of dry waste and 713L of organic waste. This provision would have to be provided in the form of 2 x 4-wheeled bins for residual waste, 2 x 4-wheeled bins for dry waste and one large bin for organic waste. This would require a minimum area of approximately 6sqm, which could be provided in the existing waste storage areas identified at the front of the development. However the entrance to the residential unit the subject of this application is situated over 50m walking distance from the existing refuse storage area at the front of the site. This is over the 30m maximum carry distance required for new residential development as set out in Council Waste Storage Guidelines. The proposed retention of the existing unit for residential use is therefore considered unacceptable as, in addition to other reasons, it would fail to provide acceptable waste storage for the residential unit. Reason for refusal 2 should be amended include this.

Amended Reason for Refusal

The residential accommodation, by reason of the significantly constrained outlook from windows, proximity of habitable room windows to the site boundaries and relationship with car parking area and the excessive distance from the front entrance to the waste storage area would provide for an unacceptable quality of environment for residents. Furthermore, the development would fail to provide an adequate quantity and quality of external amenity space that would intensify the concerns about the poor internal accommodation proposed. As a result, the proposal is contrary to policies BE9 and TRN34 of Brent's UDP, SPG 17: 'Design Guide for New Development' and the Council's Waste and Recycling Storage and Collection Guidance for Residential Properties.

Recommendation: Remains Refusal

DocSuppF

Agenda Item 07

Supplementary Information Planning Committee on 21 August, 2013

Case No. 13/1140

Location	111 Leighton Gardens, London, NW10 3PS
Description	Proposed part two-storey/part single storey rear extension, replacement of front entrance porch and creation of one car parking space including alterations to hard and soft landscaping at front garden of dwellinghouse (as amended by plan received on 04/07/2013 and 08/07/2013)

Agenda Page Number: 47

On the site visit the relationship between proposed first floor windows on the rear and flank walls and neighbouring gardens were raised. As these windows are to non-habitable rooms, they can all be obscure glazed and high opening only. There is a condition requiring this for the flank wall window. This can be amended to include the rear window and the repositioned flank wall door as well. High-opening means that it can only be opened above 1.7m height above internal floor level the obscurity level should be a level 3 or more.

Residents also re-iterated concerns about setting a precedent for other proposals if approved. How the proposal relates to existing policy is rehearsed in the report. The status of an outbuilding was also queried and this is currently being investigated (E/13/0629)

Amended Condition

The proposed first floor flank wall windows and first floor rear window shall be obscure glazed and high opening (above 1.7m) only. The proposed ground floor flank wall door shall be obscure glazed. They shall be permanently retained as such unless agreed in writing by the Local Planning Authority.

Reason: To preserve the amenity of neighbouring residents.

Enforcement

The Council's enforcement officer has visited the site. The investigation is on going and they are considering whether to pursue enforcement action.

Recommendation: Remains Approval

DocSuppF

Agenda Item 08

Supplementary Information Planning Committee on 21 August, 2013

Case No.

13/1428

Location	Electric House, 296 & 296A Willesden Lane, Willesden, London, NW2 5HZ
Description	Demolition of existing office building and erection of a seven storey building comprising 25 residential apartments (11 x 1-bed, 13 x 2-bed and 1 x 3-bed) and 383sqm of retail floorspace on the groundfloor with associated cycle parking, first floor rear communal roof terrace and associated landscaping.

Agenda Page Number: 55**Temporary Use**

Following the site visit the applicants have provided further details of the temporary community use at the site, which became vacant when Network Housing moved out of the offices in 2007. The use commenced in October 2012 following discussions between Network Housing and Brent Council's Regeneration Team at the pre-application stage of this application. The initial agreement was for two months however the lease was extended on a rolling basis as the redevelopment timetable was subject to delay. Network Housing provided the building on a true peppercorn lease. There was no deposit, damage liabilities, insurances or rent payable. The only costs attributed to the space were for the group to pay their own business rates and any utility bills they incurred. As a result of the lease extensions the building was made available to local artists for the period of October 2012 to July 2013. The Committee will be aware of the value of various community and arts activities. However, this does not necessarily translate into them being an over-riding priority to other much needed uses and, some forms of 'meanwhile' uses can only really operate on the basis of the access provided in this case by Network. While not raised by the applicants, there is also the issue of future temporary offers being limited if applicants feel that it will prejudice otherwise acceptable proposals.

The option of retaining the facade of the building was also raised at the site visit. While this can sometimes be appropriate if the facade is of particular value (eg if Listed), there are general concerns with this approach in terms of both the architectural outcome and constraints on the ability to reasonably develop the remainder of the site.

Further Objections

1 additional objection and further comments from an existing objector have been received following the completion of the planning report. These raise the following issues which are responded to below:

Objection	Officer Comment
The building is of a scale similar to a scheme which was recommended for refusal at Queens Parade.	The proposed building at Queens Parade was 4-8 storeys in height and due to the size of the site had a density of approximately 1400hrh. The proposed development under consideration has a density of 600 hrh and a maximum height of 7 storeys. While it is noted that it will be taller than surrounding development it is considered to be of a scale appropriate to its location within a town centre and with very good public transport accessibility. Further comment on the scale of the development is found in paragraphs 17-25 of the <i>Remarks</i> section of the main report.
Electric House should be treated as any other existing building within the Conservation Area.	The existing building is considered to be a building of local significance and it is always regrettable to lose such

	a building. Careful consideration has been given to the retention of the existing building but its plan form has difficult proportions with a very large open ground floor and relatively small floor plates higher up which does not lend it to conversion to a contemporary use, while the community benefits in terms of the affordable housing provision and public realm improvements of the proposed development are considered to be significant.
Poor quality materials leaving a poor view of the building from Walm Lane.	Council officers have sought amended plans to improve the views of the building from Walm Lane and have advised the applicants that high quality materials will be required to ensure that the development makes a positive contribution to the Conservation Area. As such appropriately worded conditions will be attached to the permission. Details of the amendments to elevations are set out in paragraph 26 of the main report.
Lack of parking will result in pressure on existing on-street parking provision.	The application if it is to be approved will have a legal agreement to restrict the access of prospective residents to parking permits for the local CPZ to ensure that the proposal would not result in an excessive increase in on-street parking. and prevent parking during the operation of the local CPZ. This restriction will also apply to other developments within the local area.

Cil Contributions

The CIL contribution for the proposed development is £348 563.95 for Brent CIL, although the developers will be able to apply for affordable housing relief. The Mayoral CIL is £11 129.06.

Recommendation: Remains Approval

DocSuppF

Agenda Item 10

Supplementary Information Planning Committee on 21 August, 2013

Case No. 13/1494

Location	575 North End Road, Wembley, HA9 0UU
Description	Proposed demolition of existing building and construction of part 9- , part 14-, part 17 and part 19-storey building comprising 450 rooms of student accommodation and associated ancillary facilities and landscaping works.

Agenda Page Number: 81

Stage 1 response from the Greater London Authority (GLA)

The GLA have commented that the scheme is considered to be acceptable in principle. However, the following is required in order to ensure that the scheme is compliant with the London Plan:

GLA comment	Response
A Student accommodation demand assessment should be secured.	Brent has already carried an assessment of demand and capacity for student housing in the Wembley Growth Area in support of the emerging Wembley Area Action Plan. This is discussed in paragraph 2 of the main committee report.
Accessible parking: Further information is required	As discussed within the Committee report. This is to be provided on-street opposite the

	site. Highways consider this to be acceptable.
Energy assessment: Further information on technical feasibility or a revised approach is required.	A revised sustainability assessment has now been received. This is discussed below.
Further information required in relation to particulate matter, receptor sites and construction phase impacts	Our Safer Streets team are happy with the air quality implications of the proposal subject to the imposition of conditions. It is requested that authority is delegated to officers to agree any further information regarding air quality with the applicant and the GLA and to alter or attach additional conditions if required.
TfL have requested a PERS (Pedestrian Environment Review System) audit, including an audit of the two closest bus stop. TfL encourages Brent Council to secure improvements through its CIL, towards enhancing connections and the general pedestrian environment, including Legible London signage.	The PERS audit has been requested from the applicant but has not yet been received. Your officers recommend that this is secured through condition. The comments regarding the spending of the Council's CIL have been passed to the S106 and CIL Officer. The priorities for CIL expenditure is currently being evaluated and are due to be presented to the Executive later this year.
Additional cycle parking is required to meet the 1 space per 2 students minimum standard.	The cycle now meets the standards, and additional public cycle spaces have been secured via condition as discussed within the Committee report..
The submitted Travel Plan is not acceptable and a revised plan is required.	This is to be secured through the Section 106 agreement.
Other matters that should be secured through condition include: the provision of the accessible rooms, blue badge parking, cycle parking, Construction Logistics Plan, Delivery and Servicing Plan and a Student Management Plan	These have been secured through condition.

Additional conditions

In addition to the conditions and Section 106 Heads of Terms that have already been recommended, additional conditions are recommended regarding:

- The submission and approval of a:
 - Student Housing Demand Assessment.
 - a PERS audit including an audit of the nearest two bus stops.
 - Delivery and Servicing Plan
 - The delivery of an on-street blue badge parking space.
 - A revised air quality assessment which includes further information regarding particulate matter, receptor sites and construction phase implications.
- That the scheme is "Parking Permit Restricted"

Revised Sustainability Assessment

The revised assessment proposes a different approach to on-site renewables from that previously proposed. The proposal now looks to meet the carbon reduction targets through the use of PV panels instead of a biomass boiler. This is in addition to the "be lean" (building fabric and measures to use less energy) measures and the incorporation of a gas fired Combined Heat and Power (CHP) engine. This represents the most common approach to according with the Mayor's energy hierarchy and targets. While the reduction through on-site renewables is proportionately low (1.8 %) due to the small amount of usable roofspace, the proposal significantly exceeds the overall target for carbon dioxide reduction, achieving a 34.1 % reduction compared to a 25 % target. As such, your officers consider the energy proposals to be acceptable. Your officers recommend that the target for on-site renewables as set out within the S106 Heads of Terms is changed to 1.8%, but request that authority is delegated to officers to agree further revisions to the energy strategy if required by the GLA.

Safety audit for revised junction layout

This has now been undertaken and minor changes to the layout have been made as a result of the audit. The amendment is shown within drawing CS/066094/T_008, which also shows the extent of the land to be offered to the Council for adopted as public highway (at no cost). This audit has been undertaken by a recognised auditor. However, Highways have not yet had time to review the audit. As such, your officers request that authority is delegated to officers to agree any further minor changes that may be required as a result of this audit.

CIL

There is error in the text that is automatically generated for committee reports in relation to CIL. Indexation was also applied to the Council's CIL charge when it should not have been. The CIL sentence should read: "This application is liable for Community Infrastructure Levy.(CIL) . The Mayor's contribution would be £334,480.09 and the Council's charge would be £1,869,400.00."

RECOMMENDATION: To resolve to grant planning permission subject to referral to the Mayor of London and subject to a Section 106 agreement to include a "parking permit restriction" and amendments to the carbon dioxide reduction through on-site renewables, and additional conditions requiring a Student Housing Demand Assessment, a PERS audit, Delivery and Servicing Plan, the delivery of an on-street blue badge parking space and additional air quality information.

It is requested that authority is delegated to officers to agree matters with the GLA regarding energy, air quality, the junction layout and safety audit.of de

DocSuppF