



Supplementary Planning Committee

Wednesday 13 January 2016 at 7.00 pm
Conference Hall - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

Marquis (Chair)
Agha (Vice-Chair)
S Choudhary
Colacicco
Ezeajughi
Mahmood
Maurice
M Patel

Substitute Members

Councillors:

Chohan, A Choudry, Hoda-Benn, Hylton, Khan
and W Mitchell Murray

Councillors

Colwill and Kansagra

For further information contact: Joe Kwateng, Democratic Services Officer
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democracy.brent.gov.uk

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

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3. Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY (Ref. 15/4140)	Barnhill	11 - 12
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LONDON BOROUGH OF BRENT

MINUTES OF THE PLANNING COMMITTEE Wednesday 16 December 2015 at 7.00 pm

PRESENT: Councillors Marquis (Chair), Agha (Vice-Chair), S Choudhary, Colacicco, Ezeajughi, Mahmood, Maurice and M Patel

ALSO PRESENT: Councillors Chohan, Kelcher, Nerva, Perrin, Wilhelmina Mitchell-Murray and Tatler

1. Minute's Silence

The Committee observed a minute's silence in remembrance of the 140 people in an army-run school in Peshawar killed by militants from the Pakistani Taliban.

2. Declarations of personal and prejudicial interests

Summit Court Garages and Laundry and store room next to 1-16 Summit Court, Shoot-up-Hill, London NW2 (Ref. 15/1892)

Councillor Mili Patel declared that she was a Trustee on the board of Brent Housing Partnership (BHP) and indicated that she would leave the meeting room when that application was being considered.

31 Montrose Avenue, London NW6 6LE

All members declared that they were given a letter by the resident at 33 Montrose Avenue during the site visit.

3. Minutes of the previous meeting held on 18 November 2015

RESOLVED:-

that the minutes of the previous meeting held on 18 November 2015 be approved as an accurate record of the meeting.

4. Kingsbury High School and Roe Green Park, Princes Avenue, London, NW9 9JR (Ref. 15/1508)

PROPOSAL:

Installation of 2.2m wide pedestrian path from Bacon Lane to Kingsbury High School, partly through Roe Green Park and partly Kingsbury High School grounds, removal (in part) of existing hedge and erection of metal gates, new lighting and CCTV column, and installation x 2 bollards together with removal of existing gates fronting Bacon Lane and their replacement with fencing and hedge (as amended).

RECOMMENDATION: Grant planning permission subject to conditions as set out in the draft decision notice.

The application was deferred at the last meeting to allow further consultation on the location of the path as shown in the site plan. David Glover (Area Planning Manager) outlined the scheme and in reference to the tabled supplementary report provided responses to the objections submitted by a local resident. He stated that the provision of a formal path would discourage the students from straying off onto the adjacent grassed area and that the use of tarmac was in keeping with the existing paths through Roe Green park.

Dan Hulsman (objector) stated that the proposal would effect the park and remove a section of ecologically valuable mature hedge and, as a wide public pavement already existed for use by the students, the proposal was not necessary. He considered that the current Travel Plan discouraged car usage and that the current footpath which needed to be protected was not being maintained particularly during winter months. In response to members' questions, the objector stated that to his knowledge there had been no accident in the area of the public footpath and that the dropping off times were between 2.00 and 4.00pm.

Stephen Moore (Director of Resources, Kingsbury High School) informed the Committee that as there were about four daily movements of children between the 2 sites of the school and thus the proposal would assist with the safety of the students. He added that as the pavement was not wide enough it resulted in conflict with passing vehicles to the detriment of the students' safety. In response to members' questions, Stephen Moore confirmed that residents had not complained about student movements between sites and that, although security guards were used, the proposal would help pupils to move more safely.

The chair asked the applicant's representative whether widening the footpath between Bacon Lane and the new path would help improve the safety of the schoolchildren. The applicant's representative agreed that widening the footpath would help to safeguard the children and indicated the applicant would be willing to financially contribute to such works.

Stephen Weeks (Head of Planning) recommended an amendment to condition 7 for a 'Grampian condition' (or negative conditions to control development under a planning permission where works are to be carried out off-site) regarding works to ensure the section of public footpath on Bacon Lane to the south of the proposed path had a minimum width of 2.2m. Grampian (or negative) conditions have been used to control development under a planning permission where works are to be carried out off-site

DECISION: Granted planning permission as recommended subject to an additional 'Grampian condition' regarding works to ensure the section of public footpath on Bacon Lane to the south of the proposed path has a minimum width of 2.2m to which the applicant was willing to contribute.

5. Red House building, South Way, Land and Pedestrian walkway between South Way and Royal Route, Wembley Park Boulevard, Wembley (Ref.15/3599)

PROPOSAL:

A hybrid planning application for the redevelopment of the site including:-

a) Full planning permission for the demolition of existing building and erection of a 13-storey building comprising a 312-bed hotel (Use Class C1) with ancillary and/or ground uses including a restaurant, bar, offices and gym (Use Classes A1-A4/B1 and/or D2) (referred to as Plot W11), on-site cycle parking and

b) Outline planning permission for the demolition of existing building (The Red House, South Way) and erection of a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved (referred to as Plot W12) and new pedestrian boulevard (outline) with associated service yard, landscaping and infrastructure works.

RECOMMENDATION: Grant planning permission subject to conditions as set out in the draft decision notice and an additional condition relating to public access.

David Glover (Area Team Manager) outlined the proposal and with reference to the tabled supplementary report responded to the issues raised by members at the site visit. He clarified the separation distances between the proposed hotel building and the IBIS and Holiday Inn hotels and the width of the hotel and the remaining boulevard. He added that the off-street service yard could accommodate a coach and a servicing vehicle at the same time. He continued that up to five servicing vehicles were expected to use the service yard daily, and as such the proposal would not give rise to highway safety concerns. He advised members that the children's play centre had always been a meanwhile (interim) use of the building and that vacant premises may be available for them to re-locate to within the nearby Wembley Retail Park on Engineers Way. The Area Team Manager then referred members to additional conditions as set out in the supplementary report in respect of contaminated land, control of noise and vibration and on the advice of the Metropolitan Police, the submission and approval of details relating to the resilience to terrorism.

Paula Carney (applicant's agent) endorsed the recommendations in the report and added that the proposal, in addition to job creation, would assist Quintain in achieving its policy aspirations for Wembley as well as accord with the regeneration principles of the North West Lands, thus demonstrating Quintain's continued commitment to Wembley.

In the discussion that followed, members expressed concerns about the narrowness and safety aspects of the boulevard, the separation distance to the existing buildings and the design and scale of the proposed development. Concerns were also expressed about the over-development of the site and the uncertainty about the future of the children's play area. Members also asked why the proposal was not in the Masterplan, why the application did not accord with the London Plan and raised concerns regarding the number of marshals for events and the fact that the original boulevard consent was given on the basis that the

boulevard would remain a clear route connecting Wembley High Road and the Triangle to the London Designer Outlet (LDO).

In responding to the concerns, Paula Carney stated that concerns about the boulevard would be addressed by it being made wider (23m) once the development was completed. She added that studies by Quintain about pedestrian movement confirmed that the boulevard would be able to accommodate crowds without raising safety issues. The applicant's agent continued that although the children's play area was a meanwhile use, there would be an opportunity for the play area to be incorporated into the new masterplan.

Members were minded to refuse the application contrary to officers' recommendation, stressing that the site was a key gateway site and whilst they acknowledged that Quintain had given Wembley lots of attractive buildings, they were concerned about the narrowness of the boulevard for safety purposes and for the reasons set out below and referred the report to the next meeting.

DECISION: Minded to refuse planning consent for the following reasons:

- i) As a significant gateway site to the LDO and Wembley Stadium there were concerns that due to the the design, siting, scale and massing and the relationship with adjoining buildings, the proposed boulevard and future development, the proposal gave the appearance of overdevelopment on a relatively constrained site;
- ii) The width of the boulevard during construction and associated pedestrian safety implications; and
- iii) Concerns around the alignment of the proposed new boulevard and its relationship with the route to Stadium Station Square which does not appear to improve the connectivity, the openness and flow of the boulevard, from the High Road town centre through to the LDO.

Voting on the recommendation for approval was recorded as follows:

FOR:	None	(0)
AGAINST:	Councillors Marquis, Agha, Choudhary, Colacicco, Ezeajughi, Mahmood, Maurice and Mili Patel	(8)
ABSTENTION:	None	(0)

6. Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY (Ref. 15/4140)

PROPOSAL:

Erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building.

RECOMMENDATION: Grant planning permission subject to conditions as set out in the draft decision notice.

David Glover (Area Planning Manager) outlined the proposal and in reference to the tabled supplementary report addressed the issues raised at the site visit. Members heard that community access was being proposed for the new swimming pool for which an additional condition for a community access plan with full access details was being recommended. He added that as agreed with the Highways section, a car park management plan requiring the car park to be open for community use during weekends would be a condition of any forthcoming consent. He reported on the applicant's discussions with Transport for London (TfL) regarding the relocation of the bus stop and shelter and provided an update on the crossing on Forty Lane/The Paddocks. The Area Planning Manager continued that due to their proximity to the swimming pool building, the existing memorial trees to the front of the building would have to be removed. Alternatively, two new memorial trees could be planted in the lower landscape terrace of the site and added that if members wished to pursue this option then condition 9 would be updated as set out in the supplementary report.

In respect of the impact of the proposal on the setting of the listed building, David Glover explained that following pre-application consultations, both Historic England and the 20th Century Society had concluded that the swimming pool had been sensitively designed to respect the setting of the listed building. He added that the proposed 1.4m set back of the swimming pool building from the back edge of the pavement and its height, being at the same level as the car park, had been sought to improve the relationship to the street and was considered appropriate.

Andrew Murdock and Chris Picketts (applicant's agents) were present to answer members' questions on the proposal. In response to questions about the location of the bus stop and its impact on vehicles turning into The Paddocks, Andrew Murdock stated that the relocation of the bus stop had been agreed with TfL, subject to further detail design to determine the exact location. He continued that when TfL had decided on the exact location, the impact of the proposal on cars turning into The Paddocks could be further assessed.

Chris Picketts informed members that the location of the swimming pool had been selected as there was no other suitable stretch of open space within the site to accommodate it as other locations may affect neighbouring properties and the setting of the Paul Daisley Hall. He stressed that they had looked at alternative taking into account disability and cost profile and that this was the best solution for the proposal. He continued that the applicant would make the car parking spaces available to local primary school for community use and would consider requests for weekday parking also.

The ensuing discussions reflected members' concerns on the design, location of the proposed development, relocation of the bus shelter and the impact of the proposal on the listed building and streetscene. Members were therefore minded to refuse the application contrary to officers' recommendation.

Voting on the recommendation for approval was recorded as follows:

FOR:	None	(0)
AGAINST:	Councillors Marquis, Agha, Choudhary, Colacicco, Ezeajughi, Mahmood, Maurice and Mili Patel	(8)
ABSTENTION:	None	(0)

DECISION: Minded to refuse planning permission due to the siting, height and design of the building and associated impact on the setting of and views to the Listed Building; and due to the insufficient level of information regarding the siting of the re-located bus stop and shelter and failure to demonstrate this will not impact on pedestrian and highway safety.

7. Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY (Ref. 15/4141)

PROPOSAL:

Listed building consent for the erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building.

RECOMMENDATION: Grant listed building consent subject to conditions as set out in the draft decision notice.

See minute 6 above.

Voting on the recommendation for approval was recorded as follows:

FOR:	None	(0)
AGAINST:	Councillors Marquis, Agha, Choudhary, Colacicco, Ezeajughi, Mahmood, Maurice and Mili Patel	(8)
ABSTENTION:	None	(0)

DECISION: Minded to refuse planning permission due to the siting, height and design of the building and associated impact on the setting of and views to the Listed Building.

8. Summit Court Garages and Laundry & Store Room next to 1-16 Summit Court, Shoot Up Hill, London, NW2 (Ref. 15/1892)

PROPOSAL:

Demolition of redundant garages, caretakers storage and residents community room and erection of a four storey block of 11 self-contained flats (4x1bed, 3x2bed and 4x3bed) with associated space for community room (Use class D1) on the ground floor and additional car and cycle parking spaces, bin stores, and landscaping.

RECOMMENDATION: Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Planning or other duly authorised person to agree the exact terms thereof on advice from the Head of Legal Services, subject to the conditions set out in the draft decision notice.

Angus Saunders (Area Planning Manager) outlined the proposed development and referenced the tabled supplementary report. He explained that the parking spaces would allow for visitor parking bays and would be allocated and managed by Brent Housing Partnership (BHP) via a scratch card permit system following consultations with residents. He continued that although none of the spaces had been identified for disabled access bays, should a local need arise, BHP would ensure bays were marked accordingly. In respect of parking overspill, the Area Planning Manager stated that future residents would not be able to obtain parking permits to park on Mapesbury Road or other nearby streets. He added that as the site had a good PTAL rating, future residents were expected to rely more on public transport rather than private car ownership. Members heard that although the application fell below Supplementary Planning Guidance (SPG) standards in some relatively minor ways, the initial proposal had been amended to minimise this and was considered acceptable.

Michelle Minogue (applicant's agent) and Richard Deville (BHP) were in attendance. They informed members that the site had good public transport accessibility and as such BHP did not anticipate parking overspill to neighbouring streets. They advised that BHP had discussed the scheme with Highways and Transportation which considered it acceptable including the turning head for servicing vehicles. Members heard that BHP had consulted with residents to achieve an acceptable scheme which would enable BHP to respond to some of the issues of anti-social behaviour.

The Chair suggested an amendment to condition 13 to include a Demolition Statement, a Construction Method Statement and a further condition requiring submission of details of parking layout prior to any future change.

DECISION: Granted planning permission as recommended with amended condition 13 to include asbestos removal, a Demolition Statement, a Construction Method Statement and a further condition requiring submission of details of parking layout prior to any future changes.

9. 31 Montrose Avenue, London, NW6 6LE (Ref. 15/4484)

PROPOSAL:

Proposed excavation of basement, installation of front lightwell, internal glass panels to form rear lightwells, insertion of three rear roof lights to existing single storey addition, replacement and enlargement of first floor rear facing window and alteration to first floor side facing window to dwelling house

RECOMMENDATION: Grant planning permission subject to conditions as set out in the draft decision notice.

Angus Saunders (Area Planning Manager) introduced the report and with reference to the tabled supplementary report responded to queries raised. He informed members that due to the category (U grade) of the cherry tree in the pavement to the front of the site, it was considered appropriate for removal in the future. However, in the interim, a new condition was proposed to require protection during construction. He continued that in the interests of residential amenity, the applicant had submitted a Construction Method Statement which set out measures to address noise and manage dust during construction. He referenced the building collapses in Barnet and Barnes and explained that those incidents arose from poor construction method. In response to concerns about soil conditions, the Area Planning Manager stated that a detailed method statement showed how the soil would be investigated.

Janis Denselow (an objector) reiterated that residents were not convinced by the applicant's Construction Method Statement and added that their concerns including the protection of the tree and the claim about a possible unexploded bomb in the area had not been addressed. She requested a deferral of the application to enable residents to study how other local authorities approached similar applications.

In accordance with the provisions of the Planning Code of Practice, Councillor Nerva, ward member, stated that he had been approached by residents and had met with the applicant and the objectors. Councillor Nerva stated that there were serious concerns about the impact of basement developments in the area which was characterised by Edwardian houses with minimal and shallow foundations within the London clay belt area. It would therefore be necessary for all basement developments to be subject to geological surveys and for that reason he requested a moratorium whilst Brent developed a comprehensive basement policy.

Jennifer Taylor (applicant) and Ben Bates (applicant's architect) were in attendance. Jennifer Taylor informed members that the application met Brent's guidelines on basement developments and was in line with precedents. She added that residents' concerns would be addressed by the Construction Method Statement and a requirement to sign up to the Considerate Construction Scheme. Ben Bates added that although a geological survey had not yet been carried out for the proposal, the contractor would use a method of underpinning to ensure the stability of the foundations of nearby properties.

The chair queried whether the applicant could be required to comply with a condition to produce a geological soil survey which also commented on the potential impact of multiple basements developments on other properties. The chair also requested a formal review of Brent's existing basement policy and encouraged the Queens Park ward councillors to initiate the process by attending a meeting with the Planning team.

Stephen Weeks (Head of Planning) clarified that Brent had an existing practice guide towards basement developments which had been developed with the Planning Committee and enabled applicants to think through their projects and

possible construction methodologies, and had generally resulted in acceptable proposals. There was also recent amended design guidance for the Conservation Area which recognised basement development. In the circumstances, he did not endorse the request for a moratorium, and this view was endorsed by Patricia Bramwell, the legal representative. However, he referred to forthcoming discussions with Ward Councillors around basement issues.

In endorsing the recommendation for approval, members were minded to add a further condition for a Construction Method Statement and a soil survey.

DECISION: Granted planning permission as recommended subject to two additional conditions requiring (1) a Construction Method; and (2) a soil survey by a suitably qualified person.

10. 222 Church Road, London, NW10 9NP (Ref. 15/4104)

PROPOSAL:

Change of use of vacant shop (Use class A1) into funeral services (Use class Sui Generis) to also include the demolition of rear extension and erection of a new single storey rear extension.

RECOMMENDATION: Grant planning permission subject to conditions as set out in the draft decision notice and an additional condition requiring a service management plan.

Angus Saunders (Area Planning Manager) introduced the proposed change of use and referenced the tabled supplementary report. He informed members that the Highways section had advised that the service space to the rear of the property was insufficient for a hearse to safely gain access and consequently, the applicant had agreed to use a smaller VW Transporter van which would still meet their requirements. In order to ensure that this arrangement was carried out, the Area Planning Manager recommended an additional condition requiring a service management plan as set out in the supplementary report. He drew members' attention to officers' responses to queries raised by Councillor Long as set out in the supplementary report. He also pointed out that the operational hours had been set by condition 6.

Harold Murray and Jackie Williamson (local residents) raised objections to the proposal on grounds of increased noise nuisance and traffic congestion to the detriment of residential amenities.

Omar Shahzad (supporter) stated the applicant had taken measures to ensure that the change of use would not give rise to traffic congestion and that visitors to the parlour would be by prior appointment. However, as he did not formally represent the applicant, Members noted that he was not able to speak on their behalf.

DECISION: Granted planning permission as recommended.

11. Any Other Urgent Business

None.

The meeting closed at 10.20 pm

S MARQUIS
Chair

Agenda Item 03

**Supplementary Information
Planning Committee on 13 January,
2016****Case No.** 15/4140

Location	Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY
Description	Erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building

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Members have queried whether the swimming pool falls within a D2 use and therefore would be liable to Brent's and the Mayor's Community Infrastructure Levy (CIL). Your officers can confirm that the swimming pool will be used by the school but will be available for use by the community as part of the community access arrangements for the school, and will be chargeable to the community at rates comparable to similar local authority facilities. As such it is considered to be ancillary to the school use and fall within use class D1. D1 uses incur a zero charge for Brent CIL and is exempt for Mayoral CIL.

Your officers have also recommended that a condition is secured to any forthcoming consent requiring the facility to be ancillary to the school (with the exception of community access).

Recommendation: Remains approval

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Agenda Item 05

Supplementary Information Planning Committee on 13 January, 2016

Case No. 15/3599

Location	Red House building, South Way, Land and Pedestrian walkway between South Way and Royal Route, Wembley Park Boulevard, Wembley
Description	<p>A hybrid planning application for the redevelopment of the site including:-</p> <ul style="list-style-type: none"> a) Full planning permission for the demolition of existing building and erection of a 13-storey building comprising a 312-bed hotel (Use Class C1) with ancillary and/or ground uses including a restaurant, bar, offices and gym (Use Classes A1-A4/B1 and/or D2) (referred to as Plot W11), on-site cycle parking and b) Outline planning permission for the demolition of existing building (The Red House, South Way) and erection of a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved (referred to as Plot W12) and new pedestrian boulevard (outline). <p>with associated service yard, landscaping and infrastructure works.</p>

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Following consideration of this application at the 16 December 2015 meeting there has been further discussion by officers with the Event Safety Team and the Safety Advisory Group (SAG) for Wembley National Stadium. This discussion, and further advice provided is related to the proposal to reduce the width of the existing boulevard for a temporary period, to allow for construction to take place.

The Event Safety team have commented that, based on the crowd flow details that have been provided, the 6m width appears to be sufficient providing a number of key details are secured through condition. However, they have highlighted that the submission does not allow the validation of the crowd flow information and the consideration of the methodology and timing of the assessment. They have also highlighted that the assessment also only relates to one event. The Event Safety Team consider that the narrowing of the interim boulevard during construction should be considered by the Safety Advisory Group for Wembley National Stadium. The deferral of the determination to a subsequent planning committee meeting would allow this to take place.

The applicant has written to officers, again requesting the deferral of the application to a subsequent planning committee meeting to allow the consideration of ways in which the issues raised by the planning committee can be addressed. They have indicated that this would include the reconsideration of the width of the interim boulevard if necessary.

If planning permission was to be granted, the interim width of the boulevard during construction could be subject to the submission of details to be approved in writing by the Council prior to the commencement of any works and this condition could prevent any narrowing if those details had not been approved. However, if members are minded to refuse planning consent then it is recommended that the application is deferred to allow the further consideration of the interim width of the boulevard during construction, including the submission of information validating the crowd flow data that has been provided and the further consideration by the Safety Advisory Group.

Recommendation: Remains approval, however, if members are minded to refuse planning consent, it is recommended that the application is deferred to a subsequent committee meeting to allow further consideration of the width of the temporary boulevard access and to allow the applicant to consider the issues raised previously by the committee.

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Agenda Item 06

Supplementary Information Planning Committee on 13 January, 2016

Case No.

15/3572

Location	ROUNDWOOD PARK, Harlesden Road, London
Description	Proposed concrete skatepark within the grounds of Roundwood Park (to the north of Roundwood Youth Centre) with associated seating areas and soft landscaping

Agenda Page Number: 95

Members visited the site on Saturday 9th January and viewed the site from within Roundwood Park. A number of local residents and three Ward Councillors (Cllrs Jones, Kelcher and Chan) were in attendance.

A number of queries were made to further enable members and local residents to understand the proposal in relation to the existing context and with reference to other sports facilities of skateparks in Brent.

1. Noise

Officers have received a noise report which was undertaken on behalf of the applicant. The report assesses and compares the existing noise levels at the closest noise sensitive properties and compares the level of noise known to be produced by skateparks. The points monitored were on Longstone Avenue, Harlesden Road and on the cul-de-sac leading to Roundwood youth centre. Noise measurements were carried out between 10am and 2pm on Sunday the 3rd August and between 7pm and 11pm on Monday the 4th August 2014 selected as the times of quietest background noise.

Controlled noise measurements of concrete skateparks have been taken by the consultant for other studies and based on the distance to the closest neighbouring properties they were able to identify the expected external and internal noise levels produced by the use of the skatepark. The results fall well within the levels set by the World Health Organisation, the noise level at the three points would range from slightly above to slightly below the average background noise level but would in all cases be below the average ambient noise level. The consultants recommendation is that the proposal would not result in a significant impact at nearby dwellings, they noted that if lighting was proposed, for evening of winter time, it should be turned off at 9pm to reduce night time noise impact.

Concrete is established in the industry as the most appropriate material in terms of noise and usability. A material with bumps or joining sections results in additional noise whilst a smooth surface limits this. The perimeter of the park is already tree lined, a query was raised regarding possible further tree planting as a noise buffer however the noise attenuation value of trees is quite limited. Additional tree planting to screen the area would impact on passive surveillance which is a positive part of the proposal and the report already finds noise levels to be acceptable.

2. Other skateparks and their relationship with residential properties

Attention was drawn to an existing skatepark in Stonebridge and its proximity to residential neighbours was queried. The skatepark in Stonebridge is located at the southern end of Tokyngton Recreation Ground. It is approximately 90m from the closest properties on Monks Park Gardens and a similar distance from the closest neighbours on the North Circular Road, separated by the road. This is a metal skatepark and covers an area of approximately 600sqm.

Chalkhill open space has also been recently developed to incorporate a BMX track and a mountain bike trail. The BMX track is located at around 90m from the closest properties.

These facilities are all located in open spaces which are not closed in the evening and the relationship between these facilities and residential properties are comparable with this proposal.

3. Scale and appearance of proposal

The proposed skatepark is 488sqm in area. In the northern area of Roundwood Park there are two multi use sports areas which each measure 446sqm so the proposed area of concrete is similar to one of those sports areas. Sloped grass banks around the raised areas will address the ground level and changes and contribute to the drainage strategy, including this softlandscaped area the total area is 815sqm, less than the two sports areas combined. For further comparison, a 5-a-side football pitch is usually about 500sqm.

From the point of the proposed skatepark closest to the path (approximately 30m from the path) to the rear (approximately 11m from the youth club boundary) the natural ground level increases by about 1.2m and the design makes use of this. By utilising the natural gradient the projection above existing ground level at any given point does not exceed about 1.2m. To minimise the visual impact of this, particularly at a distance, grass bunds are proposed around the edges.

The possibility of green concrete was suggested at the site visit as an attempt to blend the skatepark in with the surroundings. Officers are minded that this could unintentionally make it more prominent as the concrete would be a fairly similar colour to the existing path through the site whilst green hard standing may attract attention.

4. Roundwood youth centre

The proximity to the youth club potentially enables future connection between the uses, the applicant has discussed the possibility of creating a gate in the youth centre boundary treatment however this does not form part of the current proposal.

Residents made reference to floodlighting from Roundwood Youth Centre. The site includes a MUGA with floodlighting however this was approved with a condition that lighting be turned off after 9pm on weekdays and 5pm on weekends, as such the floodlights won't enable the use of the skatepark at night.

As set out in the main report while CCTV has been discussed it does not form part of the current application. The applicant has further clarified that where evidence demonstrates a definite need the council has the ability to deploy mobile CCTV cameras.

5. Management and maintenance

Officers have been advised that Brent's parks warden service is operated by Veolia and on a shift basis they cover all open spaces. As the proposed park would be constructed of concrete with no moving parts it should not require regular maintenance to keep it in working order. Wardens would be expected to report issues when they visit the park as they currently do. Graffiti that is offensive can be reported and removed as a priority as per Brent's normal approach. Maintenance will be provided through the existing maintenance contract.

A sign is proposed at the front of the skatepark and it would be expected to include contact details if users wanted to report maintenance issues.

Regarding criminal activity, as with all public spaces if a criminal activity is witnessed this should be reported to

the police. Brent also have a Community Safety team who work closely with the police and other agencies, when a crime or particular issue is reported these agencies can work together to address it. Enquiries have been made with the police in the area's safer neighbourhoods team and there are no existing recurring issues which have been reported to them.

Lighting is not proposed to enable the use of the space after dark, whilst it proposes two benches it does not provide cover and therefore its potential attractiveness as an area for people to gather or sleep is very limited. Officers are not aware of an issue of anti social behaviour having arisen at the other two Brent facilities described above and the experiences of other boroughs, as described in the committee report, have generally been positive.

6. Other uses of the space

Following the production of the main report a comment has been received from a representative of Maple Walk School advising that they use the annexe for PE lessons and other local schools are known to utilise the space on an informal basis which is welcomed, no objections or further comments have been received.

As discussed the skatepark, including the concrete areas and grass bund landscaping, is smaller in size than two sports courts in Roundwood Park and will measure 815sqm in total. The annexe is approximately 35000sqm so the skatepark will take up less than 1/40 of the total area. While the perimeter of the site is tree lined the annexe will retain extensive open grass spaces as existing.

A full size football pitch could be accommodated in the space between the proposed skatepark and the eastern boundary of the park and the proposal does not affect the northern side of the annexe. There is no shortage of space in the annexe and the proposed development will not prohibit any existing uses.

7. Location

Whilst the main part of Roundwood Park to the north has facilities which would be beneficial to users of the skatepark, they would still be easily accessible, as they are for those taking part in any sports or activities within the annexe on a daily basis. The current application has to assess the proposal on its merits rather than compare the proposed location to alternatives. Other significant merits of the proposed site are that it does not impact on the Grade II registered park and does not necessitate the loss of any trees.

8. Funding

While funding is not a material consideration for the application officers are able to provide some background information. The project has a total budget of £135k of which £35k is from s106 contributions. The contributions are from two developments in the Kensal Green area and it is noted that one (of £19k) has expired so if the skatepark were not to go ahead and use this allocated money it would need to be returned to the developer.

Condition

Amendments to Condition 1 are recommended to require the bunds up to the highest parts of the skatepark and to ensure that their construction contributes to drainage. It is recommended this condition be amended to read:

No development shall take place until details of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Details shall also include:

- the grass bunds matching the height of the skatepark
- imported material to be sandy loam topsoil over sandy/stony subsoil

Reason: To ensure surface water run-off can infiltrate minimising potential for flooding.

Conclusion

The proposal would create a new sporting facility to increase sports opportunities for young people and is part of a programme of improvements being made to parks including outdoor gyms. The proposal seeks to address the borough objective of building a strong community through excellent sports and leisure facilities. This would be Brent's first concrete skatepark and is a proposal which received significant support from future users during its initial consultation, with 36 of 48 responders to the questionnaire stating that they would like to visit on at least a weekly basis.

Recommendation: Remains approval subject to amended condition

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Agenda Item 07

**Supplementary Information
Planning Committee on 13 January,
2016****Case No.** 15/4571

Location	124A - 124E INC Purves Road, London, NW10 5TB
Description	Variation of planning permission reference 90/0669 dated 14/06/1990 for erection of a block of five flats and formation of vehicular access and parking to secure the development as parking permit-free

Agenda Page Number: 107

Members visited the site on Saturday 09 January 2015. Several local residents were in attendance.

Local residents raised two issues:

1. Relevance of withdrawn application

As the History section of the report shows, an application for the erection of a two-storey dwellinghouse (LPA ref: 15/1711) was withdrawn recently. The withdrawn application has no bearing on the application before you. Any proposal to develop the space to the rear of the existing block of flats would require separate planning permission and be subject to local consultation and consideration on its own merits.

2. Waste

Some waste was evident on site however it was not of a scale to merit Planning Enforcement action, which is usually reserved for exceptional cases where the degree of waste storage is such that it causes material harm to the character and appearance of the property and/or local area.

Recommendation: Remains approval

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Agenda Item 08

Supplementary Information Planning Committee on 13 January, 2016

Case No.

15/3616

Location	Former Manor School, 3-7 The Avenue, London, NW6 7YG
Description	Hybrid planning application for full permission for demolition of all buildings and the development of 74 residential units (Use Class C3) comprising of 33 x 1 beds, 23 x 2 beds and 18 x 3 beds in a part three / part four / part five storey building fronting The Avenue with related basement car park comprising 57 parking spaces; and a 3 storey plus basement building fronting Christchurch Avenue, new vehicular access; footways; landscaping and associated works ("Phase 1"); and Outline permission for a school (Use Class D1), with new vehicular and pedestrian access from Brondesbury Park, with details of "appearance", "scale", "layout" and "landscaping" being reserved ("Phase 2").

Agenda Page Number: 117

Members visited the site on Saturday 09 January and viewed the site from within. A local resident was in attendance.

A number of issues were raised:

1. Tree alongside No. 9 The Avenue

The local resident requested further information as to whether this tree would be retained. The proposal, which has been reviewed by the borough tree officer, is to remove this tree as the works to construct No. 9 The Avenue (under planning permission 10/2789) have damaged it. The replacement of this and other trees to be removed from the site will be addressed in the proposed condition requiring the further details of hard and soft landscaping to be submitted, approved and implemented.

2. Cycle ways along the site boundaries

The local resident noted that cycle ways are proposed along The Avenue and Christchurch Avenue and asked whether these could be incorporated into the site's highway works. The cycle ways are proposed as part of the wider cycle strategy for Brent however this is in the medium to long term in this location with other, higher priority cycle ways to be brought forward in the short term. As such there is no detail as to what form these cycle ways could take and it is unlikely that the highway works will be on-going by the time these cycle ways come forward. Should Members desire it, the Highway Works to be secured under a planning obligation via a S106 legal agreement could be amended to include a provision requiring the Developer to use best endeavours to accommodate the potential cycle ways works into the highway along the Christchurch Avenue and The Avenue frontages in the event that further details of the cycle ways are available prior to commencement of the works.

3. Impact of construction traffic on the road surface

Members requested a provision to be included to ensure the road surface of Christchurch Avenue and The Avenue would be resurfaced in the event of damage being caused by the construction process. Transportation officers have confirmed that it is usual to require to the Developer to pay for repairs to the road and footway and in this case the Highway Works to be secured under a planning obligation via a S106 legal agreement could be amended to include explicit provision of a deposit for the repair of the road surface along the site frontages and nearby approaches, in addition to the deposit normally paid when Developer's contractors carry out works to the public highway.

4. Planning Committee Map

The Planning Committee Map on page 118 is in error, with the red line omitting No. 3 The Avenue. This has not resulted in any procedural error in respect of consultation and the application has been assessed in terms of its impact on the correct neighbour 1-6 Avenue House, however this has been erroneously referred to as 3 The Avenue (or 3TA) in the report (paras 43 and 47), and reference to that should be read as 1-6 Avenue House. A revised map is shown below:



Recommendation: Remains approval with minor alterations to the S106 heads of terms for Highway Works as set out above

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