

## Agenda Item 05

# Supplementary Information Planning Committee on 11 December, 2024

Case No. 24/1841

**Location** Crescent House, 130-140 Wembley Park Drive, Wembley, HA9 8HP

**Description** Demolition of the existing building and redevelopment of the site with a residential-led (Use Class C3) building with flexible commercial/community floorspace (Use Class E/F) at ground level; new basement excavation; cycle stores and blue badge parking; refuse stores and plant rooms/equipment; hard and soft landscaping including part-naturalisation of the Wealdstone Brook; new play space; and all associated engineering and ancillary works.

Further explanation (not forming part of the formal description of development set out above):

The proposed development includes the construction of two linked buildings of 18-storeys and 31-storeys to provide 307 residential dwellings (Use Class C3). The development proposes 179sqm (GIA) of commercial floorspace (Class E) and 216sqm (GIA) of flexible commercial/community floorspace (Classes (E/F2)). Basement accommodation is proposed for plant and cycle storage.

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Members are advised of the following additions, corrections, and clarifications:

1. Heads of Terms:
  - No.3 – While “substantial implementation” has been referred to, this will differ from the definition of “Substantial Implementation” in viability appraisals. The precise mechanisms to ensure the delivery of the new college building will be secured within the S106 Legal Agreement.
  - No.8 –Financial contribution of **£149,500** has been requested by TfL towards bus service enhancements. This is to be agreed with the Applicant.
  - No.9 – Wembley Park Station contribution is not required.
  - To add: A financial contribution of **£100,000** in relation to improvements to nearby open spaces which may include improvements to the open spaces themselves, the play facilities within these open spaces and/or improvements to the routes to these spaces from the application site
  
2. General:
  - Page 91, para 1.b. For clarification, both an early and late stage review will be secured via the S106 Agreement and the details of how any uplift in affordable housing will be captured secured in the S106 Agreement.
  - Page 125, para.152: Formatting - should be a bullet point.
  - Page 126, para.161. The final sentence of the paragraph relates to the findings within the submitted HTVIA. Officers arrived at a different conclusion, as summarised on page 127, para.166 whereby a low level of harm is identified, but that harm was outweighed by the significant public benefits of the scheme (see paras.163 and 164).
  - Page 130, para.196 Table 20: Formatting - the Table should appear as below. No change to the content.

	Mod	AM Peak Hour	PM Peak Hour	Daily (07:00-19:00)

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	e share (%)	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicles	1.0	0	2	2	1	0	1	8	8	16
Cyclists	11.4	3	18	20	10	5	15	89	92	181
Pedestrian	35.7	9	55	64	31	15	46	278	289	568
Rail/Underground	28.5	7	44	51	25	12	37	222	231	453
Bus	23	6	36	41	20	10	30	179	186	366
Total	100	25	155	179	87	43	130	779	810	1590

**Recommendation: Remains to grant consent subject to the additional and amended conditions and heads of terms set out above and in the original committee report, and stage 2 referral to GLA .**

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