

## Agenda Item 04

### Supplementary Information Planning Committee on 6 April, 2016

Case No.

15/4550

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Location	Chesterfield House, 9 Park Lane, Wembley, HA9 7RH
Description	Proposed demolition of existing building and erection of 21 and 26 storey building comprising flexible retail/commercial (Use Classes A1-A4) and community uses (Use Class D1) at ground floor and basement level, 239 residential units (Use Class C3) on the upper floors and associated landscaping, public realm, ancillary servicing and plant, car and cycle parking and associated works

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Members visited the site on 2 April 2016. Members have sought clarification on issues relating to the community centre, servicing, parking and highways, social infrastructure and drainage.

#### Community centre

The applicant clarified that the proposed community centre would be gifted to an appropriate community organisation. Members sought clarification if this could be used to provide facilities such as a Doctors' surgery and the applicant has confirmed it could.

#### Servicing

In terms of servicing arrangements, it is proposed to utilise the following:

- Existing loading/servicing bays on the site side of High Road (space for 3 transit vans)
- The northern (site) side of Park Lane within the P+D bays (space for 4/5 transit vans)
- The proposed site access and internal service area (space for large vehicles).

It is proposed that short stay loading is to take place from the surrounding loading facilities on the highway network. Any long stay vehicle, such as removals/long term maintenance vehicles can enter the site and remain within the internal service area.

On initial move-ins it is proposed to utilise the bin store space for removal trucks and deliveries, as the bins would not be all needed early in the development. Move-ins, deliveries and workmen would be coordinated by the concierge to ensure that there wasn't undue stress on the network.

Given the large amount of office and retail floorspace on the existing site, the proposed development is anticipated to reduce the overall number of servicing vehicles visiting the site. This should therefore ease capacity within the local areas.

#### Car park and parking impact

The actual area where parking spaces are located is in third party ownership, the applicant is currently in discussion with the owner about acquiring that ownership. Ownership of the land for parking would come complete with full and unencumbered rights of access over the access road. Condition 3 requires the parking spaces to be provided prior to occupation of the proposed development and thereafter used ancillary to the development.

The nearest street to the application site that is located outside the year-round CPZ is Hillside Avenue, which is a 550m (7 minute) walk to the north. It should be noted that this is still within the Wembley Stadium event day CPZ and the nearest street that is outside the Wembley Stadium CPZ is Peel Road, about a one mile walk north of the site. Transportation officers consider that few residents that don't have access to the spaces within the site would seek to own a car when the nearest on-street parking is so distant. It is therefore considered unlikely that the development would have any impact in those areas.

With all of the Wembley Masterplan development in the area, there is also a reasonable chance that year-round CPZ's will be extended into those streets nearest the site, pushing available on-street parking yet

*Document Imaged*

further from the site.

## **Highways impact**

Paragraphs 147 – 155 of the officers report address this particular point, with the conclusions being: (i) with the significant reduction in parking for the site, the development will generate much less vehicular traffic to and from the site; (ii) the development is likely to have an impact on bus journeys and TfL have requested a contribution towards dealing with this; and (iii) the proposed improvements to the footway along the site frontage and CIL funding towards findings from the Wembley High Road corridor study will help to mitigate any increase in footfall to and from the site.

It should be noted that TfL is seeking a contribution towards the cost of splitting bus route 83 and introducing a new route. This is well known by Brent (transport) officers who have been working with TfL to identify improvements for Wembley Growth Area's public transport service. TfL will be consulting publicly on this later this year. TfL have confirmed that they are seeking a £310,000 contribution towards these improvements to local bus services.

## **Social infrastructure**

Three existing GP surgeries exist within 1km of the site, situated between the application site and the A406 North Circular Road to the south. A further two GP surgeries exist within 1km to the west of the site. There is also a dental surgery located on the High Road to the west of the site.

With the population growth envisaged it is important that supporting social infrastructure such as schools, health centres and community facilities are adequately planned for. The Infrastructure and Investment Framework 2011 (IIF), prepared by the Council supports the policies and proposals in the Local Development Framework (LDF), and provides the evidence base for identified specific infrastructure needs, including social infrastructure for Wembley. This is predicated on the planned housing growth of at least 11, 500 new homes in Wembley between 2010 and 2026.

Anticipated infrastructure is expected to include new schools, extensions to existing local schools, nursery places, at least 2.4ha of new public open space, improvements to the quality and accessibility of existing open space, a new community swimming pool, new health facilities (for GP's and dentists) and new multi-use community facilities. This is set out in Core Strategy policy WEM29.

School infrastructure needs are identified in the Brent School Place Planning Strategy. In terms of schools near to the application site the Council has identified the expansion of Elsley Primary School by two new forms of entry (to four forms of entry) and Oakington Manor Primary on one new form of entry (to four forms of entry). Ark Elvin Academy has been granted planning permission for a new secondary school of 1750 pupils in nine forms of entry.

To meet the identified infrastructure needs funding is expected largely to come from the Community Infrastructure Levy (CIL). This scheme will secure a CIL contribution of approximately £5.4 million.

## **Drainage**

Thames Water have not raised concern regarding capacity but have sought clarification from the developer that there is sufficient capacity available for the development. Additionally, Condition 8 and Informative 4 have been imposed to ensure that the development is acceptable in terms of drainage and that works are carried out to the satisfaction of Thames Water.

It should also be noted that Condition 21 relates to Sustainable Urban Drainage Systems which will help to deal with the impacts of the proposal in terms of drainage.

## **Additional representations**

Since the committee report was written, further representations have been received by the planning department. These include an additional letter of support (submitted by Cultural Health and Science Initiatives Enterprise.org) taking the total number of letters of support to seven.

Three additional objections have been received, raising the following concerns:

1. The proposed development is far too high in relation to other adjacent buildings, this height is not only

imposing but will block light and affect privacy for many neighbouring properties. The density is also a concern for this locality

2. Park Lane is already log jammed by traffic during peak times and no consideration has been given to the obvious added volume of traffic and local infrastructure caused by the huge number of flats in the proposed development

3. The proposed parking for the new development is 13 disabled spaces, this will mean that tenants with cars will park in the already oversubscribed adjacent roads

4. Concern at the extent and process of consultation on this application.

The points raised in these emails have previously been addressed within the 'consultations' section of the case officers report.

### **Other issues**

Since the committee report was written and the draft decision notice prepared, officers would like to add an additional condition to the decision notice which is outlined below.

#### **Condition 25**

Notwithstanding the details referred to in the submitted application, details of the proposed canopies, colonnade, shopfronts, and ground floor elevations along Wembley High Road shall be submitted to and approved in writing by the Local Planning Authority before any above ground construction work is commenced (save for demolition). The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

### **Recommendation**

Remains approval, subject to the additional condition above and those set out in the draft decision notice.

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