

## Agenda Item 03

### Supplementary Information Planning Committee on 15 August, 2018

Case No. 18/0284

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Location	Transputec House, 19 Heather Park Drive, Wembley, HA0 1SS
Description	Demolition of office building and erection of 2 five storey residential blocks comprising 36 self-contained flats with provision for cycle and refuse storage (14 x 1 bed, 14 x 2 bed and 8 x 3 bed), lower ground floor car parking, associated amenity space, landscaping and installation of new vehicular access

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#### Consultation

Under 'Public Consultation', references to paragraph numbers in the table of objections were incorrect and have been updated as follows:

Comment	Officer response
Five storey buildings will block light from properties opposite	See paragraph 13, 'Relationship with neighbouring properties'
Tower blocks will make essentially residential street ugly, redevelopment should take same form as existing housing nearby	See paragraphs 5-10, 'Design, scale and appearance'
Parking provision is inadequate as national statistics suggest a 28% increase in car ownership between 2011 and 2016, with the average number of cars being 1.2 per household.	See paragraph 43, 'Transportation'

#### Transportation considerations

Members have queried the operation of the car stacker system discussed in paragraph 45. This would be located in a sub-basement area under the central podium amenity space, with one car stacked on top of another. The agent has provided indicative product details which demonstrates that the type of system proposed requires between 2.2m and 2.35m height clearance from the main parking level, and the proposed height clearance is shown on the plans as being 2.4m. Consequently officers are satisfied that the headroom shown is adequate for the type of stacker system proposed.

Highway officers also note that the system relies on gates across the front of the parking spaces, as a safety mechanism to prevent persons or vehicles from falling down the void to the lower level. The gates would not be provided as part of the stacker system proposed and would need to be specified separately, and this provides some flexibility to propose a solution appropriate to the particular constraints of the site. The agent proposes to use an automated rising gate system which can be accommodated within the space provided, and further details of this would be required as part of the condition requiring details of the stacker system.

Officers have also considered the potential impact on on-street parking demand in the event that the installation of the stacker system as proposed proves not to be feasible. The proposed parking provision is discussed in paragraph 42, which notes that 18 spaces would be provided on-site, including 14 in the sub-basement parking area of which 12 would rely upon the stacker system, whilst a further 12 spaces would be available on-street along the site frontage. The total of 30 parking spaces would represent 75% of the

maximum parking allowance for a development of this size, which is considered acceptable in terms of Policy DMP12.

However, officers' assessment of forecast parking demand for this scheme did not take into account the provision of 50% affordable housing. The affordable housing impacts on the forecast parking demand such that highway officers consider that a total of 24 spaces would be adequate and that, as Heather Park Drive is not noted as being heavily parked, a small amount of overspill parking further along the street could be accommodated without raising concerns on highway grounds. These could be provided as 12 spaces along the road frontage and 12 spaces on-site including 8 in the sub-basement area, which could be provided without the use of a stacker system. Consequently, officers are satisfied that the scheme could be delivered without installing the stacker system if necessary and that this is unlikely to have an adverse impact on the highway network.

**Recommendation: Remains to approve subject to conditions and a signed s106 agreement.  
Condition 12 to be amended as follows (additional text in *italics*):**

"Prior to development (except demolition and site clearance) commencing, further details of the proposed parking provision shall be submitted to and approved by the local planning authority. Such details shall include:

- active provision of electric vehicle charging points to serve four parking spaces, and passive provision of the necessary infrastructure to facilitate charging points to serve an additional four spaces;
- details of the operation of the vehicle stacking system to demonstrate that sufficient headroom would be provided to allow the upper and lower levels to be accessed independently, *and that adequate fall prevention measures such as a rising gate mechanism would be installed as part of the system;*
- details of the gradients of transition ramps;
- details of a lighting scheme for the car park including lighting fixtures, luminance levels/spillage diagrams and details of any automatic timers or sensors
- details of a means to control access at the top of the ramp.

The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure adequate safe parking provision and to facilitate the use of low emission vehicles."

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