

Agenda Item 03

Supplementary Information Planning Committee on 12 December, 2018

Case No. 18/3381

Location	10 & 11 Watkin Road, Wembley, HA9 0NL
Description	Demolition of existing buildings and redevelopment of the site to provide 217 residential units and 789sqm of affordable workspace (Use Class B1(a), B1(b), B1(c)) across ground floor and first floor, in a new building ranging between 2 and 23 storeys together with associated infrastructure works including private and communal space, car parking, cycle storage and public realm improvements (revised description)

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Changes to planning obligations:

1. The Section 106 Head of Term relating to provision of affordable rented housing is recommended to be amended as per the additions in **bold** below. This is to ensure that the affordable rented accommodation is secured in line with Brent's standard practices:

"36 units for affordable rent (at no more than 80% of open market rents, **inclusive of service charges**, and capped at Local Housing Allowance rates), disposed on a freehold / minimum 125 year leasehold to a Registered Provider and subject to an appropriate Affordable Rent nominations agreement with the Council, securing 100% nomination rights for the Council **on initial lets, and 75% nomination rights for the Council on subsequent lets.**"

2. A Section 106 Head of Term in the committee report makes reference to a Section 278 agreement that the applicant would enter into to establish a 20mph zone outside the development along Fulton Road. This would require the applicant to both fund and implement the highway works to form the 20mph zone. The applicant has requested that the Council undertakes the works (at the expense of the applicant). This is being discussed between Brent's highways officers and the applicant. Subject to the outcome of this negotiation, the Head of Term may need to be altered to capture the payment to the Council of the costs of implementing these highway works rather than the applicant actually implementing the works. In any case, the 20mph zone would be secured through the legal agreement and both the applicant and Council are in agreement on the need for its delivery.
3. Condition 15 is recommended to be amended to require that, in addition to the measures within the Construction Logistics and Environmental Management Plan being secured, additional details relating to the number of vehicle movements expected per day per construction period and tracking diagrams/swept paths demonstrating how construction vehicles can access the site via the two vehicle gates are submitted and approved. Information on construction vehicle trips during Wembley Stadium Event Days will also be required. The condition will be worded so as to require this information to be submitted and approved prior to commencement (excluding demolition and site clearance).
4. Condition 16 is to be amended to refer to the latest version of the flood risk and drainage report, that being the report dated October 2018 rather than August 2018.

Points of clarification and correction in relation to the committee report:

- The existing uses on site were not fully set out in the committee report. For clarity, Unit 10 Watkin Road is a car repair garage (B2) and Unit 11 Watkin Road is a used car dealership (Sui Generis). Unit 11 has planning permission for use as a textile company (B2 use class only) and not for its present use as a used car dealership.
- Paragraph 26 of the ctte report - The GLA has recommended that a Residential Management Plan should be submitted to accompany the application. Members should be aware that this request is not supported by Brent as the scheme is design led and fully in accordance with the development context

of the Wembley Growth and Opportunity Area. Members should also note that the GLA's request is based on policy contained within an emerging plan which has limited weight.

- Paragraph 29 of the ctte report - The proposal is for 789sqm of new managed affordable workspace, with a flexible use as B1a, B1b or B1c. This directly replaces the existing floorspace of units 10 and 11 Watkin Road and means that there is no net loss of employment floor space within this development. References to other floorspace amounts in the committee report (frequently 787sqm) are therefore slightly inaccurate.
- Paragraph 61 of the ctte report - The number of wheelchair accessible units is 22 (10.1%), not 23 (10.6%) as stipulated in the committee report. The units adaptable for wheelchair use comprise 14 x 2 bed units and 8 x 1 bed units.
- Paragraph 72 of the ctte report - The number of disabled parking spaces is 8, not 7 as stipulated in the committee report.
- Paragraph 76 of the ctte report - The number of bins has been incorrectly report in the committee report. The proposal is for 42 x 1100 litre Eurobins and 22x 240 litre Eurobins, whereas the report stipulated figures of 34x 1100L and 19 x240L. The level of bin storage provided meets Brent's standards.
- Paragraph 86 of the ctte report - The development is proposed to reduce carbon emissions across the entire scheme by 38.9% (beyond minimum 2013 building regulations) in the residential component and 35.1% (beyond minimum 2013 building regulations) in the commercial component. This is at odds with the figures stipulated in the committee report, which were: 41.2% in the residential component and 18.4% in the commercial component. The development still exceeds the minimum London Plan requirements for 35% carbon savings (beyond minimum building regulation requirements) in residential development and would have a carbon offsetting liability of £209,000 under the terms of the applicant's submitted energy strategy.
- Paragraph 107 - The report refers to the surface water discharge on site reducing to 5 litres per second under the attenuation measures of the applicant's flood risk assessment. Members are advised that this is a maximum figure (as stipulated in London Plan policy) and that the actual discharge rate achieved in this instance is 3.2 litres per second, a significant improvement on the requirement.
- Paragraph 115 - There is a small discrepancy in relation to the existing trees on site. The committee report refers to there being 16 Category C Trees and 2 Category B Trees, whereas there are in fact 17 Category C Trees and 1 Category B Tree. All trees are nonetheless considered appropriate for removal in the context of the proposed development.

Recommendation: The recommendation is as set out in the committee report, but subject to the amendments to the Section 106 planning obligations set out above.