



Planning Committee

Wednesday 11 February 2015 at 7.00 pm

Conference Hall - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

Marquis (Chair)
Colacicco (Vice-Chair)
Agha
S Choudhary
Filson
Hylton
Kansagra
Mahmood

Substitute Members

Councillors:

Chohan, A Choudry, Conneely, Duffy,
Ezeajughi, W Mitchell Murray and M Patel

Councillors

Colwill

For further information contact: Joe Kwateng, Democratic Services Officer
020 8937 1354, joe.kwateng@brent.gov.uk

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:

democracy.brent.gov.uk

The press and public are welcome to attend this meeting

Members' briefing will take place at 6.15pm in Boardrooms 7 and 8

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1. Declarations of personal and prejudicial interests Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.		
2. Minutes of the previous meeting (to follow)		
Extract of Planning Code of Practice		
NORTHERN AREA		
3. Land adj to Quality Hotel and Dexion House, Fulton Road Wembley (Ref. 14/4330)	Tokynghon	5 - 26
4. Yellow Car Park, Fulton Road, Wembley (Ref. 14/4541)	Tokynghon	27 - 42
5. Yellow Car Park, Fulton Road, Wembley (Ref. 14/4555)	Tokynghon	43 - 52
6. Uxendon Manor Primary School, Vista Way, Harrow (Ref. 14/3781)	Kenton	53 - 62
7. Car Park Next to Rokesby Place, Wembley (Ref. 14/4078)	Sudbury	63 - 80
SOUTHERN AREA		
8. Land Junc at Yeats Close and Gt Central Way, NW10 (Ref. 14/4469)	Stonebridge	81 - 94
9. Land Rear of 114-116 Dollis Hill Lane NW2 (Ref. 14/3953)	Dollis Hill	95 - 110
10. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.		

Site Visit - 7 February 2015

SITE VISITS – SATURDAY 7 FEBRUARY 2015

Members are reminded that the coach leaves the Civic Centre at 9.30am

Members are reminded to meet in the reception area of the Civic Centre for the 3 applications in Fulton Road, Wembley.

REF.	ADDRESS	ITEM	WARD	TIME	PAGE
14/4330	Land Adjacent to Quality Hotel and Dexion House, Yellow Car Park, Fulton Road, Wembley	3	Tokyngton	9:30am	5 - 26
14/4541	Yellow Car Park, Fulton Road, Wembley	4	Tokyngton	9.30am	27 - 42
14/4555	Yellow Car Park, Fulton Road, Wembley	5	Tokyngton	9:30am	43 - 52
14/4078	Car Park next to 34 Rokesby Place, Wembley	7	Sudbury	10.10am	63 - 80
14/4469	Land at Junction of Yeats Close and Great Central Way, London NW10	8	Stonebridge	10:45am	81 - 94
14/3953	Land Rear of 114-116 Dollis Hill Lane NW2	9	Dollis Hill	11:25am	95 - 110

Date of the next meeting: Wednesday 18 February 2015

As the meeting will consider reports on policy issues only, there will be no prior site visits.



Please remember to switch your mobile phone to silent during the meeting.

- The Conference Hall is accessible by lift and seats will be provided for members of the public on a first come first served principle.

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EXTRACT OF THE PLANNING CODE OF PRACTICE

Purpose of this Code

The Planning Code of Practice has been adopted by Brent Council to regulate the performance of its planning function. Its major objectives are to guide Members and officers of the Council in dealing with planning related matters and to inform potential developers and the public generally of the standards adopted by the Council in the exercise of its planning powers. The Planning Code of Practice is in addition to the Brent Members Code of Conduct adopted by the Council under the provisions of the Local Government Act 2000. The provisions of this code are designed to ensure that planning decisions are taken on proper planning grounds, are applied in a consistent and open manner and that Members making such decisions are, and are perceived as being, accountable for those decisions. Extracts from the Code and the Standing Orders are reproduced below as a reminder of their content.

Accountability and Interests

4. If an approach is made to a Member of the Planning Committee from an applicant or agent or other interested party in relation to a particular planning application or any matter which may give rise to a planning application, the Member shall:
 - a) inform the person making such an approach that such matters should be addressed to officers or to Members who are not Members of the Planning Committee;
 - b) disclose the fact and nature of such an approach at any meeting of the Planning Committee where the planning application or matter in question is considered.
7. If the Chair decides to allow a non-member of the Committee to speak, the non-member shall state the reason for wishing to speak. Such a Member shall disclose the fact he/she has been in contact with the applicant, agent or interested party if this be the case.
8. When the circumstances of any elected Member are such that they have
 - (i) a personal interest in any planning application or other matter, then the Member, if present, shall declare a personal interest at any meeting where the particular application or other matter is considered, and if the interest is also a prejudicial interest shall withdraw from the room where the meeting is being held and not take part in the discussion or vote on the application or other matter.
11. If any Member of the Council requests a Site Visit, prior to the debate at Planning Committee, their name shall be recorded. They shall provide and a

record kept of, their reason for the request and whether or not they have been approached concerning the application or other matter and if so, by whom.

Meetings of the Planning Committee

24. If the Planning Committee wishes to grant planning permission contrary to officers' recommendation the application shall be deferred to the next meeting of the Committee for further consideration. Following a resolution of "minded to grant contrary to the officers' recommendation", the Chair shall put to the meeting for approval a statement of why the officers recommendation for refusal should be overturned, which, when approved, shall then be formally recorded in the minutes. When a planning application has been deferred, following a resolution of "minded to grant contrary to the officers' recommendation", then at the subsequent meeting the responsible officer shall have the opportunity to respond both in a further written report and orally to the reasons formulated by the Committee for granting permission. If the Planning Committee is still of the same view, then it shall again consider its reasons for granting permission, and a summary of the planning reasons for that decision shall be given, which reasons shall then be formally recorded in the Minutes of the meeting.

25. When the Planning Committee vote to refuse an application contrary to the recommendation of officers, the Chair shall put to the meeting for approval a statement of the planning reasons for refusal of the application, which if approved shall be entered into the Minutes of that meeting. Where the reason for refusal proposed by the Chair is not approved by the meeting, or where in the Chair's view it is not then possible to formulate planning reasons for refusal, the application shall be deferred for further consideration at the next meeting of the Committee. At the next meeting of the Committee the application shall be accompanied by a further written report from officers, in which the officers shall advise on possible planning reasons for refusal and the evidence that would be available to substantiate those reasons. If the Committee is still of the same view then it shall again consider its reasons for refusing permission which shall be recorded in the Minutes of the Meeting.

29. The Minutes of the Planning Committee shall record the names of those voting in favour, against or abstaining:
 - (i) on any resolution of "Minded to Grant or minded to refuse contrary to Officers Recommendation";
 - (ii) on any approval or refusal of an application referred to a subsequent meeting following such a resolution.


STANDING ORDER 62 SPEAKING RIGHTS OF THE PLANNING COMMITTEE

- (a) At meetings of the Planning Committee when reports are being considered on applications for planning permission any member of the public other than the applicant or his agent or representative who wishes to object to or support the grant of permission or support or oppose the imposition of conditions may do

so for a maximum of 2 minutes. Where more than one person wishes to speak on the same application the Chair shall have the discretion to limit the number of speakers to no more than 2 people and in so doing will seek to give priority to occupiers nearest to the application site or representing a group of people or to one objector and one supporter if there are both. In addition (and after hearing any members of the public who wish to speak) the applicant (or one person on the applicant's behalf) may speak to the Committee for a maximum of 3 minutes. In respect of both members of the public and applicants the Chair and members of the sub-committee may ask them questions after they have spoken.

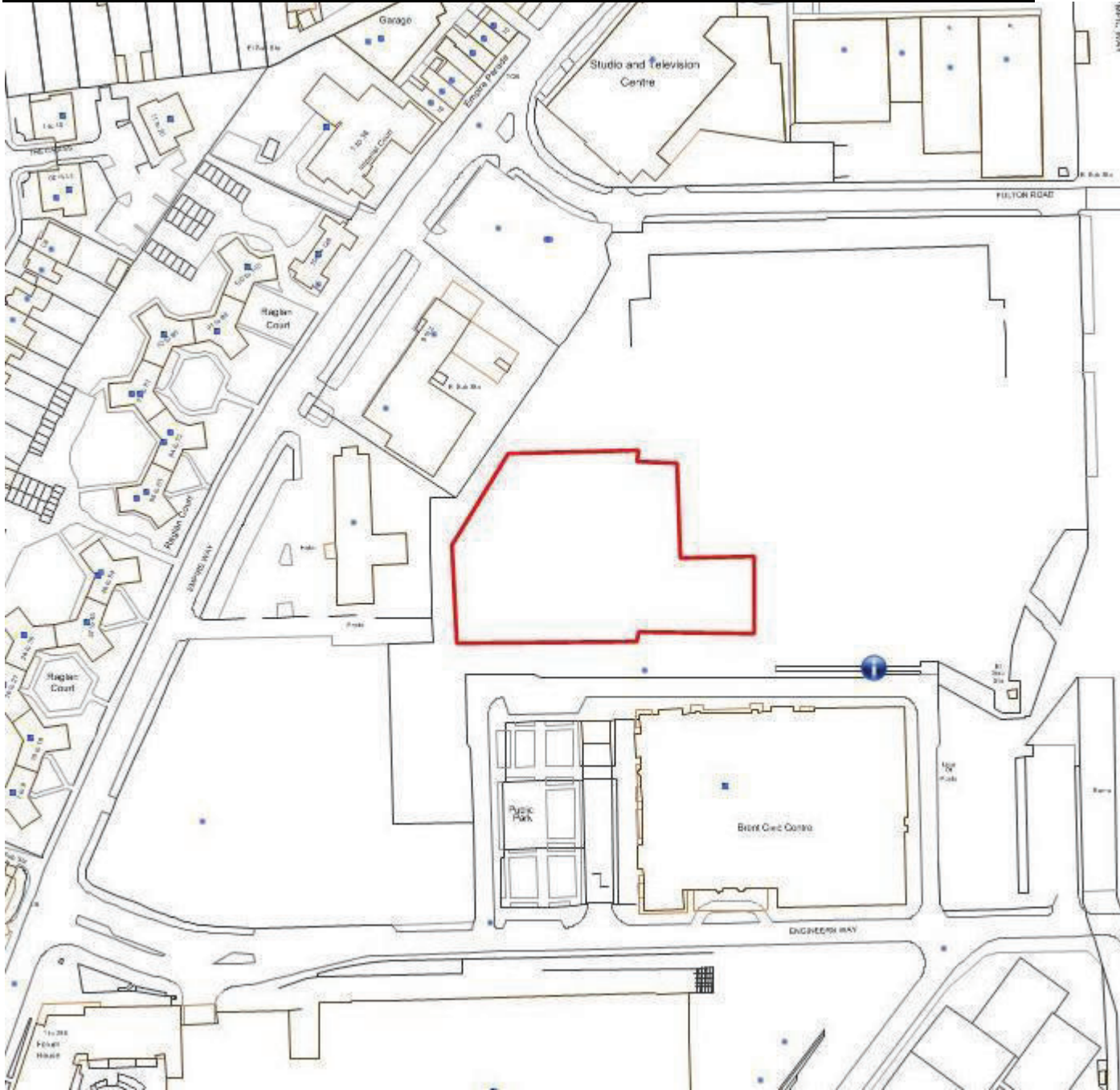
- (b) Persons wishing to speak to the Committee shall give notice to the Democratic Services Manager or his representatives prior to the commencement of the meeting. Normally such notice shall be given 24 hours before the commencement of the meeting. At the meeting the Chair shall call out the address of the application when it is reached and only if the applicant (or representative) and/or members of the public are present and then signify a desire to speak shall such persons be called to speak.
- (c) In the event that all persons present at the meeting who have indicated that they wish to speak on any matter under consideration indicate that they agree with the officers recommendations and if the members then indicate that they are minded to agree the officers recommendation in full without further debate the Chair may dispense with the calling member of the public to speak on that matter.

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 **Planning Committee Map**

Site address: Land Adjacent to Quality Hotel and Dexion House, Yellow Car Park, Fulton Road, Wembley

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This map is indicative only.

RECEIVED: 6 November, 2014

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Land Adjacent to Quality Hotel and Dexion House, Yellow Car Park, Fulton Road, Wembley

PROPOSAL: Proposed erection of 1- to 20-storey building comprising 370 residential units, 693 sqm of non-residential floorspace (use class A1 (retail), A2 (financial and professional), A3 (cafe/restaurant), B1(Business), D1 (community) or D2 (assembly and leisure)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, landscaping, cycle storage and refuse provision.

This application is submitted pursuant to conditions 1 (Reserved Matters in relation to Layout, Scale, Appearance, Access and Landscape), 9 (Noise), 23 (Sustainability Implementation Strategy) and 28 (Affordable Housing Storage) in relation to Plot NW06 of outline planning permission reference 14/3054 which varied outline planning consent reference 13/1323 (section 73 application) and 10/3032 (original consent), with details also submitted pursuant to paragraphs 4 (Affordable Housing), 10.5 (Demolition), 12 (sport and play space) and 19 (Brent Access Forum) of the first schedule of the Section 106 legal agreement

Outline Planning Consent reference 10/3032 was for:
Demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m² of floorspace (GEA, excluding infrastructure) comprising:

- Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m² to 30,000m²
- Business (Use Class B1): up to 25,000m²;
- Hotel (Use Class C1): 5,000m² to 20,000m²;
- Residential dwellings (Use Class C3): 65,000m² to 100,000m² (815 to 1,300 units);
- Community (Use Class D1): 1,500m² to 3,000m²;
- Leisure and Entertainment (Use Class D2): up to 5,000m²;
- Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m² to 25,000m²;

and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

APPLICANT: Quintain (Wembley Retail Park) Ltd

CONTACT: Signet Planning Ltd

PLAN NO'S:
See condition 1.

RECOMMENDATION

To approve the Reserved Matters subject to conditions after paragraph 45 and approve details pursuant to conditions 1, 9, 23 and 28 in relation to plot NW06.

SECTION 106 DETAILS

The outline planning consent was subject to a comprehensive section 106 legal agreement and this development would be subject to that agreement. Details of the agreement are available in the committee

report for the outline planning consent (reference 10/3032).

CIL DETAILS

The Outline planning permission was approved prior to the introduction of CIL and as such, the financial contributions are secured through the Section 106 agreement rather than CIL.

CIL Liable?

Yes/No: No

EXISTING

The application site for the outline planning consent comprises the land to the north, east and west of the Brent Civic Centre, situated between Engineers Way, Fulton Road, Empire Way and Olympic Way but excluding the Quality Hotel, Dexion House site and the former Fulton House site (corner of Fulton Road and Empire Way).

This reserved matters application relates to Plot NW06, situated on the western side of the outline planning application site, to the north of the Brent Wedding Garden and to the east of the Quality Hotel and Dexion House site.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain
assembly and leisure				116	116
financial and professional services				116	116
general business use				116	116
non-residential institutions				116	116
restaurants and cafes				116	116
shops				116	116

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
				696	696

Monitoring Residential Breakdown

Existing

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
Flats û Market										
Bedsits/Studios & Market										
Affordable Rent Flat										
Flats û Intermediate										

Proposed

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
Flats û Market	167	167	4							338
Bedsits/Studios & Market	1									1
Affordable Rent Flat	6	6	6							18
Flats û Intermediate	6	3	4							13

HISTORY

Outline planning consent was granted for the comprehensive re-development of the land surrounding the

Brent Civic Centre in 2010. This plot represents the second plot that is to be delivered pursuant to the outline planning consent.

While all matters are reserved within this planning consent, the key parameters of the development were fixed through the approval of parameter plans, a "development specification", conditions and the Section 106 agreement. The parameter plans set a number of factors including the location of external walls and heights of the various elements of the buildings.

As Quintain developed their proposals for Plot NW01 and NW06, improvements were made to the layout and massing within these two sites and these were captured within applications for minor material amendments to the outline consent.

This application relates to the building within Plot NW06. Two applications have been submitted concurrently with this application which seek approval of the land surrounding this plot, including the park which is to be situated on the eastern side of the building (to the north of the Civic Centre) and the access roads to the north and west.

10/3032 – ORIGINAL OUTLINE APPLICATION – Granted 24 November 2011

Outline application, accompanied by an Environmental Impact Assessment, for the demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m² of floorspace (GEA, excluding infrastructure) comprising:

- a) Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m² to 30,000m²
- b) Business (Use Class B1): up to 25,000m²;
- c) Hotel (Use Class C1): 5,000m² to 20,000m²;
- d) Residential dwellings (Use Class C3): 65,000m² to 100,000m² (815 to 1,300 units);
- e) Community (Use Class D1): 1,500m² to 3,000m²;
- f) Leisure and Entertainment (Use Class D2): up to 5,000m²;
- g) Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m² to 25,000m²;

and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

13/1323 – VARIATION APPLICATION – Granted 18 September 2013

Variation of condition 4 of Outline Planning Consent reference 10/3032 to allow minor material amendments to the parameter plans in relation to Plot NW01, situated in the south-western corner of the application site at the junction of Empire Way and Engineers Way.

13/2799 – RESERVED MATTERS FOR NW01 – Granted 16 December 2013

Erection of a series of 5- to 16 storey buildings within Plot NW01 situated on the corner of Engineers Way and Empire Way comprising 475 residential units and 1,061 square metres of commercial floorspace (Use Class B1 (Business), D1 (non-residential institution), D2 (leisure and assembly), A1 (retail), A2 (professional and financial services) or A3 (restaurant and café)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, cycle storage and refuse provision.

14/3054 – VARIATION APPLICATION – Granted 31 October 2014

Variation of condition 4 of outline planning permission reference 13/1323 to allow minor material amendments to the parameter plans in relation to plots NW06, NW07 and the proposed open space, namely: the siting, size and layout of plots NW06 and NW07, the heights of elements of the building within Plot N06, the siting of the open space, change to the vehicular access point for plot NW06.

14/4541 – PARK AND ACCESS ROADS – Currently being considered

Proposed construction of park (publicly accessible open space), a "pocket park", access roads and other associated hard and soft landscaping works and infrastructure and alteration to existing access roads, and access to Fulton Road.

14/4555 – ACCESS ROAD TO WEST OF NW06 – Currently being considered

Proposed hard and soft landscaping works involving the construction of a new access road adjacent to the rear boundary of the Quality Hotel and Dexion House including footway and loading bays, substations and other associated hard and soft landscaping works.

POLICY CONSIDERATIONS

The policies relating to this application and the wider outline planning consent are as follows:

NATIONAL

National Planning Policy Framework

REGIONAL

The Mayor of London
The London Plan 2011

The revised London Plan was adopted in July 2011 and sets out an integrated social, economic and environmental framework for the future development of London. Relevant Policies include:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.6 Children and Young People's Play and Informal Recreation
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing Noise

The Mayor's Transport Strategy

Supplementary Planning Guidance – Sustainable Design and Construction (May 2006)

Supplementary Planning Guidance – Accessible London: Achieving an Inclusive Environment (April 2004)

LOCAL

Wembley Area Action Plan

- WEM 1 Urban form
- WEM 3 Public realm
- WEM 4 Public art
- WEM 5 Tall buildings
- WEM 8 Securing design quality
- WEM 15 Car parking standards
- WEM 16 Walking and cycling
- WEM 18 Housing mix
- WEM 19 Family housing
- WEM 21 Wheelchair housing and supported housing
- WEM 29 Community facilities
- WEM 32 Urban greening
- WEM 38 Play provision

Brent Local Development Framework Core Strategy 2010

CP 1 Spatial Development Strategy
CP 2 Population and Housing Growth
CP 3 Commercial Regeneration
CP 5 Placemaking
CP 6 Design & Density in Place Shaping
CP 7 Wembley Growth Area
CP 14 Public Transport Improvements
CP 15 Infrastructure to Support Development
CP 16 Town Centres and the Sequential Approach to Development
CP 18 Protection and Enhancement of Open Space, Sports and Biodiversity
CP 19 Brent Strategic Climate Mitigation and Adaptation Measures
CP 21 A Balanced Housing Stock
CP 23 Protection of existing and provision of new Community and Cultural Facilities

Brent Unitary Development Plan 2004

Strategy

The relevant policies in this respect include Policies STR3-4 (prioritising locations and land-uses to achieve sustainable development), STR5 and 6 (reducing the need to travel), STR9 (role of GLA Roads and London Distributor Road) STR12-15 (protecting and enhancing the environment), STR25 (meeting employment need), STR29 (Vitality and Viability of the Borough's Town and District Centres, and the role of Wembley and Kilburn as major centres)

Policies

BE1 Urban Design Statements
BE2 Local Context & Character
BE3 Urban Structure: Space & Movement
BE4 Access for disabled people
BE5 Urban clarity and safety
BE6 Landscape design
BE7 Streetscene
BE8 Lighting and light pollution
BE9 Architectural Quality
BE10 High Buildings
BE11 Intensive and Mixed Use Developments
BE12 Sustainable design principles
BE13 Areas of Low Townscape Quality
BE17 Building Services Equipment
BE34 Views and Landmarks
EP2 Noise and Vibration
EP3 Local air quality management
EP6 Contaminated land
EP12 Flood protection
EP15 Infrastructure
H11 Housing on Brownfield sites
H12 Residential Quality – Layout Consideration
H13 Residential Density
H22 Protection of Residential Amenity
TRN1 Transport assessment
TRN2 Public transport integration
TRN3 Environmental Impact of Traffic
TRN4 Measures to make transport impact acceptable
TRN9 Bus Priority
TRN10 Walkable environments
TRN11 The London Cycle Network
TRN12 Road safety and traffic management
TRN13 Traffic calming
TRN14 Highway design
TRN15 Forming an access to a road
TRN16 The London Road Network
TRN17 Restrictions on New Roads
TRN22 Parking Standards – non-residential developments
TRN23 Parking Standards – Residential developments
TRN24 On-street parking
TRN25 Parking in Town Centres

TRN28 Restrictions on off-street public parking and contract parking
TRN30 Coaches and Taxis
TRN31 Design and Land Take of Car Parks
TRN34 Servicing in new developments
TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards
EMP2 Small and medium sized enterprises
EMP3 Childcare facilities in Employment Developments
EMP9 Development of Local Employment Sites
EMP10 The Environmental Impact of Employment Development
EMP14 Design of Business Developments
EMP20 Creative Industry Proposals
SH2 Major Town Centres
SH10 Food and Drink (A3) Uses
SH11 Conditions for A3 Uses
SH19 Rear servicing
TEA1 Location of large-scale Tourist, Visitor and ACE uses
TEA2 Location of small-scale Tourist, Visitor and ACE uses
TEA4 Public Art
TEA6 Large Scale Hotel Development
TEA7 Small Scale Hotel Development
OS18 Children's Play Areas
OS19 Location of Indoor Sports Facilities
CF1 Location of Large Scale Community Facilities
CF2 Location of Small Scale Community Facilities
CF4 Community Facilities Capable of Holding Functions
CF6 School Places
CF7 New Schools
CF8 School Extensions
CF11 Day Nurseries
CF13 Primary Health Care / GP Surgeries
CF14 Places of Worship
WEM2 Pedestrian Route/Promenade
WEM4 Residential Development within the Wembley Regeneration Area
WEM5 Relocation of Existing Businesses
WEM7 Access to development – the National Stadium Policy Area
WEM9 Comprehensive Development – The National Stadium Policy Area
WEM11 On-street parking controls for Wembley
WEM12 Short stay car parking in the Wembley Regeneration Area
WEM16 Urban design quality – Wembley Regeneration Area
WEM17 The public realm – Wembley Regeneration Area
WEM18 Design of Buildings Along Olympic Way
WEM19 Views of the Stadium
WEM22 Libraries in Wembley
WEM27 Opportunity sites at the Junction of Olympic Way and Engineers Way

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a road
SPG12 Access for disabled people
SPG13 Layout standards for access roads
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
SPD Section 106 Planning Obligations
Destination Wembley – A framework for development (2003) Supplementary Planning Guidance
Wembley Masterplan 2009

Other Council Publications

Wembley Vision (2002)
Wembley From Vision to Reality (2007)

SUSTAINABILITY ASSESSMENT

The key sustainability requirements were set out within the Outline planning consent, which included a requirement to meet Code for Sustainable Homes level 4, BREEAM "Excellent" for non-residential floor

space comprising more than 10 % of the plot area, a site-wide gas fired CHP engine provided within a single energy centre before completion of the 780th unit, future connection to a district heating system if provided in the future, up to 3,300 sqm of photo voltaic (PV) panels across the site, a minimum score of 50 % of the SPG19 sustainability checklist and to meet the Mayor of London's Essential Standards as set out within the 2008 revision of the London Plan.

A pre-assessment has been submitted which demonstrates that the scheme will meet Code for Sustainable Homes level 4 and the non-residential floorspace does not comprise more than 10 % of the floorspace. The applicant has confirmed that the scheme will be connected to the site wide heat network served by a single energy centre at the appropriate time and proposes gas fired boilers in the interim. A SPG19 sustainability checklist has been submitted demonstrating that the proposal will meet the minimum level of 50 %. The submission confirms that the Essential Standards will be met.

The energy centre to serve the units is to be provided within this building rather than in the adjoining plot, NW09. It has been moved into this plot to ensure that it is delivered in accordance with the requirements set out within the Outline Planning Consent and to ensure that the associated credits can be awarded through the Code for Sustainable Homes which requires the delivery of CHP engines prior to the completion of a certain proportion of units within an outline consent. The early delivery of the energy centre is considered to be positive. It requires the provision of a smaller CHP engine at the start to ensure that it runs efficiently, with a larger or additional CHP engine to be installed within this energy centre when more units are delivered.

The proposal demonstrates that the development will meet the sustainability requirements as set out within the Outline Planning Consent.

CONSULTATION

Letters sent: 13 November 2014

Site Notices: 17 November 2014

Press Notice: 20 November 2014

A letter of objection has been received from Fountain Studios citing the following issues:

Issue	Paragraph
Fountain Studios is very concerned about the effects of the proposals upon its business and strongly objects to what is proposed unless suitable arrangements are in place to ensure that the use of its television studios is not put at any risk by what is proposed.	39-44
These concerns relate to the noise and vibration associated with the construction works and to potential obstruction of the vehicular access to the studios.	39-44
Much of the recording equipment at the Studios is highly sensitive to disturbance caused by noise or vibration. Construction works have affected studios elsewhere that would have made the recording or transmission to the required standard impossible had the works not been stopped immediately.	39-44
Fountain Studios would like to be satisfied that everything possible is done so that the construction and use of the proposed development does not disrupt the production of programmes.	39-44
A lot of equipment is transported to the studios, mostly by large lorries and trucks. Fountain studios is concerned that external works or road closures may prevent or impede access.	39-44
Fountain Studios would like to have discussed the proposals and any mitigation measures with Quintain.	39-44
Further information is required on the management of noise and vibration during construction and the management of the highway works proposed at the junction of Fulton Road and Empire Way.	39-44
The application submission does not provide the details of the Construction Logistics Plan or the Proposed Demolition and Construction Commitments from the outline consent. The commitments that are provided within the Development Specification provide little comfort to fountain studios as the proposed working hours will affect the studios and it is not clear how the measures to ensure that vehicles do not impede access to the studios will be enforced. Concrete crushers are to be sited away from residential occupiers, but there is no mention of non-residential buildings.	39-44

The submission does not include information about the extent of the road works, their duration, how existing premises will be affected and what measures are proposed to mitigate against the impacts.	39-44
It is vital that suitably drafted, enforceable conditions are imposed or that planning obligations deal with access to the studios and with noise disturbance and vibration.	39-44

Safer Streets:

No objection.

Highways:

No objections subject to the inclusion of 300 mm wide protective margins on the car park entrance.

The comments from Highways and Safer Streets are discussed in more detail within the remarks section of this report.

Thames Water

No comments.

REMARKS

1. This application seeks the approval of Reserved Matters and three conditions (noise, sustainability implementation strategy and Affordable housing storage) relating to the outline planning consent and as such, this report considers the merits of these details. Matters that have already been approved within the outline consent will not be discussed in detail within this report. This includes merits of the proposed uses within the building or the heights or locations of the elements of the building. The report will discuss how these are delivered within the scheme.
2. As discussed above, two separate applications have been submitted for the land adjacent to this building. The Outline consent requires the delivery of the park with the first of the two plots directly adjoining it and the delivery of the accesses to the plots from the public highway. They have been submitted within separate applications as the application reports for the roads and park were not ready for submission at the time that the application for the building within plot NW06 needed to be submitted. However, they were submitted in time for them to be considered concurrently and they are all discussed within this report.
3. The proposals relating to the park and the internal access roads to Fulton Road has been submitted as a separate Reserved Matters application pursuant to the outline planning consent. The application for the access road to the west of the building has been submitted as a separate full planning application (i.e. not pursuant to the outline planning consent) as it represents the proposed interim treatment of this space until subsequent plots come forward.

Uses within the site

4. The proposed uses accords with the Outline planning consent with the scheme being residential led with some non-residential uses at ground level. The applicant seeks a large amount of flexibility with regard to the non-residential uses, with the 693 square metres of floorspace proposed to be within Use Class A1, A2, A3, B1, D1 or D2. This flexibility is sought to ensure the spaces can be let when delivered. Nevertheless, the applicant is required to deliver a 300 sqm community centre within the outline consent area and this is shown on the northern side of the building. They are also required to deliver a minimum of 750 sqm of low cost employment floorspace within the first two buildings and there is sufficient commercial floorspace to provide this within Plot NW01 (currently under construction) and NW06 (this site).
5. The outline consent allows all of these uses to be delivered within the site and as this is the first site to be delivered, there is sufficient floorspace that can be delivered for all of the uses. As such, this is considered to be acceptable. The applicant has specified that some of the commercial floorspace may be delivered as "Low Cost Employment Space" which would fall within Use Class B1.
6. The park represents a major piece of infrastructure that has been highlighted in the Wembley Masterplan and Wembley Area Action Plan.

Mix of residential units

7. A total of 370 residential units are proposed of which 10 % are required to be Affordable (measured by floorspace). The mix of units is as follows (by unit number):

	Private	Intermediate	Affordable rent	Total
Studio	1	0	0	1
1-bed	167	6	6	179
2-bed	167	3	6	176
3-bed	4	4	6	14
Total	339	13	18	370

8. The proportion of Affordable Homes was set within the Outline consent. The viability of the scheme was considered by the Valuation Office Agency (the VOA). The VOA concluded that the maximum proportion of Affordable Housing that could be provided is 10 % measured by floorspace. However, your officers secured a review mechanism that is applied 12 months after the completion of the first plot and tests actual sales values of homes and construction costs. This can increase the proportion of Affordable Housing up to a maximum of 17.5 %. The first plot is currently being constructed and as such, the review mechanism has not yet been triggered.
9. The mix of units is specified within the Development Specification that was approved within the Outline Planning Consent, setting ranges for the proportion of units by size and tenure. The proposed mix complies with the approved unit mix in relation to some unit types. However, it does not with regard to others. Of particular concern is the shortfall of three bedroom units within the initial submission, with only 1.9 % of private homes having 3 bedrooms (calculated by habitable room) when the Development Specification requires between 6 % and 10 %. This is compounded by a shortfall of 11 3-bedroom homes within NW01. The target for the provision of 3-bedroom homes is applicable across the masterplan area and as such, shortfalls can be addressed in subsequent plots and this approach was taken within the NW01 proposals. However, a total of 845 flats are to be delivered within the first two plots (NW01 which is currently being built and the current proposals for NW06) of which only 26 (3 %) would be family homes.
10. However, this could easily be addressed through internal alterations to the building, amending the size of flats within the element of the building adjacent to the park. This would involve changing a number of groups of two flats which currently comprise two 2-bedroom 4-person flats into one 1-bedroom flat and one 3-bedroom flat. The total number of units would not change. However, the proportion of 3-bedroom flats would increase to meet the minimum level specified within the Development Specification. It is recommended that a condition is attached requiring details of these changes. This is considered to be sound as the proposal would primarily require internal changes and any external changes would be non-material.
11. The proportion of 3-bedroom intermediate homes is above the minimum level, but addresses a small shortfall within the NW01 plot. The proportion of 3-bedroom family units is also marginally below the target level. However, the shortfall is only 1 flat and this can easily be addressed by over-provision within subsequent plots.

Quality of residential units

12. The proposed units meet the minimum floorspace standards that are set out in the approved development specification. The submission is accompanied by a daylight assessment that demonstrates that only a very small number of windows within the development will not comply with the criteria set out in the Development Specification. This is considered to be acceptable given the very low proportion of windows that are affected and the fact that other windows within those units will meet the standards.
13. Most units are laid out in an efficient way which minimises internal circulation space and maximises usable space within the habitable rooms. However, the angled form of the Affordable block results in some layouts that are less efficient and include higher proportions of circulation space and some "pinch points" (i.e. narrower elements) in the layout. Your officers consider that the possibility to increase the efficiency of the layouts within the existing building envelope should ideally be evaluated. This may involve alterations to the internal layout of flats, changes to the size and mix of Affordable units and possible minor changes to the location of the core internally within the building. However, this will not affect the proportion of Affordable Housing which is calculated by floorspace or have a material effect on its external appearance. Alternatively, agreement to the layouts by the Registered Provider of Affordable

Housing (RP) who is going to purchase the units would show that the layouts are acceptable in their current form. A condition has been recommended regarding this.

14. The courtyard is approximately 23 m wide (façade to façade), with balconies projecting into this space. No units have a sole aspect that is to the north or within 45 degrees of north. Almost all units have balconies or private terraces, with the exceptions being a small number at lower levels where this is not feasible. All balconies meet or exceed the minimum depth of 1.5 m as specified within the London Housing Design Guide and the Development Specification for the outline consent. Those facing the courtyard exceed this significantly, with depths of approximately 2.4 m. Balconies are a minimum of 5 sqm, with the smaller balconies serving one-bedroom flats and significantly larger ones for the larger units.
15. The proposed block includes a communal courtyard which provides approximately 1,200 sqm of external amenity space. This only translates to approximately 3 sqm per unit, which would typically be considered to be insufficient. However, the proposed building is immediately adjacent to the new 0.4 Hectare publicly accessible park and the provision of this park together with the communal amenity space that is to be delivered on the roof of the multi-storey car park within future phases of development formed an integral part of the amenity and play space provision for the units within the outline consent. The park will be delivered at the same time as this plot. As such, the proposed amenity space provision accords with the outline planning consent and is considered to be acceptable.
16. The residential units are to be delivered in clusters of no more than 8 units per core per floor, in accordance with the Development Specification and the London Housing Design Guide. All of the units will be built to the Lifetime Homes standards while 10 % of the units will be wheelchair accessible or easily adaptable. The Affordable Rented accessible units will be provided as wheelchair accessible from the completion of the development while the other units will be "easily adaptable". Wheelchair access through the scheme has been carefully considered and the developers sought the views of the Brent Access Forum whilst developing their proposals for the site.
17. The submission also seeks the approval of the condition regarding storage within the Affordable housing units.

Design, layout, massing and landscaping

Design of the building

18. The proposed building comprises two main blocks that are oriented north-south located on a single storey "plinth" with a communal garden in the centre. The building has four cores and a main lobby that is accessed from the park. The main lobby is accessible to all residents. Those who reside within the block adjacent to the park would enter through the main lobby and access the respective cores from there. Residents who reside within the western block can either enter or exit via the main lobby and the courtyard, or via the separate access to the street immediately adjoining their block. The eastern block (adjacent to the park) ranges in height from 10 to 20 storeys whilst the western block ranges in height from 10 to 17 storeys. The layout and height of the blocks accords with the parameter plans approved within the outline consent.
19. The building is to be clad with aluminium composite panels with large elements of glazing. It is broken into vertical elements through the use of balconies and GRC (glass reinforced concrete) framing within the western and southern elevations, and through the use of large vertically stacked balconies within the internal and western facades. The use of strong elements of framing was chosen due to the direct visual references with other buildings in the immediate vicinity, such as the Wembley Arena. The variations in the height of the building also help to emphasise the verticality of the building.
20. Your officers consider that the architectural approach breaks the scheme down into a number of discrete components which reduce its visual mass and results in a greater sense of verticality. However, the materials need to be carefully selected to ensure the success of the building. The illustrative images depict a building with white aluminium cladding and white framing. However, it is considered that the building would benefit from a material which gave the appearance of a greater level of softness and a greater contrast between the white balconies and fins and the cladding of the main building. Details of materials are secured through a condition attached to the outline consent and as such, this can be secured prior to the commencement of works.
21. The size of the community hall accords with the requirement set out within the outline consent and the inclusion of the large storage area helps to assist the use by multiple groups, particularly if the storage area is divided into lockable areas. However, it incorporates internal cycle storage within that floorspace

when this can be provided externally (and is proposed within the pocket square) and the siting of the kitchen reduces the usable size of the main area. As such, revisions to the layout are recommended through condition which includes the relocation of the kitchen to the area shown for cycle storage and the removal of the internal cycle storage area.

The landscaped courtyard

22. The landscaping proposals for the communal garden include a range of spaces and treatments, including lawn, pleached trees, water features, a pavilion and other areas of hard and soft landscaping. The level of the courtyard increases over the community hall and the landscape proposals include south facing seating terraces and a raised area of lawn. An area for artwork has been identified at the southern end of the courtyard.

The park and other areas surrounding the building

23. Details of the park have been submitted within reserved matters application reference 14/4541 which is also being considered at present. The proposals show a park which is approximately 0.45 Hectares in size from the façade of plot NW06 to the façade of plot NW07 situated on the eastern side of the park. This application also seeks approval of the “pocket park” which adjoins the community centre on the northern side of NW06 is approximately 300 square metres in size.

24. The park is predominantly soft landscaped, with a large proportion laid out as lawn and broken into separate areas though the use of features such as paths, landscape walls and tree planting. It includes 12 large trees (6-8 m in height), 12 medium trees (5-7m in height) and 14 small trees/shrubs (4-5 m in height) and as such, exceeds the minimum number of trees specified within the parameter plans. The trees are predominantly located within the northern half of the park, with a car park situated under a large proportion of the southern half. This approach provides a greater level of openness within the southern parts of the park and a good density of planting within the northern end of the park. The submitted proposals represent the overall strategy for the park and the precise details (such as the species of trees and hard surfacing materials) are secured within conditions attached to the outline consent.

25. The “pocket park” is predominantly hardsurfaced and includes 6 medium sized trees (5-7 m in height), planters and seats. The role of the pocket parks differs from that of the larger park and this approach is considered complement the adjoining community centre and the larger park. The number of trees proposed within this area is slightly lower than that specified within the parameter plans (1 tree fewer). However, this is considered to be acceptable on balance due to the provision of additional trees in the park.

26. Two medium sized trees are also proposed within the footway immediately to the south of the courtyard to NW06.

Access road to the west of Plot NW06

27. The proposals for the access road and footway to the west of plot NW06 were submitted within full planning application reference 14/4555. As discussed previously, this application was submitted separately from the other reserved matters applications as it represents the temporary treatment of this area until the other plots (NW09 and NW10) come forward for development.

28. The submission details a road and footway, with two substations proposed on the western side of the road, adjacent to the boundary with the Quality hotel. The southern part of the road is only accessed from south to north, with a two-way operation within the northern element of the road linking the vehicular access for plot NW06 with Fulton Road to the north.

29. The proposal includes two loading bays situated adjacent to the western façade of the building and the “pocket park” together with a disabled bay adjacent to the community hall. It is not envisaged that these bays will be heavily used due to the limited extent of non-residential uses within the building.

30.

The parameter plans detailed the requirement to provide 8 trees along this access road adjacent to the rear of the Quality Hotel and Dexion House. However, no trees are proposed within this temporary layout. The applicant has highlighted that this is due to the presence of numerous services under this road and footway. The outline consent makes provision for this by allowing section 106 contributions to be paid for off-site tree planting if they cannot be delivered in the locations set out within the parameter plans. As such, the absence of trees can be addressed through such means. Trees fronting this road are proposed within the consent for the adjoining Dexion House site (currently being demolished) at present and in the “pocket park” between NW01 and NW06.

31. The application for this area represents the temporary treatment of this land. However, the presence of services may prevent the planting of trees within this area when the permanent layout is proposed. As such, the contributions towards off-site provision represent a rational approach to this issue if the trees cannot be planted within the permanent layout of this area.

Transportation

Car parking

32. The outline planning consent allowed up to a maximum of 0.5 spaces per residential unit. The proposal includes a total of 115 residential parking spaces for 370 units (0.31 spaces per unit) which accordingly falls below the maximum level. The level of parking is considered to be sufficient given the public transport accessibility of the site (PTAL 5), the lack of on-street parking in the immediate vicinity and the fact that the outline consent secured funding towards the extension of CPZs / parking controls in the area, the inclusion and promotion of a Car Club, the development of Travel Plans and a parking permit restriction for future residents and occupiers.
33. Parking for visitors and the commercial units can be provided within the town centre parking approved within the outline planning consent or the other town centre car parks in the vicinity (e.g. the green or red car parks). The proposal includes the provision of 7 wheelchair accessible parking spaces which are situated on the western side of the car park where the headroom is sufficient for high-top conversion vehicles (4.175 m high). Highways have commented that the wheelchair accessible parking provision is acceptable. A total of 24 spaces have been shown with electric vehicle charging points, comprising 12 active and 12 passive. This is in line with the requirements for such provision. Highways recommended that the plans are revised to include 300 mm protective margins within the residential car park access. Revised plans were accordingly submitted which include these margins.
34. A total of 422 bicycle spaces are shown within 6 dedicated storerooms, exceeding the Council's minimum requirements. Publicly accessible visitor cycle parking is provided in the "pocket square" and shown within the drawings for application 14/4541. This complements the Council's own visitor bicycle provision within the Civic Centre to the south of the site. Two motorcycle spaces are also shown within the internal parking area.
35. Servicing is undertaken from the new roads to the north and west of the site, referred to as "Wealdstone Lane" and "Repton Lane", and from Exhibition Way situated next to the Civic Centre.
36. The proposal is considered to be acceptable on highways grounds.

Noise

37. Sufficient information has been submitted to demonstrate that the residential units will meet the criteria set out within the development specification with regard to the internal noise environments for residential accommodation. These take into account likely noise from Wembley Stadium and Wembley Arena events.

Wind environment

38. A boundary layer wind tunnel study has been undertaken for this development. The application submission confirms that the areas within and surrounding the development will be fit for the intended uses.

Objection from Fountain Studios

39. Fountain Studios have submitted an objection to the applications for both the NW06 building (this application) and the application for the park and access roads (reference 14/4541) due to the potential for the construction impacts and access to affect the operation of the Studios.
40. In response to this, Quintain submitted a report regarding construction noise which looks to address these comments and provide reassurance that the works will not affect the operation of the Studio. This sets out a number of measures to minimise the potential for noise to affect surrounding uses such as the studios and proposes engagement with the Studios with regard to the implementation of those measures.
41. A significant amount of development is anticipated in the vicinity of the Fountain Studios and this always has the potential to result in some level of noise and disturbance. Fountain Studios are naturally concerned with their ability to operate in this environment and have requested that all measures are taken to reduce construction noise and disturbance in the vicinity of their building.
42. The report has been forwarded to Fountain Studios and to Safer Streets. In accordance with advice

provided by Safer Streets, given the nature of the use, the proposed engagement with Fountain Studios with regard to the timing of works and the proposed measures is considered to be of high importance. As such, a condition has been recommended which requires the further approval of details of the measures to limit noise and disturbance prior to the commencement of works. These details should be submitted following engagement with Fountain Studios and should include an on-going dialogue with the Studios through the construction period.

43. Construction access is controlled through the Construction Logistics Plan which was approved within the Outline Consent. One of the measures specified within the approved plan relates to the management of construction vehicles. This specifies that:

Site deliveries will be managed through a pre-booking regime to ensure that excessive numbers of vehicles do not arrive at site simultaneously, and that on-site handling and storage is carried out efficiently. Suppliers and contractors will be requested to adhere to this protocol to ensure minimum disruption to the surround area.

44. There are double yellow lines within Fulton Road between the subject site and Fountain Studios. As such, the Brent Council Highways service have sufficient power to enforce unlawful stopping or parking if this does occur despite the controls that are in place within the outline consent. Highways also have control over any road closures that are required to undertake the works to the highway associated with the proposed change to the vehicular access and can address issues relating to access to adjoining properties, such as Fountain Studios.

Summary

45. The three applications that are being considered concurrently look to deliver 370 homes together with some key elements of social and physical infrastructure including the 0.4 Ha park and the 300 square metre community hall. The homes meet or exceed London Plan unit size standards and almost all units benefit from good sized balconies. All units within this building benefit from immediate access to the park. The incorporation of a large lobby serving all units helps to demonstrate an inclusive approach to all residents, including those who reside within the Affordable units. Conditions are recommended to address some shortfalls or alterations that are necessary, such as the number of 3-bedroom units, the potential efficiency improvements to the layout of Affordable units and the layout of the community hall. A condition is also recommended to ensure that noise and disturbance from construction is minimised.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

- (1) The proposed development is in general accordance with the:-
National Planning Policy Framework
London Plan 2011
Wembley Area Action Plan
Brent LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

CONDITIONS/REASONS:

- (1) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

14-007 A-PL-000	14-007 A-PL-114
14-007 A-PL-001	14-007 A-PL-115
14-007 A-PL-002	14-007 A-PL-116
14-007 A-PL-099	14-007 A-PL-117
Rev 1	
14-007 A-PL-100	14-007 A-PL-118
14-007 A-PL-101	14-007 A-PL-119

14-007 A-PL-102	14-007 A-PL-120
14-007 A-PL-103	14-007 A-PL-200
14-007 A-PL-104	14-007 A-PL-300
14-007 A-PL-105	14-007 A-PL-302
14-007 A-PL-106	14-007 A-PL-303
14-007 A-PL-107	14-007 A-PL-304
14-007 A-PL-108	14-007 A-PL-305
14-007 A-PL-109	14-007 A-PL-306
14-007 A-PL-110	14-007 A-PL-307
14-007 A-PL-111	3891_001
14-007 A-PL-112	ITL9393-SK-005 Rev D
14-007 A-PL-113	ITL9393-SK-012 Rev B

Design and Access Statement dated 3 November 2014

Explanatory Report reference HG2609 dated 3 November 2014

Memorandum titled "NW06 Construction noise – Fountain Studios" dated 11 December 2014

Reason: For the avoidance of doubt and in the interests of proper planning.

- (2) (a) The development shall not be occupied until the park (located between NW06 & NW07) has been completed in full accordance with an approved scheme.

OR

(b) The development shall not be occupied unless works to the park (located between NW06 & NW07) has been carried out in accordance with a Development Programme submitted to and approved in writing by the local planning authority. The works shall adhere to the Development Programme and completed in accordance with an approved scheme.

Reason: To ensure sufficient amenity space is provided to support the development and proper planning of the master plan area.

- (3) The development shall not be occupied until two-way vehicular access has been provided between the basement car park entrance and Fulton Road in full accordance with an approved scheme.

Reason: To ensure appropriate access is provided and proper planning of the master plan area.

- (4) Revised drawings detailing the provision of a minimum of 8 additional private three-bedroom units within plot NW06 and any associated internal changes to the other units and spaces and any associated minor external changes to the building hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full.

Reason: To ensure that the proposal helps to deliver a mixed and balanced community.

- (5) Prior to the commencement of works, further details regarding the layout of the Affordable Housing floorspace shall be submitted to and approved in writing by the local planning authority. The details shall either demonstrate that the Registered Provider of Affordable Housing who is purchasing the Affordable Units considers the layout to be acceptable, or the details should propose amendments to the layout for the Affordable Housing units to improve their efficiency and quality and show any any associated changes to the internal layout (which may include the internal location of the core) or external façade that are required in relation to these amendments. The approved details shall be implemented in full.

Reason: To ensure that the units provide a good standard of residential accommodation.

- (6) Unless otherwise agreed in writing, drawings detailing a revised layout for the community

building which include the removal of the internal cycle store and relocation of the kitchen into the space previously occupied by that store shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The development shall be carried out in accordance with the approved details.

Reason: To maximise the usability of the community building, in the interest of the provision of community facilities.

- (7) Details of proposed measures to limit the impacts of noise and vibration from construction works shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full during any demolition or construction works associated with the approved development.

The submitted details should include the following:

- Scheduling of any noisy activities in consultation with Fountain Studio;
- Ongoing construction noise monitoring and reporting;
- Mitigation measures.

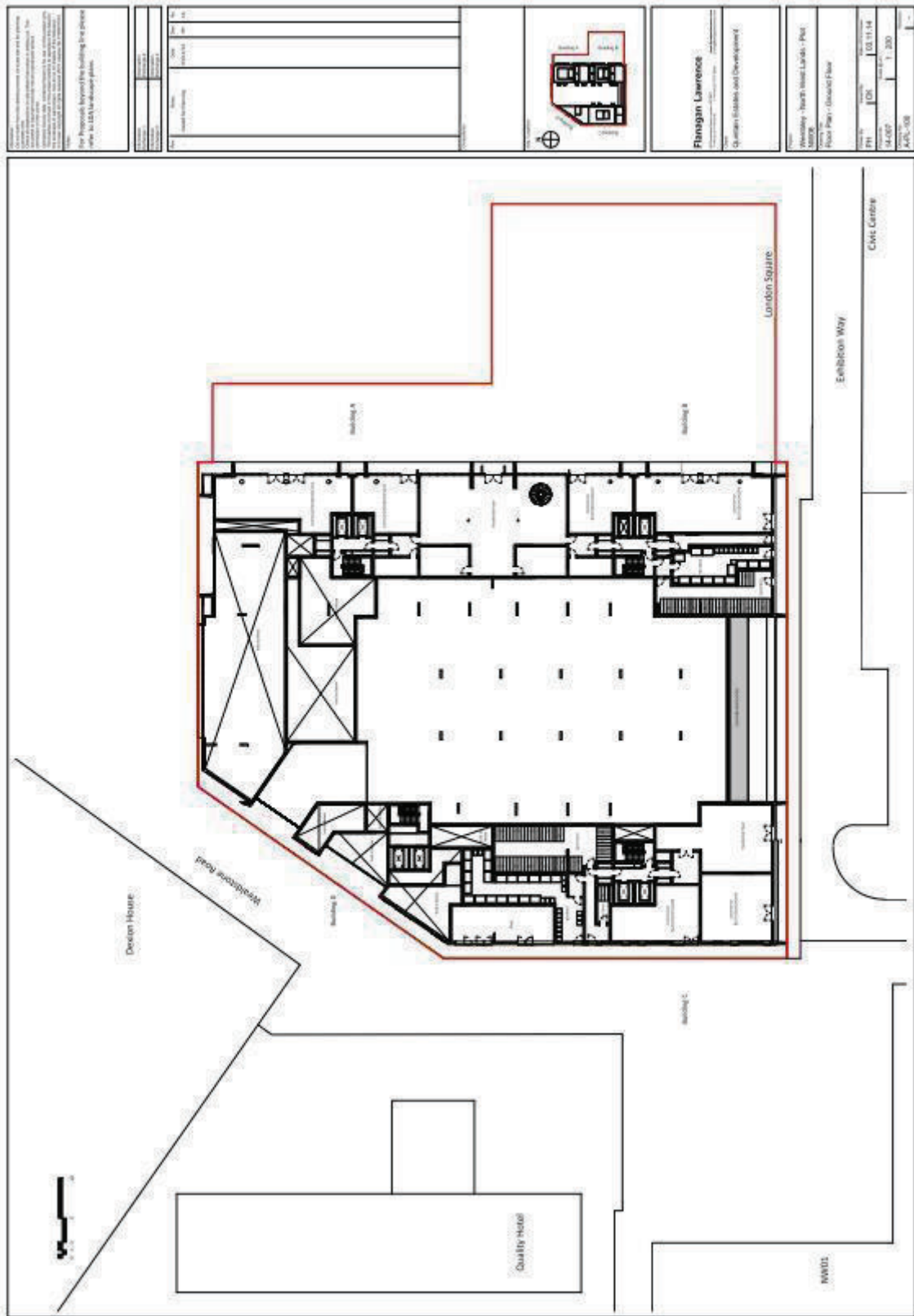
Reason: To ensure that the proposal does not have an unduly detrimental impact on the amenities of nearby residents or the operation of nearby businesses.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

The following are extracts of some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.

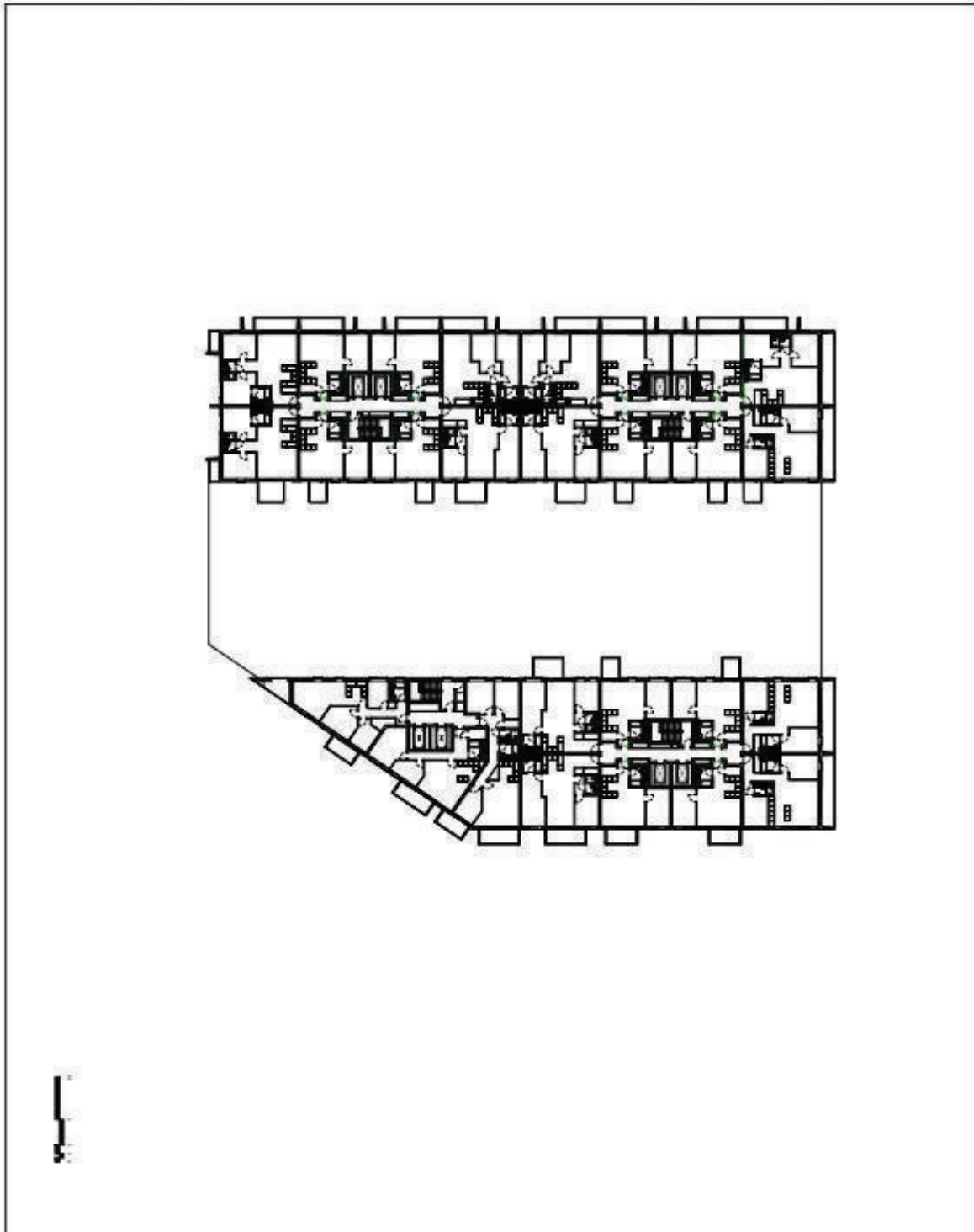


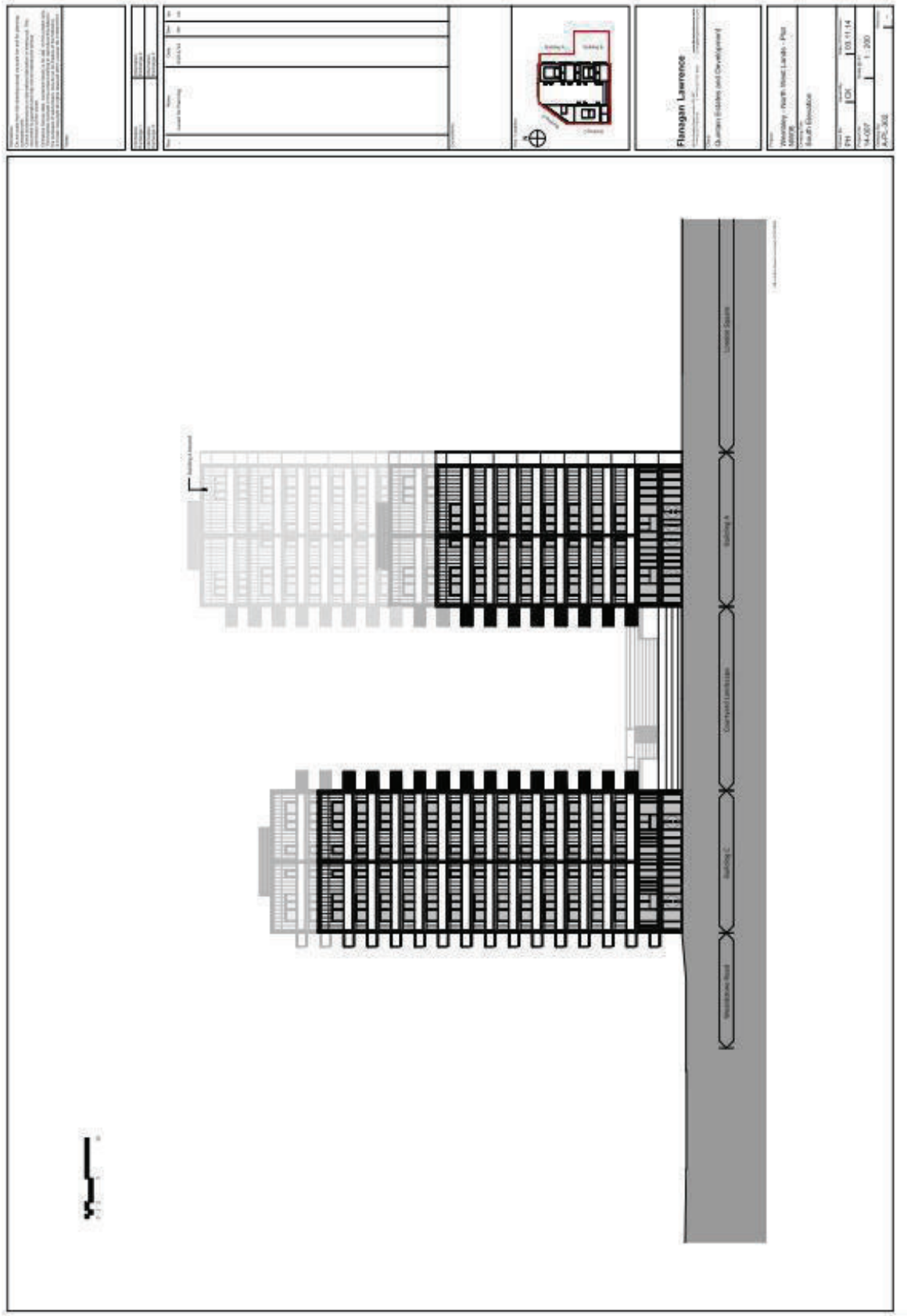
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Project Name: Project No.: Date: Scale: Drawing No.: Revision:	Sheet No.: Total Sheets: Date: Scale: Drawing No.: Revision:



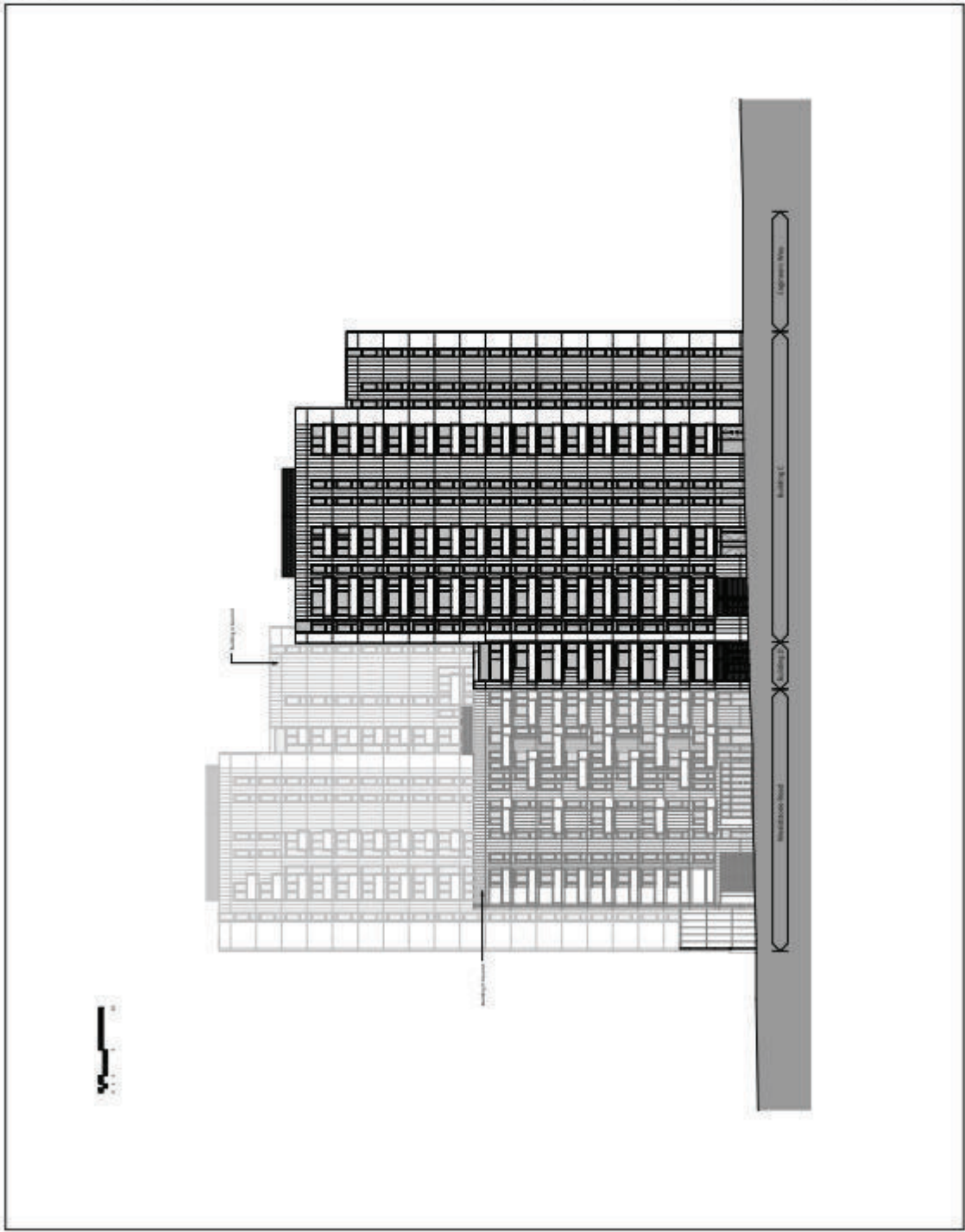
Flanagan Lawrence
 Quality Estimation and Development

Project: **University North West Lakes - Post**
 Location: **AMOR**
 Floor Plan - Level 2
 Date: **03/11/14**
 Scale: **1:200**
 Drawing No.: **ADP-00**






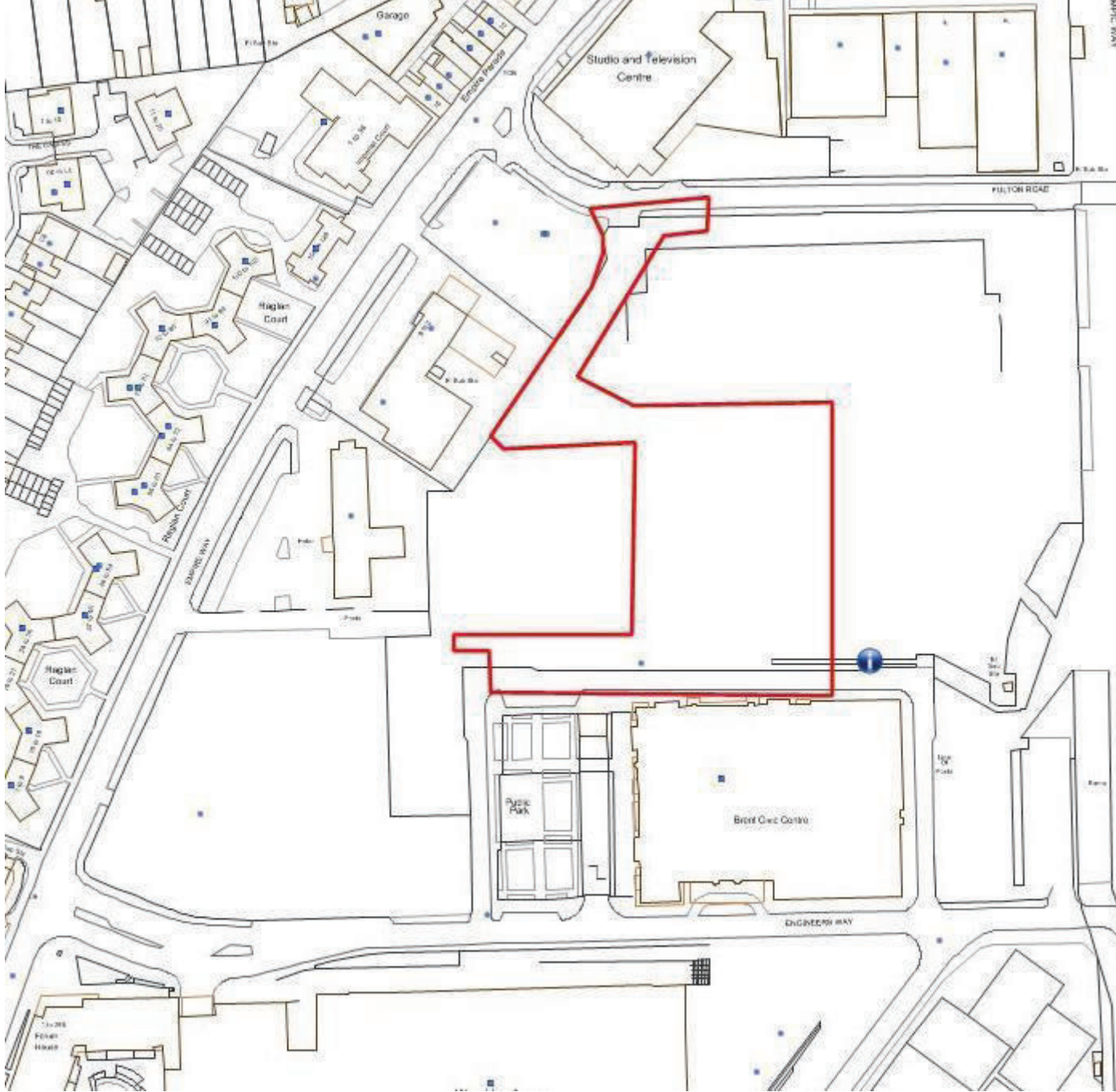
<p>© 2008 Flanagan Lawrence Architects, Inc. All rights reserved. This drawing is the property of Flanagan Lawrence Architects, Inc. and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Flanagan Lawrence Architects, Inc.</p>	<p>Project Name: Woodbury - North West Landa - Plus</p>
	<p>Client: Quantum Habitat and Development</p>
<p>Architect: Flanagan Lawrence</p>	<p>Location: Woodbury - North West Landa - Plus (West Education)</p>
<p>Scale: 1/8" = 1'-0"</p>	<p>Date: 10.11.14</p>
<p>Sheet: 4-01</p>	<p>Scale: 1 - 300</p>
<p>Project No: FL-100</p>	<p>Sheet No: 4-01</p>





Any person wishing to inspect the above papers should contact David Glover, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5344

	Planning Committee Map
Site address: Yellow Car Park, Fulton Road, Wembley	
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This map is indicative only.

RECEIVED: 20 November, 2014

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Yellow Car Park, Fulton Road, Wembley

PROPOSAL: Proposed construction of park (publicly accessible open space), a "pocket park", access roads and other associated hard and soft landscaping works and infrastructure and alteration to existing access roads, and access to Fulton Road.

This application is submitted pursuant to conditions 1 (Reserved Matters), 7 (visibility spay), 8 (c) Layout of internal and external spaces, 8(k) wind mitigation and 12 (Noise) of outline planning permission reference 14/3054 which varied outline planning consent reference 13/1323 (section 73 application) and 10/3032 (original consent), with details also submitted pursuant to paragraphs 4 (Affordable Housing), 10.5 (Demolition), 12 (sport and play space) and 19 (Brent Access Forum) of the first schedule of the Section 106 legal agreement

Outline Planning Consent reference 10/3032 was for:
Demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m² of floorspace (GEA, excluding infrastructure) comprising:
Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m² to 30,000m²
Business (Use Class B1): up to 25,000m²;
Hotel (Use Class C1): 5,000m² to 20,000m²;
Residential dwellings (Use Class C3): 65,000m² to 100,000m² (815 to 1,300 units);
Community (Use Class D1): 1,500m² to 3,000m²;
Leisure and Entertainment (Use Class D2): up to 5,000m²;
Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m² to 25,000m²;
and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

APPLICANT: Quintain Estates and Development Plc

CONTACT: Signet Planning Ltd

PLAN NO'S:
See condition 1.

RECOMMENDATION

To approve the Reserved Matters and details pursuant to conditions 1 (Reserved Matters), 7 (visibility spay), 8 (c) Layout of internal and external spaces, 8(k) wind mitigation and 12 (Noise) in relation to the park and associated access roads.

SECTION 106 DETAILS

The outline planning consent was subject to a comprehensive section 106 legal agreement and this development would be subject to that agreement. Details of the agreement are available in the committee report for the outline planning consent (reference 10/3032).

CIL DETAILS

The Outline planning permission was approved prior to the introduction of CIL and as such, the financial contributions are secured through the Section 106 agreement rather than CIL.

CIL Liable?

Yes/No: No

EXISTING

The application site for the outline planning consent comprises the land to the north, east and west of the Brent Civic Centre, situated between Engineers Way, Fulton Road, Empire Way and Olympic Way but excluding the Quality Hotel, Dexion House site and the former Fulton House site (corner of Fulton Road and Empire Way).

This reserved matters application relates to the park which is to be situated to the north of the Civic Centre, the pocket square to the north of plot NW06, part of Exhibition Way and the access roads and access to the highway on Fulton Road.

HISTORY

Outline planning consent was granted for the comprehensive re-development of the land surrounding the Brent Civic Centre in 2010. This plot represents the second plot that is to be delivered pursuant to the outline planning consent.

While all matters are reserved within this planning consent, the key parameters of the development were fixed through the approval of parameter plans, a "development specification", conditions and the Section 106 agreement. The parameter plans set a number of factors including the location of external walls and heights of the various elements of the buildings.

As Quintain developed their proposals for Plot NW01 and NW06, improvements were made to the layout and massing within these two sites and these were captured within applications for minor material amendments to the outline consent.

This application relates to the park, "pocket park" to the north of Plot W06 and the access to the highway (Fulton Road). Two applications have been submitted concurrently with this application which seek approval of the Reserved Matters for Plot NW06 and the access roads to the north and west of Plot NW06.

10/3032 – ORIGINAL OUTLINE APPLICATION – Granted 24 November 2011

Outline application, accompanied by an Environmental Impact Assessment, for the demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m² of floorspace (GEA, excluding infrastructure) comprising:

- a) Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m² to 30,000m²
- b) Business (Use Class B1): up to 25,000m²;
- c) Hotel (Use Class C1): 5,000m² to 20,000m²;
- d) Residential dwellings (Use Class C3): 65,000m² to 100,000m² (815 to 1,300 units);
- e) Community (Use Class D1): 1,500m² to 3,000m²;
- f) Leisure and Entertainment (Use Class D2): up to 5,000m²;
- g) Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m² to 25,000m²;

and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

13/1323 – VARIATION APPLICATION – Granted 18 September 2013

Variation of condition 4 of Outline Planning Consent reference 10/3032 to allow minor material amendments to the parameter plans in relation to Plot NW01, situated in the south-western corner of the application site at the junction of Empire Way and Engineers Way.

13/2799 – RESERVED MATTERS FOR NW01 – Granted 16 December 2013

Erection of a series of 5- to 16 storey buildings within Plot NW01 situated on the corner of Engineers Way and Empire Way comprising 475 residential units and 1,061 square metres of commercial floorspace (Use Class B1 (Business), D1 (non-residential institution), D2 (leisure and assembly), A1 (retail) , A2 (professional and financial services) or A3 (restaurant and café)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, cycle storage and refuse provision.

14/3054 – VARIATION APPLICATION – Granted 31 October 2014

Variation of condition 4 of outline planning permission reference 13/1323 to allow minor material amendments to the parameter plans in relation to plots NW06, NW07 and the proposed open space, namely: the siting, size and layout of plots NW06 and NW07, the heights of elements of the building within Plot N06, the siting of the open space, change to the vehicular access point for plot NW06.

14/4330 – RESERVED MATTERS FOR NW06 – Currently being considered

Proposed erection of 1- to 20-storey building comprising 370 residential units, 693 sqm of non-residential floorspace (use class A1 (retail), A2 (financial and professional), A3 (cafe/restaurant), B1(Business), D1 (community) or D2 (assembly and leisure)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, landscaping, cycle storage and refuse provision.

14/4541 – PARK AND ACCESS ROADS – This application

Proposed construction of park (publicly accessible open space), a "pocket park", access roads and other associated hard and soft landscaping works and infrastructure and alteration to existing access roads, and access to Fulton Road.

14/4555 – ACCESS ROAD TO WEST OF NW06 – Currently being considered

Proposed hard and soft landscaping works involving the construction of a new access road adjacent to the rear boundary of the Quality Hotel and Dexion House including footway and loading bays , substations and other associated hard and soft landscaping works.

POLICY CONSIDERATIONS

The policies relating to this application and the wider outline planning consent are as follows:

NATIONAL

National Planning Policy Framework

REGIONAL

The Mayor of London
The London Plan 2011

The revised London Plan was adopted in July 2011 and sets out an integrated social, economic and environmental framework for the future development of London. Relevant Policies include:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.6 Children and Young People's Play and Informal Recreation
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture

- 7.14 Improving Air Quality
- 7.15 Reducing Noise

They Mayor's Transport Strategy

Supplementary Planning Guidance – Sustainable Design and Construction (May 2006)

Supplementary Planning Guidance – Accessible London: Achieving an Inclusive Environment (April 2004)

LOCAL

Wembley Area Action Plan

- WEM 1 Urban form
- WEM 3 Public realm
- WEM 4 Public art
- WEM 5 Tall buildings
- WEM 8 Securing design quality
- WEM 15 Car parking standards
- WEM 16 Walking and cycling
- WEM 18 Housing mix
- WEM 19 Family housing
- WEM 21 Wheelchair housing and supported housing
- WEM 29 Community facilities
- WEM 32 Urban greening
- WEM 38 Play provision

Brent Local Development Framework Core Strategy 2010

- CP 1 Spatial Development Strategy
- CP 2 Population and Housing Growth
- CP 3 Commercial Regeneration
- CP 5 Placemaking
- CP 6 Design & Density in Place Shaping
- CP 7 Wembley Growth Area
- CP 14 Public Transport Improvements
- CP 15 Infrastructure to Support Development
- CP 16 Town Centres and the Sequential Approach to Development
- CP 18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP 19 Brent Strategic Climate Mitigation and Adaptation Measures
- CP 21 A Balanced Housing Stock
- CP 23 Protection of existing and provision of new Community and Cultural Facilities

Brent Unitary Development Plan 2004

Strategy

The relevant policies in this respect include Policies STR3-4 (prioritising locations and land-uses to achieve sustainable development), STR5 and 6 (reducing the need to travel), STR9 (role of GLA Roads and London Distributor Road) STR12-15 (protecting and enhancing the environment), STR25 (meeting employment need), STR29 (Vitality and Viability of the Borough's Town and District Centres, and the role of Wembley and Kilburn as major centres)

Policies

- BE1 Urban Design Statements
- BE2 Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for disabled people
- BE5 Urban clarity and safety
- BE6 Landscape design
- BE7 Streetscene
- BE8 Lighting and light pollution
- BE9 Architectural Quality
- BE10 High Buildings
- BE11 Intensive and Mixed Use Developments
- BE12 Sustainable design principles
- BE13 Areas of Low Townscape Quality
- BE17 Building Services Equipment
- BE34 Views and Landmarks
- EP2 Noise and Vibration
- EP3 Local air quality management

EP6 Contaminated land
 EP12 Flood protection
 EP15 Infrastructure
 H11 Housing on Brownfield sites
 H12 Residential Quality – Layout Consideration
 H13 Residential Density
 H22 Protection of Residential Amenity
 TRN1 Transport assessment
 TRN2 Public transport integration
 TRN3 Environmental Impact of Traffic
 TRN4 Measures to make transport impact acceptable
 TRN9 Bus Priority
 TRN10 Walkable environments
 TRN11 The London Cycle Network
 TRN12 Road safety and traffic management
 TRN13 Traffic calming
 TRN14 Highway design
 TRN15 Forming an access to a road
 TRN16 The London Road Network
 TRN17 Restrictions on New Roads
 TRN22 Parking Standards – non-residential developments
 TRN23 Parking Standards – Residential developments
 TRN24 On-street parking
 TRN25 Parking in Town Centres
 TRN28 Restrictions on off-street public parking and contract parking
 TRN30 Coaches and Taxis
 TRN31 Design and Land Take of Car Parks
 TRN34 Servicing in new developments
 TRN35 Transport access for disabled people & others with mobility difficulties
 Appendix TRN2 Parking and Servicing Standards
 EMP2 Small and medium sized enterprises
 EMP3 Childcare facilities in Employment Developments
 EMP9 Development of Local Employment Sites
 EMP10 The Environmental Impact of Employment Development
 EMP14 Design of Business Developments
 EMP20 Creative Industry Proposals
 SH2 Major Town Centres
 SH10 Food and Drink (A3) Uses
 SH11 Conditions for A3 Uses
 SH19 Rear servicing
 TEA1 Location of large-scale Tourist, Visitor and ACE uses
 TEA2 Location of small-scale Tourist, Visitor and ACE uses
 TEA4 Public Art
 TEA6 Large Scale Hotel Development
 TEA7 Small Scale Hotel Development
 OS18 Children’s Play Areas
 OS19 Location of Indoor Sports Facilities
 CF1 Location of Large Scale Community Facilities
 CF2 Location of Small Scale Community Facilities
 CF4 Community Facilities Capable of Holding Functions
 CF6 School Places
 CF7 New Schools
 CF8 School Extensions
 CF11 Day Nurseries
 CF13 Primary Health Care / GP Surgeries
 CF14 Places of Worship
 WEM2 Pedestrian Route/Promenade
 WEM4 Residential Development within the Wembley Regeneration Area
 WEM5 Relocation of Existing Businesses
 WEM7 Access to development – the National Stadium Policy Area
 WEM9 Comprehensive Development – The National Stadium Policy Area
 WEM11 On-street parking controls for Wembley
 WEM12 Short stay car parking in the Wembley Regeneration Area

WEM16 Urban design quality – Wembley Regeneration Area
WEM17 The public realm – Wembley Regeneration Area
WEM18 Design of Buildings Along Olympic Way
WEM19 Views of the Stadium
WEM22 Libraries in Wembley
WEM27 Opportunity sites at the Junction of Olympic Way and Engineers Way

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a road
SPG12 Access for disabled people
SPG13 Layout standards for access roads
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
SPD Section 106 Planning Obligations
Destination Wembley – A framework for development (2003) Supplementary Planning Guidance
Wembley Masterplan 2009

Other Council Publications

Wembley Vision (2002)
Wembley From Vision to Reality (2007)

SUSTAINABILITY ASSESSMENT

The key sustainability requirements were set out within the Outline planning consent.

This proposal relates to the delivery of the park, pocket park and accesses and as such, the sustainability requirements are not applicable to this proposal.

CONSULTATION

Letters sent: 24 November 2014

A letter of objection has been received from Fountain Studios objecting to both this application and the application relating to the building within Plot NW06. The following issues were cited:

Issue	Paragraph
Fountain Studios is very concerned about the effects of the proposals upon its business and strongly objects to what is proposed unless suitable arrangements are in place to ensure that the use of its television studios is not put at any risk by what is proposed.	18-23
These concerns relate to the noise and vibration associated with the construction works and to potential obstruction of the vehicular access to the studios.	18-23
Much of the recording equipment at the Studios is highly sensitive to disturbance caused by noise or vibration. Construction works have affected studios elsewhere that would have made the recording or transmission to the required standard impossible had the works not been stopped immediately.	18-23
Fountain Studios would like to be satisfied that everything possible is done so that the construction and use of the proposed development does not disrupt the production of programmes.	18-23
A lot of equipment is transported to the studios, mostly by large lorries and trucks. Fountain studios is concerned that external works or road closures may prevent or impede access.	18-23
Fountain Studios would like to have discussed the proposals and any mitigation measures with Quintain.	18-23
Further information is required on the management of noise and vibration during construction and the management of the highway works proposed at the junction of Fulton Road and Empire Way.	18-23
The application submission does not provide the details of the Construction Logistics Plan or the Proposed Demolition and Construction Commitments from the outline consent. The commitments that are provided within the Development Specification provide little comfort to fountain studios as the proposed working hours will affect the studios and it is not clear how the measures to ensure that vehicles do not impede access to the studios will be enforced. Concrete crushers are to	18-23

be sited away from residential occupiers, but there is no mention of non-residential buildings.	
The submission does not include information about the extent of the road works, their duration, how existing premises will be affected and what measures are proposed to mitigate against the impacts.	18-23
It is vital that suitably drafted, enforceable conditions are imposed or that planning obligations deal with access to the studios and with noise disturbance and vibration.	18-23

Safer Streets:

No objection.

Highways:

There are no objections on transportation grounds to the discharge of the majority of these conditions. However, further details of surfacing materials (incl. sub-surface make-up) and street lighting columns are required in order to fully discharge condition 8d, whilst condition 8h should not be discharged until such time as the proposed kerb radius on the western side of the "Wealdstone Road"/Fulton Road junction has been reduced to 10m, with tactile paving and a raised speed table across the bellmouth.

These parts of condition 8 were removed from the approval and can be submitted prior to the commencement of works.

Landscape Design

No objection. However, further details are required regarding play provision, lighting, additional trees along the building frontage, possible areas of wildflower grass, hard landscaping proposals, further details of plants and a landscape management and maintenance plan.

The majority of the specified details are secured through other conditions attached to the outline consent that must be approved prior to the commencement of works. The request for additional trees and wildflower grass is discussed in the remarks section of the report.

Thames Water

No comment.

REMARKS

1. The application seeks approval of the details relating to the new park, the "pocket square" to the north of plot NW06 and the access to Fulton Road. The proposed park is a 0.4 Ha publicly accessible open space that will serve the proposed Quintain "North West Lands" development and will also be accessible for the general public. It was identified in both the Brent 2009 Masterplan for Wembley and the Quintain North West Lands consent. Quintain will maintain ownership, management and maintenance responsibility for the park despite it being accessible for the general public. Some of the issues have been also been discussed within the report for application 14/4330 which is also being considered by the planning committee.

Layout of the park and pocket park

2. This was discussed within the report for application 14/4330, which specified the following:

The park and other areas surrounding the building

3. *Details of the park have been submitted within reserved matters application reference 14/4541 which is also being considered at present. The proposals show a park which is approximately 0.45 Hectares in size from the façade of plot NW06 to the façade of plot NW07 situated on the eastern side of the park. This application also seeks approval of the "pocket park" which adjoins the community centre on the northern side of NW06 is approximately 300 square metres in size.*
4. *The park is predominantly soft landscaped, with a large proportion laid out as lawn and broken into separate areas though the use of features such as paths, landscape walls and tree planting. It includes 12 large trees (6-8 m in height), 12 medium trees (5-7m in height) and 14 small trees/shrubs (4-5 m in height) and as such, exceeds the minimum number of trees specified within the parameter plans. The trees are predominantly located within the northern half of the park, with a car park situated under a large proportion of the southern half. This approach provides a greater level of openness within the southern parts of the park and a good density of planting within the northern end of the park. The submitted proposals represent the overall strategy for the park and the precise details (such as the species of trees*

and hard surfacing materials) are secured within conditions attached to the outline consent.

5. *The “pocket park” is predominantly hardsurfaced and includes 6 medium sized trees (5-7 m in height), planters and seats. The role of the pocket parks differs from that of the larger park and this approach is considered complement the adjoining community centre and the larger park. The number of trees proposed within this area is slightly lower than that specified within the parameter plans (1 tree fewer). However, this is considered to be acceptable on balance due to the provision of additional trees in the park.*
6. The Council's landscape design team have requested further detail of play provision for the park. Such details are secured through a separate condition within the outline consent and as such, can be approved at a later date prior to the commencement of works. The proposed layout provides scope for the incorporation of play facilities within the park.
7. The proposed park and pocket square are considered to be acceptable. Further details regarding hard landscaping materials, play provision and the planting schedule are secured through conditions attached to the outline consent.

Layout of internal access roads and access to Fulton Road

8. The outline planning consent included a number of new roads to serve the development. As with the other roads on land owned by Quintain, the roads are proposed to remain within their ownership and control. Conditions on the outline consent ensure that these are made publicly accessible. This application includes the details of the access to Fulton Road, the northernmost section of the road that is to run along the boundary with Dexion House and the Quality Hotel (referred to as “Wealdstone Road” within this submission), the road along the northern side of the park (referred to as “Repton Lane”) and amendments to Exhibition Way (the existing road around the Civic Centre). The siting and nature of the roads was approved with the outline planning consent. The middle section of “Wealdstone Road” is detailed within application reference 14/4555 which is also being considered at present. The southern section (between Quality Hotel and Plot NW01 which is currently under construction) were approved previously as they serve the NW01 development.
9. A 6 m wide carriageway is proposed to access “Wealdstone Road”, with a 2.4 m wide footway on the eastern side (adjacent to Plot NW09) and a 900 mm margin on the eastern side which will adjoin the footways to be delivered within the adjoining sites when redeveloped. The 6 m wide road is narrow that the 6.5 m width specified within the parameter plans. However, Highways have commented that this is considered to be acceptable.
10. Highways have commented that the proposed junction radius on the western side of the Wealdstone Road access to Fulton Road is far greater than is required and have recommended that this is reduced to 10 m and that a raised table is incorporated at this junction. It is recommended that this is secured through condition. Highways have commented that the new servicing bay which is proposed adjacent to the “pocket park” to address the servicing needs of plot NW06 is welcomed. The submitted information demonstrates that the proposed road width can satisfactorily accommodate the servicing vehicles and coaches if necessary.
11. Highways have commented that further details of road surfacing, sub-surface treatments and lighting are required to address conditions 8d and 8i of the outline planning consent. Such details can be approved separately pursuant to these conditions prior to the commencement of works.
12. The layout of “Repton Lane”, which is approved for use by emergency and servicing vehicles only, accords with the outline consent and highways have commented that this is acceptable. The proposal looks to resurface the existing length of Exhibition Way along the northern side of the Civic Centre in natural stone paving as a shared surface which will result in a further improvement to this space and its relationship with the new park.
13. The proposed internal access roads materially accord with the parameter plans and improve the permeability through the site and highways have commented that they consider the proposals to be acceptable subject to the revisions discussed previously.
14. The landscape design team have commented that further trees should be provided along the building frontages. As discussed above, the number of trees within the park and the southern façade of the building exceeds the number set out within the outline planning application. One fewer tree is proposed to the north of the building than that approved within the outline consent. However, this is compensated

for by the additional provision in the park close to that planting zone.

15. The parameter plans detailed the requirement to provide 8 trees along this access road adjacent to the rear of the Quality Hotel and Dexion House. However, no trees are proposed within this area. The majority of this zone is within the application area for the separate application for the temporary layout of the land to the west of plot NW06 and as such, does not necessarily represent the permanent layout for that land. However, the applicant has highlighted that the absence of trees is due to the presence of numerous services under this road and footway. As such, it may be difficult to provide trees in this area when the permanent layout is delivered. The outline consent makes provision for this by allowing section 106 contributions to be paid for off-site tree planting if they cannot be delivered in the locations set out within the parameter plans. As such, the absence of trees can be addressed through such means. It should also be noted that trees fronting this road are proposed within the consent for the adjoining Dexion House site (currently being demolished) at present and in the "pocket park" between NW01 and NW06. As such, there will be some located in this area, but not as many as were envisaged within the outline planning consent.

Noise

16. The applicant has submitted details of house noise from the external servicing bay will be minimised. Environmental Heath have commented that the proposed measures are reasonable and have recommended that the submitted details are approved.

Wind environment

17. A boundary layer wind tunnel study has been undertaken for this development. The application submission confirms that the areas within and surrounding the development will be fit for the intended uses.

Objection from Fountain Studios

18. Fountain Studios have submitted an objection to the applications for both the NW06 building (this application) and the application for the park and access roads (reference 14/4541) due to the potential for the construction impacts and access to affect the operation of the Studios.
19. In response to this, Quintain submitted a report regarding construction noise which looks to address these comments and provide reassurance that the works will not affect the operation of the Studio. This sets out a number of measures to minimise the potential for noise to affect surrounding uses such as the studios and proposes engagement with the Studios with regard to the implementation of those measures.
20. A significant amount of development is anticipated in the vicinity of the Fountain Studios and this always has the potential to result in some level of noise and disturbance. Fountain Studios are naturally concerned with their ability to operate in this environment and have requested that all measures are taken to reduce construction noise and disturbance in the vicinity of their building.
21. The report has been forwarded to Fountain Studios and to Safer Streets. In accordance with advice provided by Safer Streets, given the nature of the use, the proposed engagement with Fountain Studios with regard to the timing of works and the proposed measures is considered to be of high importance. As such, a condition has been recommended which requires the further approval of details of the measures to limit noise and disturbance prior to the commencement of works. These details should be submitted following engagement with Fountain Studios and should include an on-going dialogue with the Studios through the construction period.
22. Construction access is controlled through the Construction Logistics Plan which was approved within the Outline Consent. One of the measures specified within the approved plan relates to the management of construction vehicles. This specifies that:

Site deliveries will be managed through a pre-booking regime to ensure that excessive numbers of vehicles do not arrive at site simultaneously, and that on-site handling and storage is carried out efficiently. Suppliers and contractors will be requested to adhere to this protocol to ensure minimum disruption to the surround area.
23. There are double yellow lines within Fulton Road between the subject site and Fountain Studios. As such, the Brent Council Highways service have sufficient power to enforce unlawful stopping or parking if this does occur despite the controls that are in place within the outline consent. Highways also have control over any road closures that are required to undertake the works to the highway associated with the proposed change to the vehicular access and can address issues relating to access to adjoining

properties, such as Fountain Studios.

Summary

24. The three applications that are being considered concurrently look to deliver 370 homes together with some key elements of social and physical infrastructure including the 0.4 Ha park and the 300 square metre community hall. This application relates to the park, “pocket park”, roads and footways. The design and layout of the proposed park and pocket park is considered to be acceptable subject to the approval of further details regarding hard landscaping, planting and play provision pursuant to conditions already attached to the outline consent. The proposed road layout is also considered to be acceptable subject to a new condition requiring a 10 m kerb radii and raised table at the junction of “Wealdstone Road” and Fulton Road. A condition is also recommended to ensure that noise and disturbance from construction is minimised.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

- (1) The proposed development is in general accordance with:-
 - National Planning Policy Framework
 - London Plan 2011
 - Wembley Area Action Plan
 - Brent LDF Core Strategy 2010
 - Brent Unitary Development Plan 2004
 - Council's Supplementary Planning Guidance

CONDITIONS/REASONS:

- (1) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

3981_001

3981_002

3981_100

3981_101

3981_102

3981_201

3981_202

ITL10186-SK-014 Rev A

ITL10186-SK-016 Rev A

Design and Access Statement reference HG2795

Signet Planning Letter reference PC/CW/DJB/HG2795 dated 19 November 2014

Reason: For the avoidance of doubt and in the interests of proper planning.

- (2) Unless otherwise agreed in writing, revised drawings detailing the junction of “Wealdstone Road” and Fulton Road shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented in full. The details shall include the incorporation of a raised table at this junction and a reduction in the kerb radius on the south-eastern corner of this junction to 10 m.

Reason: In the interest of highway and pedestrian flow and safety.

- (3) Details of proposed measures to limit the impacts of noise and vibration from construction works shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full during any demolition or construction works associated with the approved development.

The submitted details should include the following:

- Scheduling of any noisy activities in consultation with Fountain Studio;
- Ongoing construction noise monitoring and reporting;
- Mitigation measures.

Reason: To ensure that the proposal does not have an unduly detrimental impact on the amenities of nearby residents or the operation of nearby businesses.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

The following are extracts of some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.





Any person wishing to inspect the above papers should contact David Glover, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5344

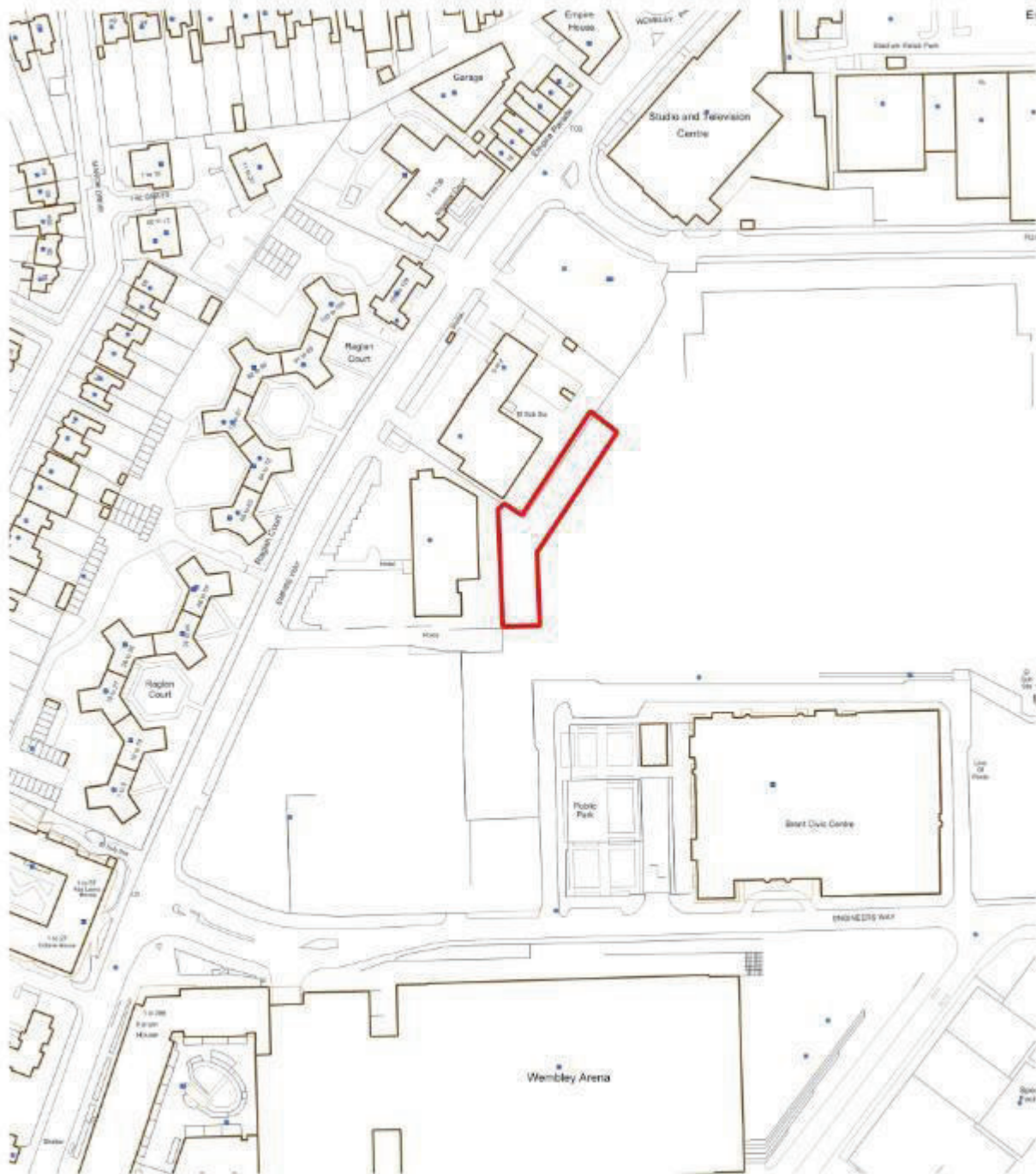
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Planning Committee Map

Site address: Yellow Car Park, Fulton Road, Wembley

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

RECEIVED: 21 November, 2014

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Yellow Car Park, Fulton Road, Wembley

PROPOSAL: Proposed hard and soft landscaping works involving the construction of a new access road adjacent to the rear boundary of the Quality Hotel and Dexion House including footway and loading bays , substations and other associated hard and soft landscaping works.

APPLICANT: Quintain Estates and Development Plc

CONTACT: Signet Planning Ltd

PLAN NO'S:
See Condition 2

RECOMMENDATION

Grant permission subject to conditions detailed after paragraph 7 of the Remarks Section of the this report.

EXISTING

The application site for the outline planning consent comprises the land to the north, east and west of the Brent Civic Centre, situated between Engineers Way, Fulton Road, Empire Way and Olympic Way but excluding the Quality Hotel, Dexion House site and the former Fulton House site (corner of Fulton Road and Empire Way). This application relates to the land to the west of site NW06.

PROPOSAL

Full planning permission is sought for proposed hard and soft landscaping works involving the construction of a new access road adjacent to the rear boundary of the Quality Hotel and Dexion House including footway and loading bays , substations and other associated hard and soft landscaping works.

HISTORY

Outline planning consent was granted for the comprehensive re-development of the land surrounding the Brent Civic Centre in 2010. This plot represents the second plot that is to be delivered pursuant to the outline planning consent.

While all matters are reserved within this planning consent, the key parameters of the development were fixed through the approval of parameter plans, a "development specification", conditions and the Section 106 agreement. The parameter plans set a number of factors including the location of external walls and heights of the various elements of the buildings.

As Quintain developed their proposals for Plot NW01 and NW06, improvements were made to the layout and massing within these two sites and these were captured within applications for minor material amendments to the outline consent.

This application relates to the building within Plot NW06. Two applications have been submitted concurrently with this application which seek approval of the land surrounding this plot, including the park which is to be situated on the eastern side of the building (to the north of the Civic Centre) and the access roads to the north and west.

10/3032 – ORIGINAL OUTLINE APPLICATION – Granted 24 November 2011

Outline application, accompanied by an Environmental Impact Assessment, for the demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m² of floorspace (GEA, excluding infrastructure) comprising:

- a) Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m² to 30,000m²

- b) Business (Use Class B1): up to 25,000m²;
- c) Hotel (Use Class C1): 5,000m² to 20,000m²;
- d) Residential dwellings (Use Class C3): 65,000m² to 100,000m² (815 to 1,300 units);
- e) Community (Use Class D1): 1,500m² to 3,000m²;
- f) Leisure and Entertainment (Use Class D2): up to 5,000m²;
- g) Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m² to 25,000m²;

and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

13/1323 – VARIATION APPLICATION – Granted 18 September 2013

Variation of condition 4 of Outline Planning Consent reference 10/3032 to allow minor material amendments to the parameter plans in relation to Plot NW01, situated in the south-western corner of the application site at the junction of Empire Way and Engineers Way.

13/2799 – RESERVED MATTERS FOR NW01 – Granted 16 December 2013

Erection of a series of 5- to 16 storey buildings within Plot NW01 situated on the corner of Engineers Way and Empire Way comprising 475 residential units and 1,061 square metres of commercial floorspace (Use Class B1 (Business), D1 (non-residential institution), D2 (leisure and assembly), A1 (retail) , A2 (professional and financial services) or A3 (restaurant and café)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, cycle storage and refuse provision.

14/3054 – VARIATION APPLICATION – Granted 31 October 2014

Variation of condition 4 of outline planning permission reference 13/1323 to allow minor material amendments to the parameter plans in relation to plots NW06, NW07 and the proposed open space, namely: the siting, size and layout of plots NW06 and NW07, the heights of elements of the building within Plot N06, the siting of the open space, change to the vehicular access point for plot NW06.

14/4541 – PARK AND ACCESS ROADS – Currently being considered

Proposed construction of park (publicly accessible open space), a "pocket park", access roads and other associated hard and soft landscaping works and infrastructure and alteration to existing access roads, and access to Fulton Road.

14/4330 – RESERVED MATTERS FOR NW06 – Currently being considered

Proposed erection of 1- to 20-storey building comprising 370 residential units, 693 sqm of non-residential floorspace (use class A1 (retail), A2 (financial and professional), A3 (cafe/restaurant), B1(Business), D1 (community) or D2 (assembly and leisure)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, landscaping, cycle storage and refuse provision.

POLICY CONSIDERATIONS

he policies relating to this application and the wider outline planning consent are as follows:

NATIONAL

National Planning Policy Framework

REGIONAL

The Mayor of London

The London Plan 2011

The revised London Plan was adopted in July 2011 and sets out an integrated social, economic and environmental framework for the future development of London. Relevant Policies include:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.6 Children and Young People's Play and Informal Recreation
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals

- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing Noise

They Mayor's Transport Strategy

Supplementary Planning Guidance – Sustainable Design and Construction (May 2006)

Supplementary Planning Guidance – Accessible London: Achieving an Inclusive Environment (April 2004)

LOCAL

Wembley Area Action Plan

- WEM 1 Urban form
- WEM 3 Public realm
- WEM 4 Public art
- WEM 5 Tall buildings
- WEM 8 Securing design quality
- WEM 15 Car parking standards
- WEM 16 Walking and cycling
- WEM 18 Housing mix
- WEM 19 Family housing
- WEM 21 Wheelchair housing and supported housing
- WEM 29 Community facilities
- WEM 32 Urban greening
- WEM 38 Play provision

Brent Local Development Framework Core Strategy 2010

- CP 1 Spatial Development Strategy
- CP 2 Population and Housing Growth
- CP 3 Commercial Regeneration
- CP 5 Placemaking
- CP 6 Design & Density in Place Shaping
- CP 7 Wembley Growth Area
- CP 14 Public Transport Improvements
- CP 15 Infrastructure to Support Development
- CP 16 Town Centres and the Sequential Approach to Development
- CP 18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP 19 Brent Strategic Climate Mitigation and Adaptation Measures
- CP 21 A Balanced Housing Stock
- CP 23 Protection of existing and provision of new Community and Cultural Facilities

Brent Unitary Development Plan 2004

Strategy

The relevant policies in this respect include Policies STR3-4 (prioritising locations and land-uses to achieve sustainable development), STR5 and 6 (reducing the need to travel), STR9 (role of GLA Roads and London Distributor Road) STR12-15 (protecting and enhancing the environment), STR25 (meeting employment need), STR29 (Vitality and Viability of the Borough's Town and District Centres, and the role of Wembley and Kilburn as major centres)

Policies

BE1 Urban Design Statements
BE2 Local Context & Character
BE3 Urban Structure: Space & Movement
BE4 Access for disabled people
BE5 Urban clarity and safety
BE6 Landscape design
BE7 Streetscene
BE8 Lighting and light pollution
BE9 Architectural Quality
BE10 High Buildings
BE11 Intensive and Mixed Use Developments
BE12 Sustainable design principles
BE13 Areas of Low Townscape Quality
BE17 Building Services Equipment
BE34 Views and Landmarks
EP2 Noise and Vibration
EP3 Local air quality management
EP6 Contaminated land
EP12 Flood protection
EP15 Infrastructure
H11 Housing on Brownfield sites
H12 Residential Quality – Layout Consideration
H13 Residential Density
H22 Protection of Residential Amenity
TRN1 Transport assessment
TRN2 Public transport integration
TRN3 Environmental Impact of Traffic
TRN4 Measures to make transport impact acceptable
TRN9 Bus Priority
TRN10 Walkable environments
TRN11 The London Cycle Network
TRN12 Road safety and traffic management
TRN13 Traffic calming
TRN14 Highway design
TRN15 Forming an access to a road
TRN16 The London Road Network
TRN17 Restrictions on New Roads
TRN22 Parking Standards – non-residential developments
TRN23 Parking Standards – Residential developments
TRN24 On-street parking
TRN25 Parking in Town Centres
TRN28 Restrictions on off-street public parking and contract parking
TRN30 Coaches and Taxis
TRN31 Design and Land Take of Car Parks
TRN34 Servicing in new developments
TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards
EMP2 Small and medium sized enterprises
EMP3 Childcare facilities in Employment Developments
EMP9 Development of Local Employment Sites
EMP10 The Environmental Impact of Employment Development
EMP14 Design of Business Developments
EMP20 Creative Industry Proposals
SH2 Major Town Centres
SH10 Food and Drink (A3) Uses
SH11 Conditions for A3 Uses
SH19 Rear servicing
TEA1 Location of large-scale Tourist, Visitor and ACE uses
TEA2 Location of small-scale Tourist, Visitor and ACE uses
TEA4 Public Art
TEA6 Large Scale Hotel Development
TEA7 Small Scale Hotel Development

OS18 Children's Play Areas
OS19 Location of Indoor Sports Facilities
CF1 Location of Large Scale Community Facilities
CF2 Location of Small Scale Community Facilities
CF4 Community Facilities Capable of Holding Functions
CF6 School Places
CF7 New Schools
CF8 School Extensions
CF11 Day Nurseries
CF13 Primary Health Care / GP Surgeries
CF14 Places of Worship
WEM2 Pedestrian Route/Promenade
WEM4 Residential Development within the Wembley Regeneration Area
WEM5 Relocation of Existing Businesses
WEM7 Access to development – the National Stadium Policy Area
WEM9 Comprehensive Development – The National Stadium Policy Area
WEM11 On-street parking controls for Wembley
WEM12 Short stay car parking in the Wembley Regeneration Area
WEM16 Urban design quality – Wembley Regeneration Area
WEM17 The public realm – Wembley Regeneration Area
WEM18 Design of Buildings Along Olympic Way
WEM19 Views of the Stadium
WEM22 Libraries in Wembley
WEM27 Opportunity sites at the Junction of Olympic Way and Engineers Way

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a road
SPG12 Access for disabled people
SPG13 Layout standards for access roads
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
SPD Section 106 Planning Obligations
Destination Wembley – A framework for development (2003) Supplementary Planning Guidance
Wembley Masterplan 2009

Other Council Publications

Wembley Vision (2002)
Wembley From Vision to Reality (2007)

CONSULTATION

Letters sent: 24 November 2014 - no comments or objection received

Highways: No objections

REMARKS

1. This application relates to the 85m length of the proposed "Wealdstone Road" access road that passes between plot NW06 to the east and Dexion House and the Quality Hotel to the west. Parts of this road have also been variously covered under previous and parallel applications for infrastructure works (refs: 14/1076 and 14/4541). The proposed layout is to respond to existing situation in advance of the adjoining areas of the masterplan being delivered.
2. The northern 50m length of the road is shown with a 5.75m wide carriageway and a 1.8m (min.) width footway on its eastern side and a 900mm wide margin on its western side, plus two parallel loading bays (3m x 13m & 3m x 15m) and a parallel disabled bay (2.4m x 6.7m) on the eastern side of the road adjoining Plot NW06. Beyond this, the road is shown narrowing to about 4.6m, with a 3.9m footway on its eastern side and a planted 1.6m wide margin on its western side abutting the Quality Hotel. Substations are shown within the margin on the western side, where it widens on a bend in the road; these are considered acceptable in design terms. Signage is proposed preventing access southwards beyond the car park entrance to Plot NW06, ensuring the narrower part of the road operates one-way northwards.
3. On-street parking and loading in the nearest adopted roads to the site (Empire Way, Engineers Way and

Fulton Road) are generally prohibited at all times, although some kerbside parking space is available along Empire Way outside of peak hours. Nevertheless, these roads are generally lightly parked at all times.

4. The proposed increase in width for the northern length of this street is required to provide two-way flow to the car park for Plot NW06, which is considered acceptable. South of the car park entrance the width reduces to 4.6m. Submitted vehicle tracking suggests this is sufficient to allow service vehicles to access the proposed loading bay on the eastern side of the street. Two parallel loading bays have been incorporated on the eastern side of the street to address the servicing needs of Plot NW06, which is welcomed. A disabled space is also proposed to serve the community use within building NW06, although there is further disabled parking within the basement car park of the building.
5. A maximum gradient of 5% is proposed along the length of the street, which will be fine in terms of catering for access by delivery vehicles and disabled persons. The materials are considered suitable for their intended uses in principle. Street furniture details also appear to show six lighting columns along the eastern footway of the road
6. The parameter plans detailed the requirement to provide 8 trees along this access road adjacent to the rear of the Quality Hotel and Dexion House. However, no trees are proposed within this layout. The applicant has highlighted that this is due to the presence of numerous services under this road and footway. The outline consent makes provision for this by allowing section 106 contributions to be paid for off-site tree planting if they cannot be delivered in the locations set out within the parameter plans. As such, the absence of trees can be addressed through such means. Trees fronting this road are proposed within the consent for the adjoining Dexion House site (currently being demolished) at present and in the "pocket park" between NW01 and NW06.
7. The application for this area represents the interim treatment of this land. However, the presence of services may prevent the planting of trees within this area when the permanent layout is proposed. As such, the contributions towards off-site provision represent a rational approach to this issue if the trees cannot be planted within the permanent layout of this area.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

- (1) The proposed development is in general accordance with:-
 - National Planning Policy Framework
 - London Plan 2011
 - Wembley Area Action Plan
 - Brent LDF Core Strategy 2010
 - Brent Unitary Development Plan 2004
 - Council's Supplementary Planning Guidance

CONDITIONS/REASONS:

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- (2) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

3981_003
3981_004 Rev A
3981_204 Rev A
3981_103 Rev A
3981_104 Rev A

Reason: For the avoidance of doubt and in the interests of proper planning.

- (3) The road signage as detailed within the approved plans shall be provided in full accordance with the approved plans prior to first use of the road and retained thereafter.

Reason: In the interests of highway and pedestrian safety.

- (4) Details of proposed measures to limit the impacts of noise and vibration from construction works shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full during any demolition or construction works associated with the approved development.

The submitted details should include the following:

- Scheduling of any noisy activities in consultation with Fountain Studio;
- Ongoing construction noise monitoring and reporting;
- Mitigation measures.

Reason: To ensure that the proposal does not have an unduly detrimental impact on the amenities of nearby residents or the operation of nearby businesses.

INFORMATIVES:

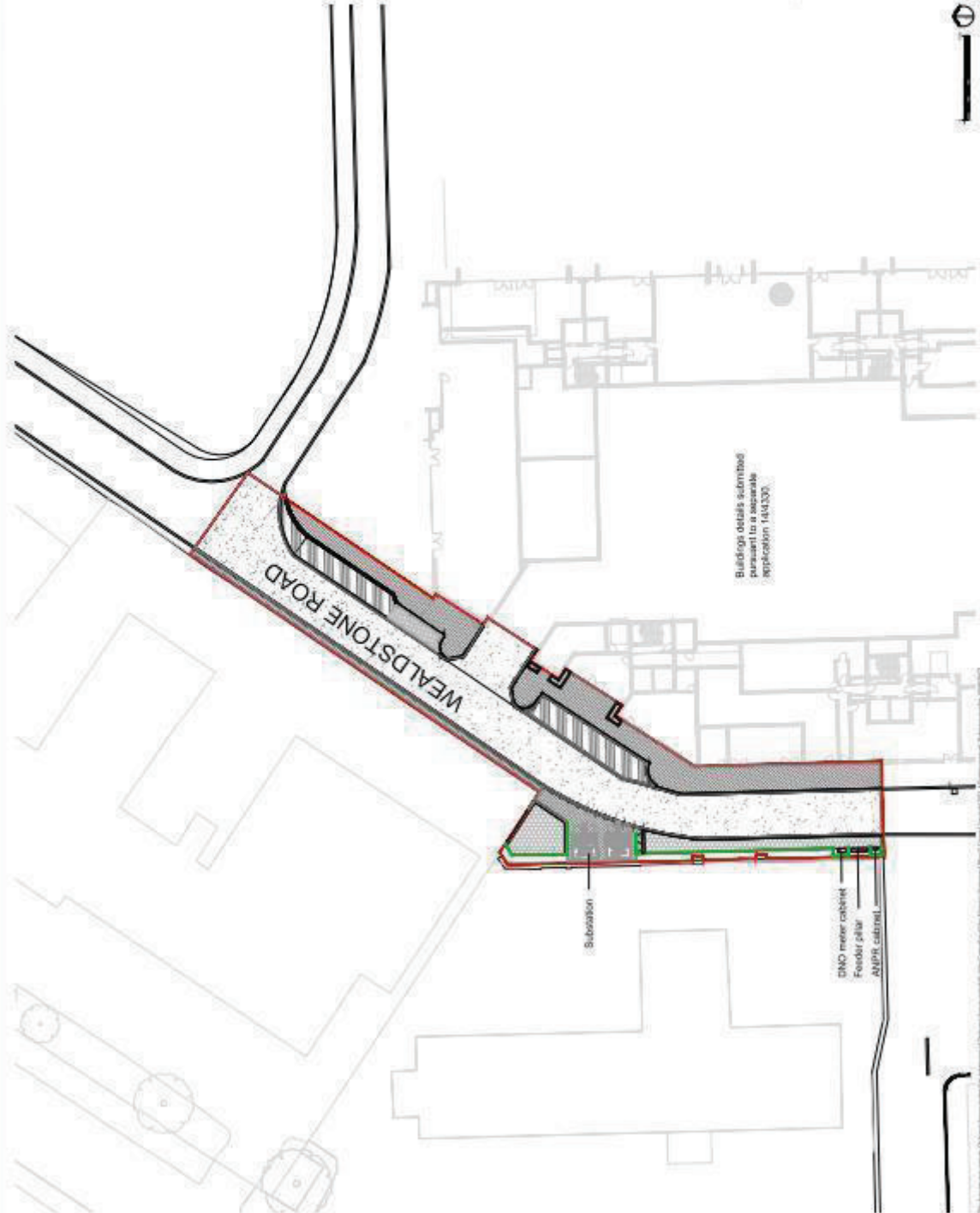
None Specified

REFERENCE DOCUMENTS:

The following are extracts of some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.

- FLUSH FERRIS
- ROUSED FERRIS
- POTTSIDE
- LOGGERSWAY
- DISABLED PARKING SPACE
- TARMAC BOND SURFACE
- PLANTING
- INTERLOCKED BRICK PAVING
- PLASTER
- BRICKWORK
- STAINLESS STEEL COLLARED

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Any person wishing to inspect the above papers should contact David Glover, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5344



Planning Committee Map

Site address: Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

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This map is indicative only.

RECEIVED: 1 December, 2014

WARD: Kenton

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

PROPOSAL: Installation of single storey modular temporary classrooms in the playground of Uxendon Manor School

APPLICANT: LB Brent: Regeneration & Growth

CONTACT: Watts Group PLC

PLAN NO'S:
See Condition 2

RECOMMENDATION

Grant temporary planning permission subject to conditions set out after paragraph 19.

CIL DETAILS

This application is not liable to pay the Community Infrastructure Levy (CIL). This is because the application relates to an education use (use class D1) and has zero charge (£0).

CIL Liable?

Yes/No: No

EXISTING

The subject site is a primary school located at the northern end of Vista Way. This stretch of road (approx. 40m) only serves the school. There is also an access into the school from Shaftesbury Avenue with 'school keep clear' markings in the vicinity of the entrance.

The school operates Monday to Friday and has various after school activities. The age range of the students varies from 4-11 years. In September 2014, an additional 30 reception children were accommodated utilising an existing music room and office to provide sufficient teaching space.

PROPOSAL

Installation of single storey modular building provided two temporary classrooms in the playground of Uxendon Manor School

HISTORY

Detailed planning history. Most recent:

10/1654 - Erection of a two storey access lift to rear of school building as revised by plans received 05/08/2010 – granted 13/08/2010

09/1662 - Installation of replacement double-glazed, aluminium-framed windows to school building – granted 22/10/2009

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of particular relevance to the determination of the current application

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaces planning Policy Guidance and Planning Policy Statements with immediate effect. It includes a presumption in favour of sustainable development in both plan making and decision making. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant.

Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

Paragraph 74 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

The London Plan, 2011

The London Borough of Brent LDF Core Strategy 2010

CP18 – Protection and Enhancement of Open Space, Sports and Biodiversity

CP19 – Brent Strategic Climate Mitigation and Adaptation Measures

CP23 – Protection of existing and provision of new Community and Cultural Facilities

The London Borough of Brent Unitary Development 2004 ('saved' policies)

BE2- Townscape- Local Context and Character

BE5 – Urban Clarity & Safety

BE8 – Lighting and Light pollution

BE9- Architectural quality

BE12 – Sustainable Design Principles

BE17 – Building services equipment

EP2 – Noise & Vibration

H22 – Protection of Residential amenity

TRN3 – Environmental Impact of Traffic

TRN4 – Measures to make Transport Impact acceptable

TRN11 – The London Cycle Network

TRN22 – Parking standards- non-residential developments

TRN34 – Servicing in New development

TRN35 – Transport access for disabled people and others with mobility difficulties

CF2- Location of small scale Community Facilities

CF10 – Development within school grounds

Supplementary Planning Guidance

SPG17 - Design Guide for New Development

SPG12 – Access for disabled people, designing for accessibility

CONSULTATION

Consultation letters were sent out to 30 neighbouring properties on the 03/12/2014 including properties on

Brookfield Crescent, Cranleigh Gardens and Falcon Way..

3 objections have been received. A summary of the matters raised along with the officer's comment are set out in the table below

Objection	Officer Comment
Impact on traffic during drop off and collection times	The proposal is for a temporary classroom only, and will allow the school to re-instate the facilities lost in September 2014 when there was an increase in pupil numbers. The School has an existing travel plan which was submitted to Brent Council's school road safety team and is accredited with a silver award.
Increase pupils from wider catchment	See above.
Safety from vehicular activity – vehicle and pedestrian	See above.
Drains and sewers unable to cope with population – Thames Water review required	Network capacity investigation may be required – informative to advise Thames Water
Increase in new buildings cause flooding	The proposed temporary building will be on an area of existing hardstanding to the north of the main building and as such there should not be a net impact on the rate or volume of water entering the drainage system. Para. 13-16
Implications for Wealdstone Brook	Para. 13-16
Impact on provision of playground and playing field facilities	Para. 17-18

Kenton Ward Councillors – No comments received to date

Environmental Health – To comments to make on the proposal

Transportation - No transportation objections subject to the following

- (i) A revised site plan showing a minimum of 5 cycle parking spaces in compliance with PS16 of the UDP-2004.
- (ii) Further clarification is sought as to whether the new classrooms will result in additional pupils and this should be updated in the Schools Travel Plan to help to mitigate any impact that may arise.

The Environment Agency – Requested [Flood Risk Standing Advice](#) (FRSA) be used to check the Flood Risk Assessment requirements have been met

Sport England – No comments received to date

REMARKS

Introduction

1. The proposal is for a single storey modular building incorporating two classrooms with associated WC facilities, located within the grounds of Uxendon Manor Primary School. The temporary building is proposed until December 2016 and will be located will be within the existing hard-paved play area to the north of the school main building.
2. The applicant has outlined that the proposed classroom is to allow the school to reinstate facilities lost in September 2014 when an additional 30 reception children started, and will not result in any additional pupils from this development.

3. It is understood that options are being considered for wider expansion of the School. This is not being considered under this application and an informative will remind the applicant that any proposal will need to be subject to the full planning process under a separate application.

Scale and Design

4. The temporary modular building is pre-existing and is proposed to be relocated to Uxendon Manor Primary. It measures approximately 18m x 10m with a height of 3.5m and will be located within the existing hard-paved play area to the north of the school main building. The modular building will be positioned at least 1500mm from the existing school building to allow access around the unit.
5. Disability access is provided to both classrooms and the lobby with ramps at a slope of 1:12. This complies with SPG12. Both WC facilities are of sufficient size to accommodate wheelchair users. Full details of materials will be secured under a condition. T

Impact on amenity of neighbouring occupiers

6. The building complies with SPG17 in terms of the building massing in relation to neighbouring gardens. It is closest to properties fronting Brookfield Crescent and Cranleigh Gardens.
7. The classroom will be positioned at least 40m from the nearest rear garden (21 Brookfield Crescent) and therefore any amenity impacts will be minor in nature. No noise assessment has been undertaken; however, as there is no proposed increase in pupil numbers it is considered that there will be no additional noise nuisance to adjoining residences.

Transport

8. The site has a car parking to the front and eastern corner of the site. The front car park can accommodate approx. 7 spaces and the car park to the eastern corner can accommodate 3 spaces. The total 10 off street parking spaces do satisfy Policy PS12, which restricts car parking to a maximum of 1 car space per 5 staff. The school currently has 471 pupils and 50 full time staff (figures taken from the travel plan). Therefore a maximum of 10 car spaces is permitted for this site. Aerial photography July 2013 also shows 6 vehicles parked on street, Vista Way, on the stretch of the road that serves the school only. This indicates that the on street parking, on this section of Vista Way, is operating at maximum capacity.
9. Standard PS12 also requires particular consideration to be given to setting down facilities for schools at the start and finish of the school day. The school does not appear operate a mini bus system neither does it have a designated drop off and pick up area. However, the school entrances, via Vista Way and Shaftesbury Avenue, are no through roads and therefore traffic in this area is low. There are no residential dwellings fronting this section of Shaftesbury Avenue which has a park, tennis courts, Synagogue and the school's fields. The street is over 7m wide and therefore can accommodate parking on both sides of the road and therefore overspill of parking onto Shaftesbury Avenue is not likely to inconvenience residents. In addition to this, Vista Way and Regal Way in the vicinity of the school and the mini roundabout have double yellow lines to prevent obstructive parking.
10. The school does interact with our school road safety team who do encourage influent in a number of schemes including road safety. The school has an up to date School Travel Plan which is accredited a silver award and they reduced the proportion of children travelling by car down from 38% to 23% since 2011.
11. The cycle parking requirement for the school is 1 space per 10 staff. The site does not appear to have cycle parking and therefore 5 spaces should be provided in compliance with PS16 in a secure and covered shelter to prevent against theft and weather. An informative will be added regarding the provision of secure cycle storage. As this proposal does not result in an increase in pupils, it is not considered that a condition to secure delivery is required.
12. In conclusion, the parking requirements remain unchanged as a result of the development. There are no objections to this proposal in principle, subject to there being no increase in pupil numbers.

Flood Management

13. The applicant has provided details of flood management for the proposal and has included a Flood Risk Assessment in accordance with the Environment Agency's standing advice.
14. The subject site is within Flood Zone 2. As such, it is a low to medium risk site. However, the proposed

development is to an educational facility and is therefore considered 'more vulnerable'.

15. The applicant has assessed the flood risk and made the following comments:
- Temporary structure to be on stilts. Finished Floor Level should be set no lower than 38.07m to provide 300mm freeboard above EA modelled flood levels.
 - Safe access and egress is available from the school site to Vista way to the south.
 - The site manager should sign up to the EA Floodline Warnings Direct service.
 - A flood plan should be developed, or an existing flood plan for the school (if available) updated to include the new classroom.
16. As such, a condition could be added that the School's flood management plan be updated prior to the occupation of the unit.

Impact on sport provision

17. The proposed development will be located on an area of existing hard paved playground where there are some markings for play. However, the school is sited on large grounds with sufficient soft and hard stand play areas such that the proposal will not result in a significant loss of sports and recreational provision. As such, the proposal is considered to be consistent with Paragraph 74 of the NPPF.
18. A condition should be added to ensure that the hard stand play area is made good after the end of the temporary consent.

Conclusion

19. Subject to the conditions set out at the end of this report officers recommend approval for the application to install the single storey modular temporary classrooms until December 2016.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

- (1) The proposed development is in general accordance with policies contained in the:-

The National Planning Policy Framework (NPPF) 2012

Brent Unitary Development Plan 2004

Brent Core Strategy 2010

SPG17 - Design Guide for New Development

SPG12 – Access for disabled people, designing for accessibility

CONDITIONS/REASONS:

- (1) This permission shall be for a limited period only expiring on 31/12/2016 (unless a further application has been submitted to and approved in writing by the Local Planning Authority). Thereafter all buildings and associated infrastructure shall be removed from the site, and the playground shall be made good across the site, in the state that it is currently, unless otherwise agreed in writing by the Local Planning Authority

Reason: The building is of a temporary nature which the Local Planning Authority would not be prepared to approve other than for a limited period, having regard to its construction and/or effect on the visual amenity of the area.

- (2) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

- 120985/AR/OS/PRO/001, Rev A. Temporary Classroom Proposed O/S Site Plan
- 120985/AR/BL/PRO/002, Rev. A. Temporary Classroom Proposed Block Plan
- 120985/AR/PRO/003, Rev. A. Temporary Classroom Proposed Layout. Dated 16.10.14

- 120985/ST/PRO/004, Rev. A. Temporary Classroom Proposed Elevation.
- 120985/ST/PRO/005, Rev. A. Temporary Classroom Proposed Elevation.
- 120985/ST/PRO/006. Temporary Classroom Foundation Plan Layout
- 120985/ST/PRO/007, Rev. A. Temporary Classroom Foundation Section
- 14186.SS.001, Rev. T1. Proposed Layout Incoming Services to Temporary Classroom
- Flood Risk Assessment. Dated 21-Oct-2014.
- Bulge Classroom Foundation Design. Dated 03.10.2014.

Reason: For the avoidance of doubt and in the interests of proper planning.

- (3) The proposed development shall not result in a net increase in the number of pupils to the School unless otherwise agreed in writing by the Local Planning Authority .

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties or harm the local highway network

- (4) Prior to the occupation of the temporary classroom, a new flood management plan shall be developed for the new classroom or the existing flood management plan for the school (if available) shall be updated to include the new classroom.

Reason: To mitigate the impacts of flooding to the site.

- (5) Prior to commencement of development (excluding site preparation), further details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- (a) Cladding
- (b) Windows;
- (c) Doors;
- (d) Roof finishes;

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

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

- (6) No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- The parking of vehicles of site operatives and visitors;
- Construction traffic routes to the development site;
- Hours of construction works.

Reason: To protect residential amenity and ensure the development does not have an adverse impact on the highway.

INFORMATIVES:

- (1) The applicant is reminded that this permission relates only to the erection of the temporary modular classroom, Any proposed wider expansion would require planning permission.
- (2) The applicant is advised that site does not appear to have cycle parking and therefore 5 spaces should be provided in compliance with PS16 in a secure and covered shelter to prevent against theft and weather.

- (3) The applicant is advised to contact Thames Water to determine whether a network capacity investigation is required.

REFERENCE DOCUMENTS:

The following are extracts of some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.

Do not scale from this drawing
All dimensions to be checked on site

Notes:

Amendments:

Rev A: Relocation of temporary classroom

Drawing type:
Planning & Tender

Client:
London Borough of Brent

Project:
Uxendon Manor
Temporary Modular Unit

Title:
Temporary Classroom
Proposed Layout

Scale: 1:100 @ A3

Date: 16.10.14

Drawn: JJP

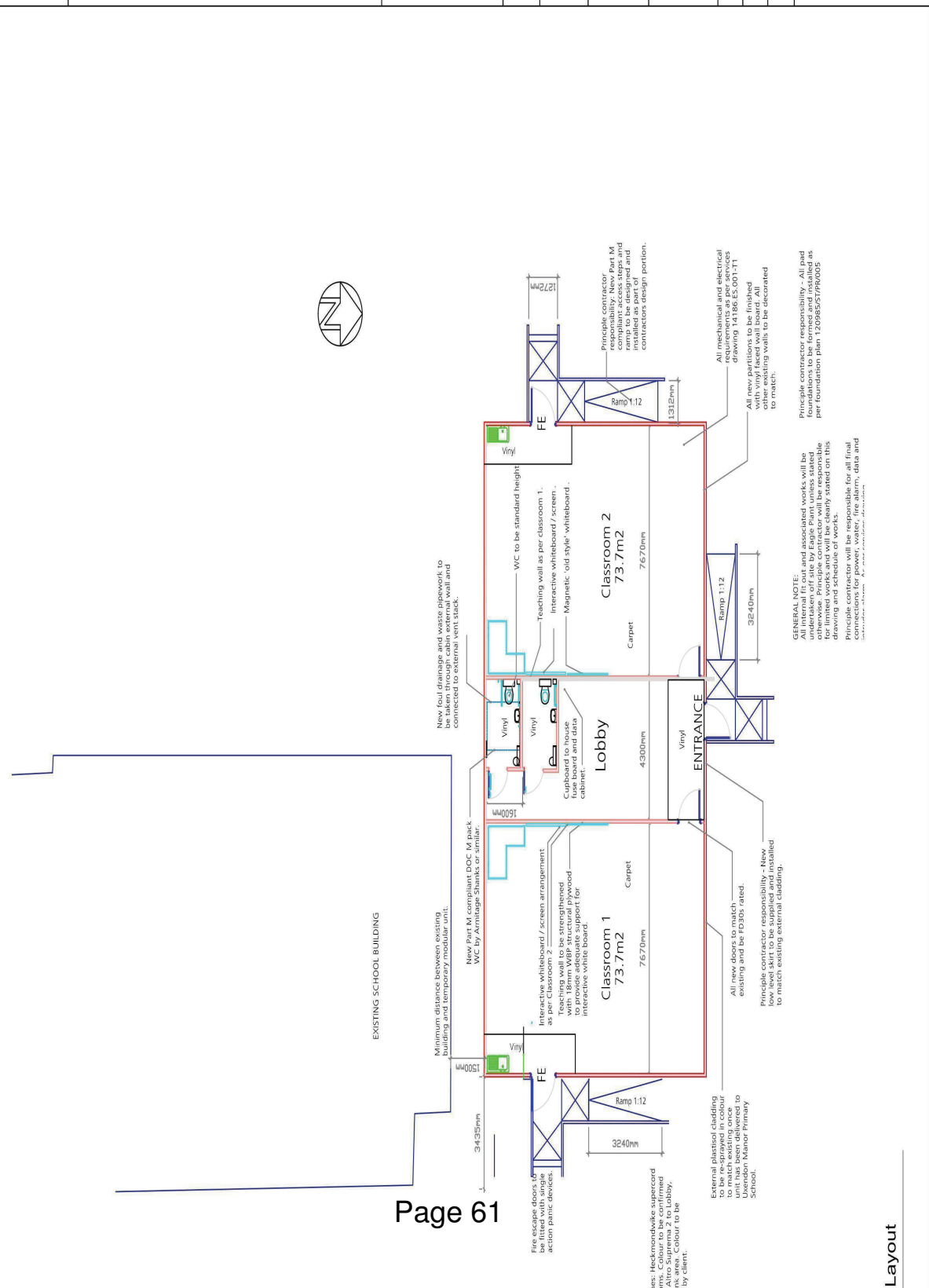
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Dwg no: 120985/AR/PRO/003


Rev: A



Watts Group PLC
1 Great Tower Street
London EC3R 5AA
T: +44 (0)20 7280 8000
F: +44 (0)20 7280 8001
W: Watts-international.com



Any person wishing to inspect the above papers should contact Brigette Priestley, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 020 8937 5130

 **Planning Committee Map**

Site address: Car Park next to 34, Rokesby Place, Wembley

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This map is indicative only.

RECEIVED: 17 October, 2014

WARD: Sudbury

PLANNING AREA: Wembley Consultative Forum

LOCATION: Car Park next to 34, Rokesby Place, Wembley

PROPOSAL: Erection of 2 semi-detached houses and associated hard and soft landscaping including the provision of parking spaces, bins and bike stores, and alterations to existing parking and landscaped areas (as amended plans).

APPLICANT: Brent Housing Partnership

CONTACT: Mae LLP Architects

PLAN NO'S:
Please see condition 2

RECOMMENDATION

Grant planning permission subject to conditions listed after paragraph 51 of the Remarks Section.

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is £47367.32 of which £40258.71 is Brent CIL and £7081.61 is Mayoral CIL.

CIL Liable?

Yes/No: Yes

EXISTING

The application site consists of a redundant residential car park at the northern end of Rokesby Place. The site also includes a section of the access road and the area of hardstanding adjacent to No, 34 Rokesby Place. Levels within the site are generally flat and the site is adjoined by residential uses on all sides. The surrounding area is residential in nature and is characterised by a variety of property types. The site does not contain a listed building and is not located within a conservation area.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain
dwelling houses	0	0	0	192	192

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0	0	0	192	192

Monitoring Residential Breakdown

Existing

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

Houses û Social rented										
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Proposed

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
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Houses û Social rented			2							2
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PROPOSAL

The application seeks planning permission for the erection of two, two storey semi-detached houses and associated hard and soft landscaping including the provision of parking spaces, bins and bike stores, and alterations to existing parking and landscaped areas.

HISTORY

No relevant planning history

POLICY CONSIDERATIONS

National Planning Policy Framework (NPPF)

The NPPF was published on 27 March 2012 and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. It seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. It includes a presumption in favour of sustainable development in both plan making and decision making. The NPPF is intended to provide a framework within which local people and Councils can produce their own distinctive Local and Neighbourhood Plans. It aims to strengthen local decision making and reinforce the importance of keeping plans up to date.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. The Core Strategy will also need to be in conformity with both the London Plan and the NPPF. In doing so it has significant weight attached to it.

The development plan for the purpose of S38 (6) The Planning & Compulsory Purchase Act 2004 is the Brent Unitary Development Plan 2004, Core Strategy 2010 and the London Plan 2011. Within those documents the following list of policies are considered to be the most pertinent to the application:

London Plan 2011

Policy 3.5 Quality and Design of Housing Developments

Brent Core Strategy 2010

- CP 2 Population and housing growth
Sets out the appropriate level of growth across the borough, including the number of new homes and proportion of affordable housing sought
- CP 17 Protecting and enhancing the suburban character of Brent
Balances the regeneration and growth agenda promoted in the Core Strategy, to ensure existing assets (e.g. heritage buildings and conservation areas) are protected and enhanced. Protects the character of suburban housing and garden spaces from out-of-scale buildings.
- CP 21 A balanced housing stock
Seeks to maintain and provide a balanced dwelling stock to accommodate the wide range of Brent households by: ensuring appropriate range of dwellings and mix; defining family accommodation as units capable of providing three or more bedrooms; requiring new dwellings be 100% Lifetime Homes and 10% wheelchair accessible; contributes to non-self contained accommodation and care & support housing where needed.

Brent UDP 2004

BE2 Proposals should be designed with regard to local context, making a positive contribution to the character of the area, taking account of existing landforms and natural features. Proposals should improve the quality of the existing urban spaces, materials and townscape features that contribute favourably to the area's character and not cause harm to the character and/or appearance of an area.

- BE3 Proposal should the regard for the existing urban grain, development pattern and density in the layout of development site.
- BE4 Access for disabled people
- BE6 A high standard of landscape design is required as an integral element of development schemes.
- BE7 A high quality of design and materials will be required for the street environment.
- BE9 Creative and high-quality design solutions specific to site's shape, size, location and development opportunities. Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.
- H11 Housing will be promoted on previously developed urban land which the plan does not protect for other uses.
- H12 Residential site layout to reinforce/create an attractive/distinctive identity appropriate to its locality, housing facing streets, appropriate level of parking, avoids excessive ground coverage and private and public landscaped areas appropriate to the character of area and needs of prospective residents.
- H13 The appropriate density should be determined by achieving an appropriate urban design, make efficient use of land and meet the amenity needs of potential residential, with regards to context and nature of the proposal, constraints and opportunities of the site and type of housing proposed.
- TRN23 Parking standards for residential developments. The level of residential parking permitted will be restricted to no greater than the standards in PS14.
- PS14 Parking standards for residential uses

Brent Supplementary Planning Guidance

SPG17 Design Guide for New Developments

Sets out the general design standards for development and has regard to the character, design and appearance of developments, the design layout with respect to the preservation of existing building lines, size and scale of buildings and structures, and privacy and light of adjoining occupants. This policy guidance document addresses residential densities, minimum sizes for residential dwellings, external finishing materials, amenity spaces and parking related issues.

CONSULTATION

A site notice was displayed 05/11/2014. The owner/occupiers of Nos. 10, 12, 14, 24 Copland Avenue, No. 24 Crawford Avenue, South Meadow 628 Harrow Road, Nos. 19-34 (inclusive) Rokesby Place were originally notified by letter 24 October 2014.

12 representations were received, objecting to the proposal on the following grounds:

Objection	Officer Comment
Poor consultation process	This relates to the applicants consultation rather than that carried out by the Council as part of this application.
Loss of privacy	The impact on neighbouring properties privacy is discussed in the <i>Remarks</i> Section (para. 27-33)
Detrimental impact on residential amenities	As above
Unacceptable loss of parking and parking layout	Transportation have been consulted on the application to assess the impact on parking and parking layout. This is discussed further in the <i>Remarks</i> Section (para. 44-50)
Adverse impact on biodiversity	One tree would be lost as a result of the proposal, however, a Bird Cherry and Lime which provide a valuable food source and attract various wildlife would remain on site. The proposal increase the amount of soft landscaping on the application site.

Harmful impact on trees	The Tree Officer has been consulted on the application to assess the impact on trees. This is included in the <i>Remarks</i> Section (para. 36-39)
Unclear plans and lack of sufficient information	A full set of plans have been available to view on the Council's website. Residents were notified of the amended plans.
Inaccurate information included in submission	Metrically scaled plans and all statutory information has been submitted by the applicant for assessment as part of this application.
Car park is regularly used	Historical aerial photographs have been looked at in order to assess the car parks use. This is included in the <i>Remarks</i> Section (para. 6)
There is no proposed provision for disabled parking spaces	The proposal does not result in the loss of disabled parking and the proposed parking provision for the properties is assessed below. The Council's transportation department have been consulted which is included in the <i>Remarks</i> Section.(para. 44-50)
Loss of communal amenity area	The scheme has been amended so as not to affect any other part of the site other than the car park area.
Relocation of refuse area is unacceptable	The bins have been relocated in the amended scheme and no longer cause any highway issues. They are sited in close proximity to the proposed dwellings off of the highway. The Council's transportation department have assessed this in the <i>Remarks</i> Section.(para. 44-50)
No turning circle	The existing turning head has been retained within the site and an additional area for turning has been included to the north of No. 34 Rokesby Place to assist vehicle manoeuvring and movement throughout Rokesby Place. Again, the Transportation department have assessed this and it is included in the <i>Remarks</i> Section (para. 44-50)
There would be restricted access for emergency vehicles	The Transportation department have been consulted on the scheme and have assessed the accessibility of the site. This is included in the <i>Remarks</i> Section.(para. 44-50)
Safety issues would arise	The Transportation department have been consulted on the application to assess the impact on parking and vehicular movements in the site. This is discussed further in the <i>Remarks</i> Section.(para. 44-50)

The owner/occupiers of the same properties were notified of the amended plans 23 December 2014.

1 representation has been received objecting to the proposal on the following grounds:

- Concern over the change to parking arrangements;
- Proposal would not guarantee spaces in accordance with the lease.

Response to objector's comments:

- The Transportation department have been consulted on the application to assess the impact on parking and vehicular movements in the site. This is discussed further in the *Remarks* Section
- The details of the terms of lease are not a material planning consideration.

An additional consultation notifying the owner/occupier of Nos. 2, 4, 6, 8 Copland Avenue and Nos. 1-18 (inclusive) Rokesby Place of the application took place 14 January 2015.

- No further comments received. Any additional representations will be reported in a Supplementary Report.

Sudbury Town Residents Association commented on the originally submitted scheme and made the following observations:

Objection	Officer Comment
Consultation letters have not been delivered to all residents in the surrounding streets, nor all properties in Rokesby Place	Further consultation has taken place since the initial letters were sent out and all residents of Rokesby Place have been notified of the application.
The development results in the removal of amenities used by all residents on the flats	The scheme has been amended so as not to affect any other part of the site other than the car park.
The proposal will result in the removal of trees on the site	The Tree Officer has been consulted on the application to assess the impact on trees. This is included in the <i>Remarks</i> Section.(para. 36-39)
The proposal will reduce the green space in the estate	The impact on hard and soft landscape is assessed in the <i>Remarks</i> Section
Concern over potential safety issues as a result of the proximity of amenity area to car parking area	The impact on hard and soft landscape is assessed in the <i>Remarks</i> Section.(para. 44-50)
The proposed location of the bins would create a blind spot for drivers and would impact on pedestrian safety	The bins have been relocated in the amended scheme and no longer cause any highway issues. They are sited in close proximity to the proposed dwellings off of the highway
There is no turn around provision within the site, residents and emergency vehicles will have to reverse out of the site	The existing turning head has been retained within the site and an additional area for turning has been included to the north of No. 34 Rokesby Place to assist vehicle manoeuvring and movement throughout Rokesby Place. Again, the Council's transportation department have assessed this and it is included in the <i>Remarks</i> Section.(para. 44-50)
There will be a loss of privacy of adjoining neighbour's bedroom window	The impact on neighbouring properties privacy will be discussed in the <i>Remarks</i> Section.
Is it worth building two homes that will destroy and disrupt the life of so many?	The planning authority has to assess the acceptability of the application before them. Consideration is given to the amenity of existing and future residents.
The driveways of properties in Rokesby Place are not fit for purpose and should not be included in calculations	The Council's transportation department have been consulted on the application to assess the levels and impact on parking. This is included in the <i>Remarks</i> Section.(para. 44-50)

It should be noted that Sudbury Town Residents Association were notified of the amended scheme 14th January 2015. At the time this report was written no further comments have been received.

Internal

Highways:

No objections. There is considered to be sufficient on- and off-street parking available within Rokesby Place and along Copland Avenue to cater for parking for existing and proposed residents. A condition requiring the submission and approval of further details of the resurfacing of the private access road to the front of the development in block paving and further details of lighting levels is requested.

Tree officer:

No objections. Conditions recommended regarding tree protection and planting.

Regulatory Services: _

Regulatory Services have no objections to the proposals.

Councillors

Councillor Abdi Aden – No comments received

Councillor Aisha Hoda-Benn – No comments received

Councillor Mary Daly – Comments were received prior to the amended scheme being submitted that raised concern with the following issues: - amended parking arrangements would impact negatively on residents, concern at the relocation of existing residents bins and the loss of the area for drying clothes, concern over potential safety issues as a result of the proximity of amenity area to car parking area.

REMARKS

Background

1. Brent Housing Partnership (BHP) has been looking at ways in which it can increase its stock of affordable family housing, which is housing with 3 or more bedrooms, across the Borough. This reflects the significant existing shortage and the demand arising from Brent's larger than average family sizes.
2. A survey of BHP properties and estates has led to the identification of a number of infill opportunities to contribute to increasing the BHP housing stock. The subject site is a small car park located at the northern end of Rokesby Place and the proposal seeks permission for the erection of 2x3-bed social rented houses and 3 parking spaces.
3. Revised plans have been submitted during the course of the application altering the layout of the application site. The proposal has removed elements of the scheme that involved the re-arrangement of existing parking and layout of the cul-de-sac. The proposal is now concentrated at the northern end of the site only.

Key considerations

4. The key considerations of this proposal are as follows:

- (1) Principle of development
- (2) Design, Layout & Impact on Street Scene
- (3) Standard of accommodation
- (4) Impact on neighbouring amenity
- (5) Landscaping
- (6) Parking

Principle

5. Rokesby Place and its surrounding area is residential and as such the introduction of the proposed residential units is appropriate in terms of the character and use.
6. Parking is the other significant issue which needs to be acceptable for the principle to be supportable. The existing site as set out above, is a small car park presumably originally intended for surrounding residents, however aerial photos dating back to 1995 demonstrate extremely limited use with no more than four vehicles in situ which is demonstrated below. The limited use has been supported by recent survey information provided by BHP comprising photos taken on the nights of 21, 22, 23, 24, and 25 January 2015 along with a couple taken in the daytime on 19 January 2015; this shows a maximum of 3 vehicles utilising the parking area.

1995 – 0 cars
1998 – 2 cars
2003 – 2 cars
2005/6 – 0 cars
2007 – 0 cars
2008 – 0 cars

2010 – 4 cars
 2012 – 1 car
 2013 (April) – 0 cars
 2013 (July) – 0 cars

7. Highways officers have reviewed the revised proposal and have no objections; this is discussed in more detail below, but in summary the principle of the development is considered to be acceptable.

Design, Layout & Impact on Street Scene

- 8. The dwellings are different in design to the nearby terraced properties and blocks of flats, but are generally reflective of the size and scale of the surrounding houses. Whilst the dwellings would be slightly higher overall than the terraced properties in Rokesby Place, the impact of this is not considered significant. The locality consists of a mixture of building types, styles and sizes which will be beneficial in mitigating the impact of the development on the character and appearance of the surrounding area. Furthermore, the proposal would relate acceptably to the domestic scale, character and appearance of the street scene, in view of its height and size.
- 9. The dwellings are of a simple, pitched roof, gable end design and would be separated from the common boundary with the properties in Copland Avenue by 1.25m which results in a gap of over 40m between the proposed properties and those in Copland Avenue. The separation between the proposed dwellings and the side boundary to the east is 5.8m with the distance to the dwelling at No. 628 Harrow Road being 13m. These distances are considered to provide in a sufficient degree of separation to respect the character and appearance of the locality and for the dwellings to not appear cramped in the street scene or the application site.
- 10. The window and door openings in the proposed properties are considered acceptable and help break up the visual bulk of the building. There is a sufficient degree of variety and relief in the elevations of the proposed dwellings and take reference from the proportions and style of the neighbouring buildings but with a more contemporary design.
- 11. The proposed houses have a 2.75m wide set back from the highway which will be planted with shrubs to provide a green setting and to protect amenity for future occupiers. Given the depth provided here and taking into account the character of the estate, the relationship between the street and the proposed houses is considered to be acceptable.
- 12. To ensure the dwellings have an acceptable finished appearance, a condition will be imposed on any planning permission granted requiring samples of materials to be provided.
- 13. Further details of the bike and bin stores will be secured via condition in the event that planning permission is granted. This will ensure that they are of an appropriate design and constructed of suitable materials for this location.
- 14. Overall, the design, footprint, size, width and height of the proposed dwellings would be compatible with the scale, character and appearance of other properties and the wider locality. It is recommended that a condition is secured to remove permitted development rights for extensions and alterations. This is to prevent unsympathetic alterations being carried out that would be detrimental to the character and appearance of the proposed dwellings and wider locality.

Standard of Accommodation

- 15. The application proposes two dwellinghouses each over two floors. The proposed internal floor spaces are set out in the following table, which includes the private amenity space allocated for each dwelling:
- 16. *All internal floor spaces is the Gross Internal Area (GIA) in m² and useable private amenity space in m².*

	17. Unit 1 (3-bed)	18. Unit 2 (3-bed)
Total GIA	19. 96	20. 96

Private Amenity Space	21. 66	22. 150
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23. The proposed Gross Internal Area (GIA) for the units meets the London Plan floor space standards as stipulated within table 3.3 of Policy 5.3 (96sqm for 3b5p).
24. Brent's Supplementary Planning Guidance 17 on New Development (SPG17), stipulates that family housing should have a minimum of 50sqm of private amenity space and the proposed units are well above this level. A good quality and quantity of amenity space is provided.
25. Both units are laid out in a similar way with an entrance hall, w.c. and kitchen/diner and living room at ground floor level, two double bedrooms, one single bedroom and bathroom at first floor level. Each habitable room has a good outlook at the front or rear of the property.
26. The units have a clearly identifiable entrance which is recessed in the front elevation. There is sufficient defensible space to the front of the properties with some soft landscaping. This will help provide some privacy to the properties from the street scene without removing natural surveillance. The living area is to the rear of the ground floor and as such looks on to the rear garden which is a private area to each unit.

Impact on neighbouring amenity

27. The proposed development would be acceptable in terms of its impact upon surrounding residents. Whilst it would result in a different situation to the existing, the building would not be disproportionate to the surrounds and would not be so excessive as to result in any objectionable impact on neighbouring occupants.
28. The separation distances from the majority of the surrounding properties would be such that the proposal would not appear overbearing or visually obtrusive and nor would it materially affect the levels of daylight, sunlight and overshadowing experienced by those properties.
29. The minimum distance to the rear boundary of the site from first floor windows would be 10.5m, this distance is slightly greater than the 10m set out in SPG17 and is therefore considered acceptable. Additionally, there is a distance of well over 20m between the habitable rooms on the rear façade of the proposed dwellings and those located to the rear in Crawford Avenue. The proposed development falls under an angle of 45 degrees set at 2m at the garden boundary with No. 24 Crawford Avenue and would therefore have an acceptable relationship in accordance with SPG17.
30. The separation with the boundary of the property to the east (South Meadow 268 Harrow Road) is 5.8m and there will be a distance of 13m between the properties. The proposed building would not therefore result in any significant overshadowing or loss of light to that property. There is a first floor window (with julliette balcony) at No. 268 Harrow Road facing the application site, however, this is sited further north than the proposed dwellings and would not be adjacent to the new properties. Whilst the proposal would protrude marginally in to a 45 degree angle set at 2m at the garden boundary with No. 268 Harrow Road, this would only be the top section of the gable leading to the ridge (the narrowest point of the property). The proposed dwellings would not protrude into a 30 degree angle from the nearest habitable window of No. 268. There is only one side facing window proposed and this could reasonably be conditioned to be obscure glazed and non-opening (as it is for the stairwell of the proposed dwelling) which would ensure that no overlooking could take place to No. 268. The Tree officer has suggested some planting be introduced along this common boundary to help the screen the rear gardens of the subject dwellings.
31. No. 34 Rokesby Place is sited 13m to the south of the proposed dwellings and is sited further east so is set at a slight angle from the pair of semi-detached dwellings. The proposed properties would face the front section of the flank wall of No. 34 Rokesby Place in which there is only a single ground floor window. The relationship between the properties is staggered which means that the building of No. 34 would screen any views from the proposed dwelling to the rear garden of No. 34 which will prevent any overlooking from occurring. Given the orientation, no overshadowing would occur and the separation would be sufficient for the proposal to not be overbearing or visually obtrusive to the occupiers of No. 34.
32. The properties in Copland Avenue are sited over 40m from the proposed dwellings which is considered sufficient for them not to be detrimentally affected by the proposal in terms of a visually obtrusive or overbearing structure being created. As the proposed dwellings are sited to the east of Copland Avenue, a small amount of overshadowing may occur to the rearmost sections of their gardens; however, this

would be restricted to the first part of the day. There is only one side facing window proposed which could reasonably be conditioned to be obscure glazed and non-opening (as it is for the stairwell of the proposed dwelling). The proposed dwelling would protrude into a 45 degree angle set at 2m at the garden boundary with the properties in Copland Avenue. Whilst not in compliance with this criteria of SPG17, it is felt that in this particular instance a departure from guidance can be justified. As mentioned previously, the dwellings in Copland Avenue are set over 40m away from the boundary which is a significant distance. Additionally, there is large group of trees in the rear gardens of the Copland Avenue properties in close proximity to the boundary which provides a natural screen for the proposal. The element of rear garden that could potentially be effected is the rearmost section where the occupants are least likely to spend time sitting out, eating etc which would normally take place at the opposite end of the garden adjacent to the main property some 40m away. Given the circumstances of this particular case it is felt that the proposed relationship between the semi-detached dwellings in Rokesby Place and, in particular No. 12, Copland Avenue would be acceptable.

33. It is considered that, on balance, for the reasons outlined above that the proposed dwellings would have an acceptable relationship with surrounding properties. The orientation of the proposal and separation distances retained would ensure that there would be no significantly detrimental impacts on surrounding occupiers.

Landscaping

34. There is one tree towards the front of the site which will be required to be removed to enable the construction of the 2 houses. The tree is a Birch (T1) and the Council's tree officer has no objection to its loss subject to suitable replacement within the site. The separation between the dwellings and the road is insufficiently deep to accommodate replacement trees within it and instead it is specifically suggested that new planting must be a minimum of 14-16cm girth but ideally 16-18cm or 18-20cm.
35. The small front curtilages of the site require good quality dense planting to enhance the green value of the site, this could include a privet hedge and further details will be required by condition.
36. The Tree Officer has appraised the two trees to the rear of the site (Bird Cherry T2 and Lime T3) and provided root protection recommendations, which will be conditioned to ensure the work will be carried out to prevent damage to their roots. The retention of trees identified as T2 and T3 is recommended as this will enhance the screening between the new houses and the adjacent gardens.
37. G1 off site trees on the western boundary comprise of young Sycamore, Ash and Oak. Due to their age and size, the group has been rated as category C. There would be no physical impact on any of these trees as a result of the proposed development. Within this group, there is a semi mature Eucalyptus tree that has collapsed in to the car park site. The tree should be cleared regardless of the application status.
38. G2 off site trees on the lower eastern boundary of the site comprise of mature cherries and plums. Root systems of these trees would encroach into the south-east corner of development. An arboricultural method statement and tree protection plan should be provided to ensure minimal damage to the root systems of G2.
39. In terms of general landscape, a buffer of native planting should be provided on the eastern boundary with the intention of providing a screen between the single storey bungalow's julliette balcony and rear gardens of new development. The screen should have an eventual height of approximately 3 metres; again this will be secured via condition.
40. Provision should also be made for small tree and shrub planting on the northern boundary to bolster the screening already provided by T2 and T3, again this can be secured via condition to ensure an appropriate landscape scheme is in place.
41. Further details of the indicative areas of soft landscaping on the site plan will also need to be submitted to and approved in writing by the Local Planning Authority to soften the visual impact of the proposed development.
42. Whilst the proposal would result in the loss of the T1 Birch Tree, overall the scheme results in an improved balance of soft and hard landscape in the application site with the introduction of lawn areas to the rear of the properties as well as the screening and replacement planting secured via conditions. The retention of existing groups of trees will be beneficial in maintaining the character and appearance of the site and locality as well.

Car Parking

43. Car parking allowances are set out in standard PS14 of the adopted UDP 2004. The two proposed houses would therefore be permitted up to 1.6 car parking spaces, so the proposed provision of two spaces within the site accords with standards. These spaces have been set further back into the site to provide additional manoeuvring space, which can also be used to assist cars turning at the very end of the cul-de-sac. This is beneficial to the overall scheme.
44. The existing access road along the site frontage is proposed to be widened to accommodate a third visitors' parking space in front of the proposed dwellings, which accords with standards and will help to ensure that parking generated by the development is able to be accommodated within or in front of the site.
45. The widening has been achieved at the expense of the footway opposite the site, but as the footway does not directly serve any properties, its loss is acceptable. However, the absence of any footways to the site means the carriageway will need to be used as a shared surface between cars and pedestrians and it should therefore be surfaced in coloured block paving to highlight to drivers the likely presence of pedestrians. The amended plans appear to show this, but further details on road surfacing should be submitted for approval as a condition of any planning consent.
46. The previous proposals to extend the parking bay to the front of 19-30 Rokesby Place northwards to provide additional parking have now been omitted from the scheme, allowing the existing turning head to be retained for the use of service and emergency vehicles. A shared bin store has also been introduced in the southwestern corner of the development site, to ensure that refuse carrying distances from the site will be minimised for refuse collection staff. Previous concerns over the stopping-up of the turning head and the implications for the servicing of the site have therefore been addressed.
47. As previously discussed, there is considered to be sufficient on- and off-street parking available within Rokesby Place and along Copland Avenue to cater for parking for existing residents, despite the loss of this parking area for development and despite the removal of the previously proposed parking bay extension from the amended plans. As before, each proposed dwelling is shown with a secure storage locker for two bicycles in line with standard PS16.
48. Two existing lighting columns within the car park will be removed and two illuminated bollards are now proposed in front of the dwellings to illuminate the site frontage. Further details of resultant illuminance levels should be submitted to ensure public safety will not be compromised by inadequate lighting provision.
49. There are no objections to this amended proposal on transportation grounds, subject to a condition requiring the submission and approval of further details of the resurfacing of the access road to the front of the development in block paving and further details of lighting levels.
50. A financial contribution of at least £3,000 will also be sought towards sustainable transport improvements through the CIL.

Conclusions

51. The proposed pair of semi-detached dwellings will provide increased family sized accommodation within the Borough of an appropriate standard in terms of the quality of the accommodation. The design of the new dwellinghouses is considered acceptable and is not considered to adversely impact on the amenities of adjoining properties. The proposed layout and parking provision for the site is also considered acceptable. Further detail is required by condition in order to ensure the quality of materials, landscaping and tree protection. For the reasons as outlined above, and as set out in the decision notice approval is accordingly recommended.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

(1)

The proposed development is in general accordance with policies contained in the:-

London Plan 2011

Housing SPG

Brent Unitary Development Plan 2004

Council's Supplementary Planning Guidance 17 - Design Guide for New Development

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment

Housing: in terms of protecting residential amenities and guiding new development

CONDITIONS/REASONS:

(1) The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

PL001, PL011A, PL100A, PL110A, PL111, PL112, PL200, PL201, PL300, PL301, PL302A, PL303, Design and Access Statement

Reason: For the avoidance of doubt and in the interests of proper planning.

(3) The windows in the first floor side elevations (both and East and West) shall be glazed in obscure glass to a standard comparable with Level 4 of the Pilkington Glass range and shall be non-opening below a height of 1.7 metres taken from internal finished floor level. The windows shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority. No further windows shall be installed in the side elevations (both and East and West).

Reason: To maintain the privacy of adjoining resident.

(4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification) no development within Classes A, B, C or D of Part 1, Schedule 2 to the said Order shall be carried out to the proposed houses without the prior permission of the local planning authority obtained through the submission of a planning application.

Reason : To enable the local planning authority to maintain strict control over the extension and alteration of any of the dwellinghouses hereby permitted on restricted sites in the interests of maintaining the appearance and integrity of the development and the visual and general amenities of the locality and to safeguard the amenities of the occupiers of neighbouring properties.

(5) In this condition "retained tree" means an existing tree which is to be retained in accordance with approved plan and particulars (all trees except T1 Birch); and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) no retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work);

(b) if any retained tree is removed, uprooted or destroyed or dies, another tree shall be

planted at the same place and the tree shall be of such size and species, and shall be planted at such time as may be specified in writing by the Local Planning Authority;

(c) the erection of fencing for the protection of any retained tree shall be undertaken in accordance with the recommendations set out in BS 5837 (2005) and the approved plans and particulars before demolition or any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To ensure satisfactory landscape treatment of the site in accordance with the interests of visual amenity.

- (6) All car parking spaces, footways and turning areas shall be constructed and permanently marked out prior to first occupation of the development, and permanently maintained for such purposes, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to allow the Local Planning Authority to exercise proper control over the development in the interests of amenity and highway safety.

- (7) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (8) The area(s) so designated within the site shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of development. Such details shall include:

- (a) means of enclosure;
- (b) proposed planting (species, size and density);
- (c) hard surfacing materials;
- (d) retained landscape features/trees;
- (e) replacement planting for T1 Birch which must be a minimum of 14-16cm girth and ideally 16-18cm or 18-20cm;
- (f) buffer of native planting on the eastern boundary with the intention of providing a screen between No. 268 Harrow Road and the new development (the screen should have an eventual height of approximately 3 metres) (species, size and density);
- (g) small tree and shrub planting on the northern boundary to bolster the screening already provided by T2 and T3;
- (h) planting between the front elevation of the dwellings and the highway edge (species, size and density);
- (i) lighting levels of bollards and locations.

The hard landscaping shall be completed prior to occupation and the soft landscape work completed during the first available planting season following completion of the development hereby approved.

Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (9) No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

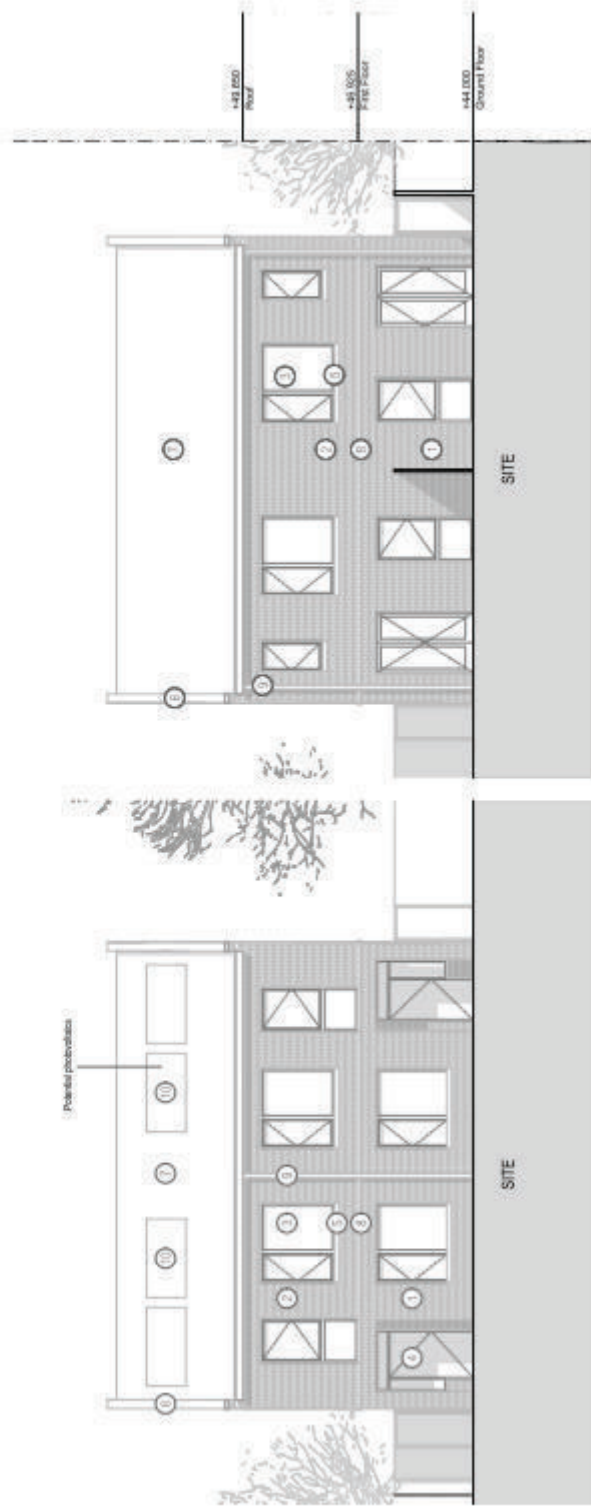
INFORMATIVES:

- (1) The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

REFERENCE DOCUMENTS:

The following are extracts of some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.





<p>mae 100117 Alameda 1 Market Street San Francisco, CA 94102 T: 415.398.1100 F: 415.398.1101 C: 415.398.1102</p>		<p>Project Name: [Blank] Project Number: [Blank] Date: [Blank] Scale: [Blank]</p>
<p>NOTES: 1. All work to be done in accordance with the City of San Francisco Building Code. 2. All work to be done in accordance with the City of San Francisco Building Code. 3. All work to be done in accordance with the City of San Francisco Building Code. 4. All work to be done in accordance with the City of San Francisco Building Code. 5. All work to be done in accordance with the City of San Francisco Building Code. 6. All work to be done in accordance with the City of San Francisco Building Code. 7. All work to be done in accordance with the City of San Francisco Building Code. 8. All work to be done in accordance with the City of San Francisco Building Code. 9. All work to be done in accordance with the City of San Francisco Building Code. 10. All work to be done in accordance with the City of San Francisco Building Code.</p>		<p>Scale: 1" = 10'-0"</p>



Image 02

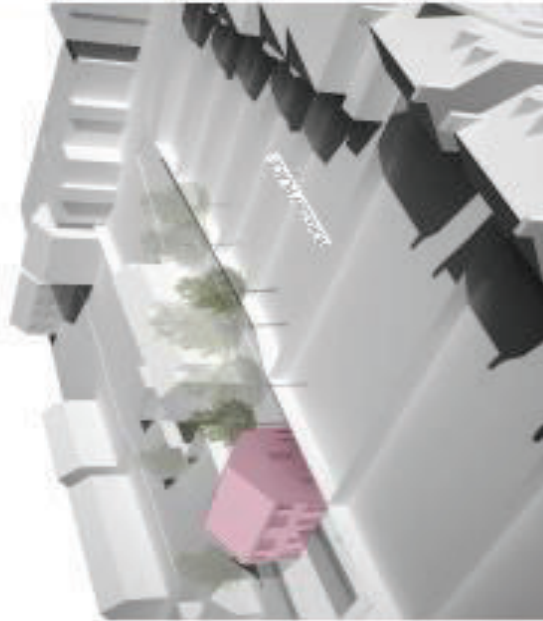


Image 01



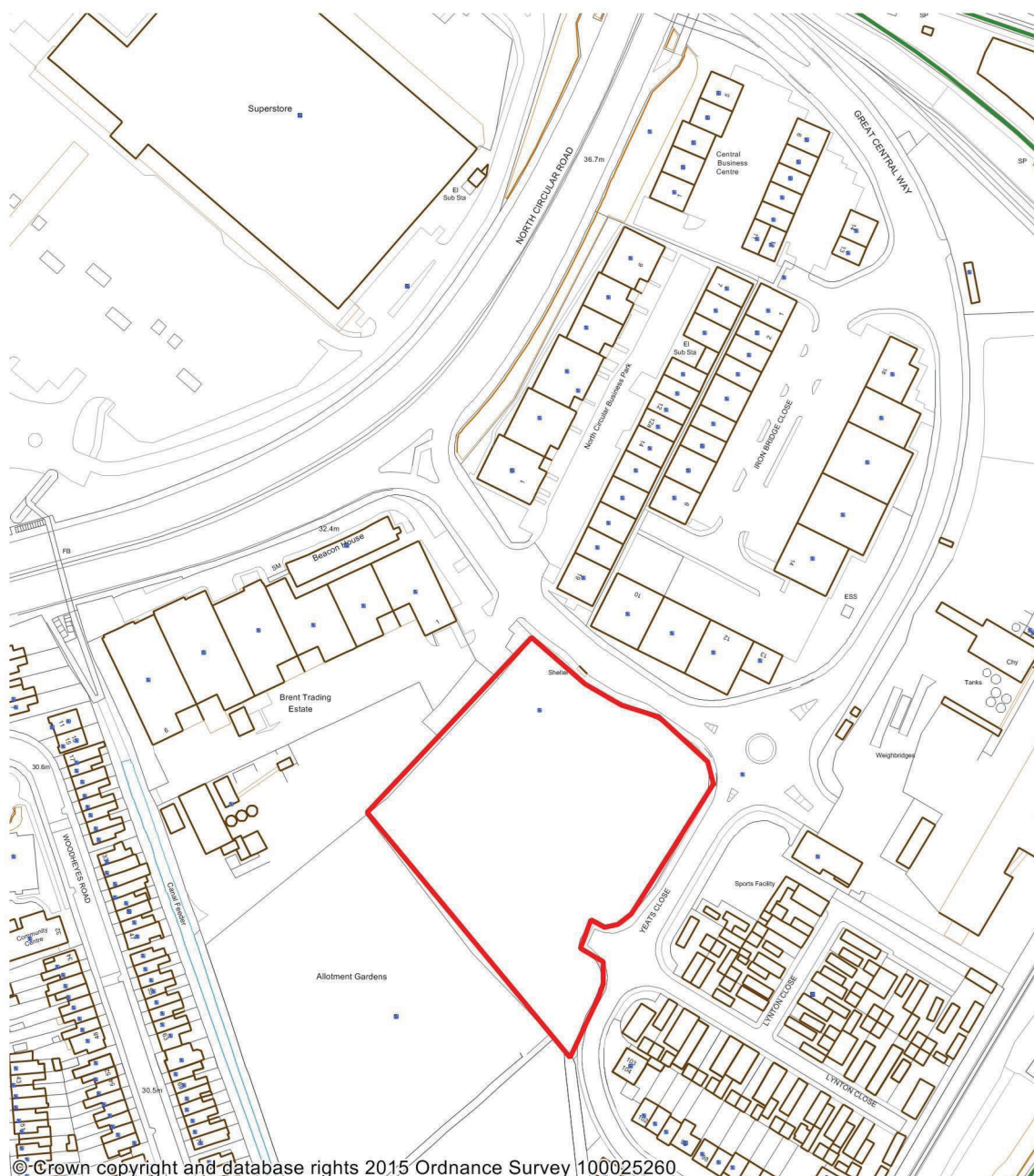
Any person wishing to inspect the above papers should contact Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 020 8937 1902



Planning Committee Map

Site address: Land at the Junction of Yeats Close & Great Central Way, London, NW10

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This map is indicative only.

RECEIVED: 14 November, 2014

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Land at the Junction of Yeats Close & Great Central Way, London, NW10

PROPOSAL: Erection of a warehouse / industrial building for flexible use within Use Class B1(b) (research and development), B1(c) (light industry), B2 (general industry) and/or B8 (storage or distribution) purposes with ancillary B1(a) (office) floorspace on the first and second floors; vehicle, cycle and bike parking, landscaping and fencing

APPLICANT: Aviva Investors Pensions Ltd.

CONTACT: Michael Sparks Associates

PLAN NO'S:
See condition 2

RECOMMENDATION

Grant planning permission subject to the conditions listed after paragraph 27, 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 Director of Legal Services and Procurement.

SECTION 106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
 - Upon completion provide confirmation that the development has achieved BREEAM 'Excellent' (to include rain water harvesting)
 - Achieve a 35% reduction in CO2 emissions beyond Part L 2013 Building Regulations.
 - A score of at least 50% on Brent's sustainability checklist
 - Considerate Constructors Scheme
 - Travel Plan - Prior to occupation in accordance with the submitted Framework Travel Plan. To include consideration of a separate entrance and exit arrangement.
 - £5,000 towards a review of on-street waiting restrictions

And, to authorise the Head of Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£187,869.96** of which **£0.00** is Brent CIL and **£187,869.96** is Mayoral CIL.

CIL Liable?

Yes/No: Yes

EXISTING

The subject site is a vacant plot on the corner of Great Central Way and Yeats Close. It is located within the boundary of the Strategic Industrial Location in Wembley. The site is identified as W 31 in the recently adopted Wembley Area Action Plan and is also designated as a Site of Importance for Nature Conservation.

There are Thames Water sewers crossing site which are a significant constraint in terms of which parts of the site can be developed, these are identified on the constraints plan and have led to the proposed layout of the

building.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain
assembly and leisure	0		0	0	
businesses / research and development	0		0	0	
businesses and light industry	0		0	0	
businesses and offices	0		0	0	
drinking establishments (2004)	0		0	0	
financial and professional services	0		0	0	
general industrial	0		0	0	
hot food take away (2004)	0		0	0	
hotels	0		0	0	
non-residential institutions	0		0	0	
residential institutions	0		0	0	
restaurants and cafes	0		0	0	
shops	0		0	0	
storage and distribution	0		0	5250	5250

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0		0	5250	5250

Monitoring Residential Breakdown

Existing

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

Proposed

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

PROPOSAL

See description above.

HISTORY

04/2522 Granted

Erection of two buildings for B1, B2 and B8 use, with ancillary first-floor office accommodation, associated car-parking, servicing and landscaping, with access using existing and proposed access off Yeats Close (subject to a Deed of Agreement dated 24th March 2005 under Section 106 of the Town and Country Planning Act 1990, as amended).

POLICY CONSIDERATIONS

National Policy Context

The NPPF was published on 27 March 2012 and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. It seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. It includes a presumption in favour of sustainable development in both plan making and decision making. The NPPF is intended to

provide a framework within which local people and Councils can produce their own distinctive Local and Neighbourhood Plans. It aims to strengthen local decision making and reinforce the importance of keeping plans up to date.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. The Core Strategy will also need to be in conformity with both the London Plan and the NPPF. In doing so it has significant weight attached to it.

The development plan for the purpose of S38 (6) The Planning & Compulsory Purchase Act 2004 is the Brent Unitary Development Plan 2004, Core Strategy 2010 and the London Plan 2011.

Regional Policy Context

The London Plan Spatial Development Strategy for Greater London (July 2011)

Local Policy Context

Brent UDP 2004

- BE2** *Townscape: Local Context & Character*
- BE4** *Access for Disabled People*
- BE5** *Urban Clarity & Safety*
- BE6** *Public Realm: Landscape Design*
- BE7** *Public Realm: Streetscape*
- BE8** *Lighting & Light Pollution*
- BE9** *Architectural Quality*
- BE12** *Sustainable Design Principles*
- EP2** *Noise & Vibration*
- EP3** *Local Air Quality Management*
- EP6** *Contaminated Land*
- EP12** *Flood Prevention*
- OS13** *Development on Sites of Borough (Grade II) and Local Nature Conservation Importance*
- TRN1** *Transport Assessment*
- TRN10** *Walkable Environments*
- TRN11** *The London Cycle Network*
- TRN22** *Parking Standards Non-Residential Development*
- TRN34** *Servicing in New Development*
- TRN35** *Transport Access for Disabled People*
- PS6** *Parking Standard*
- PS16** *Cycle Parking Standards*
- PS19** *Servicing Standards*
- EMP5** *Designation of Strategic Employment Areas*
- EMP8** *Protection of Strategic Employment Areas*
- EMP10** *The Environmental Impact of Employment Development*
- EMP11** *Regeneration of Employment Areas*
- EMP12** *Public Realm Enhancements in Employment Areas*
- EMP18** *General Industrial Developments*
- EMP19** *Warehouse Developments*

LDF Brent Core Strategy 2010

- CP3** *Commercial Regeneration*
- CP19** *Brent Strategic Climate Change Mitigation & Adaptation Measures*
- CP20** *Strategic Industrial Locations*

Wembley Area Action Plan (adopted 19 January 2015)

W 31 Great Central Way - The site is suitable for industrial, warehousing or other business uses, subject to a full ecological appraisal and appropriate mitigating measures.

Supplementary Planning Guidance (SPG) 17 - "Design Guide for New Developments".

SPG 17 sets out the Councils minimum design standards to ensure that development does not prejudice the amenities of the occupiers of neighbouring properties or the occupiers of the application site.

SUSTAINABILITY ASSESSMENT

Details have been submitted to demonstrate that the development can meet the sustainability criteria which are required by Brent and by the Mayor, these include the following:

- Upon completion provide confirmation that the development has achieved BREEAM 'Excellent' - Officers recommend this specifically include rain water harvesting.
- Achieve a 35% reduction in CO2 emissions beyond Part L 2013 Building Regulations - this will be achieved through ensuring the building is designed to have low energy consumption but also through the use of renewable energy produced for example by solar panels.
- A score of at least 50% on Brent's sustainability checklist

CONSULTATION

Neighbouring occupiers were consulted on 24th November 2014, a petition has been received signed by 28 occupiers of the traveller site on Lynton Close, the following concerns were raised:

- Lynton Close would be most affected by HGV and commercial traffic
- The road leading to the site is only residential in size and large vehicles would obstruct the view when coming out of Lynton and Yeats Close
- There is no space for vehicles to turn around in Yeats Close so when they miss their turn they have to reverse which has led to parked vehicles being struck
- The proximity of the site to the children's play park raises concerns about safety
- Concern about the extra noise and pollution in addition to the aggregates company to one side and the railway to the rear
- Impact of dust and pollution on health

These issues are addressed through the remarks section of the report and summarised at the end.

One letter of support has been received from a nearby business - the site has become an eyesore as it is in disrepair and its development is welcomed within a popular location for industrial use.

Thames Water - No objections but informatives relating to surface water run off and the existence of sewers across the site etc.

Internal

Allotments officer:

To ensure that the proposed new area of habitat has native plants, ideally attracting pollinating insects and not invasive or cause root spread or tall shade into the allotment site.

A 16m high building would cause significant shade to some of the allotment site

There are recurring flooding issues on the allotment site, which could be exacerbated depending on the materials used on the ground and how surface water run off is directed.

Highways - No objections subject to legal agreement

Environmental Health - No objections subject to conditions

REMARKS

Principle

1. As set out above the site is identified, in the recently adopted Wembley Area Action Plan, as appropriate for a range of B uses but this is subject to appropriate assessment and mitigation of the impact on the nature conservation value of the site. The site also has residential neighbours and therefore consideration needs to be given to this relationship. As stated in the 'history' a similar form of development has previously been approved on the site.

Site of Importance for Nature Conservation

2. Brent's adopted policies map identifies the western part of the site as a Grade II site of borough and local nature conservation importance, this designation connects across the top of the allotments to the west and includes part of the canal feeder. The allotment gardens are designated as a wildlife corridor.

3. A review of Brent's Sites of Importance for Nature Conservation (SINC) was commissioned in 2014 to support Brent's emerging draft development management policies. This involved an aerial and on site appraisal of Brent's identified SINC's and other non designated areas displaying nature conservation characteristics. The report identifies that the subject site, the allotments and the canal feeder should be identified as a whole as a Grade II SINC. The site provides a large area of tall ruderal which is vegetation

associated with ungrazed disturbed/neglected land.

4. The applicant's are aware that there were slow worm on the site, a species protected under the Wildlife and Countryside Act 1981. While it is an offence to harm them it is acceptable to collect and relocate them and this had been undertaken, along with measures to prevent the site being reoccupied by slow worm which may be present on the allotments.

5. Policy OS13 of Brent's UDP 2014 states that development will not be permitted on sites of this designation unless demonstrated that there will be no adverse effect on nature conservation or that appropriate compensatory provision for wildlife is made. The London Plan sets out the following hierarchy:

- 1 Avoid adverse impact to the biodiversity interest
- 2 Minimize impact and seek mitigation
- 3 Only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

6. The proposal includes the reprovision of slow worm habitat along the south west edge of the site, it is anticipated that this would be recolonised by slow worm from the allotments. While the principle is acceptable the area is of a much lesser scale and the value of the site as a large area of tall ruderal would be lost. The retention of more of the slow worm habitat couldn't be achieved without a significant reduction in the scale of the proposed building which would be likely to impact on the viability of the development. Instead further mitigation was sought through the creation of other habitats which would be complimentary to the site and wider nature conservation designation. Following discussions the roof area over the front part of the office is proposed to accommodate a green roof, this area is approximately 120sqm and is considered to be of significant value for biodiversity.

7. On balance, the recreation of slow worm habitat, the incorporation of a significant area of green roof and a good quality landscaping scheme around all edges of the site (discussed below) are as a whole considered to result in an acceptable level of mitigation for the development of the site, given that its use for industrial uses will have wider economic benefits.

Landscaping

8. The proposal includes soft landscaping around the whole perimeter of the site. The Great Central Way boundary is proposed to be landscaped with an arrangement of grass, ornamental shrubs, 4 trees and other ground cover planting. The north west boundary abuts another industrial site, a buffer averaging a depth of over 5m will be planted with a mix of grass and wild flowers. The area to the south west of the building is designated for the reprovision of slow worm habitat and appropriate planting for this will be required.

9. Along the front of the site, in front of an acoustic fence, a buffer of trees is proposed. They will have a significant benefit for the visual amenity of neighbouring residents and, subject to agreeing appropriate species, can help to improve air quality.

10. Further details of landscaping will be required by condition, particularly to agree tree species, the reptile habitat and the green roofs.

Design

11. The proposal is a single large warehouse style building with ancillary offices along one of its sides. The building is 80m by 50m, it is positioned to the rear of the site, though maintaining a landscaped perimeter, and the yard for deliveries and employee car parking is to the front of the site which is the south east.

12. The building is 16m in height at its ridge. The offices are located at the buildings north east elevation which fronts on to Great Central Way and will be the most publicly visible side of the building. The offices are 3-storeys and consist of a regular pattern of windows and cladding. The other elevations generally consist of cladding but have panels of different colours to add interest and break up the large expanses of a single material.

13. The building is considered to have an appropriate appearance for its use and location, the landscaped perimeter will soften the site around the building.

14. The building is set back by from Yeats Close by around 34m. To protect neighbouring residents from potential noise pollution from the site, and specifically in the event that the future use of the site involves

vehicles with refrigeration units, a 4m high fence is proposed across part of the frontage of the site. While this consideration is of importance the visual appearance of a fence of this height and its relationship with the street scene is also of concern. A row of trees has been added to the proposal in front of the fence in order to enhance the appearance of the site. It is considered that the trees will be of particular value in their appearance.

Highways

15. Members will note that there has been a good deal of concern from the nearby travellers site. Neighbours from Lynton Close, which is opposite the main entrance to the site, have submitted a petition objecting to the proposal. Concerns are most obviously based around the use of this entrance by large vehicles during construction and as part of the use of the developed site. The road was built with a spur off the roundabout specifically to allow the site to be developed in due course and the road and junction layout were designed to meet industrial needs.

16. Highways officers have reviewed the application and find the proposal and the junction layout to be acceptable. The use of the existing access directly from Yeats Close is acceptable though the gates will need to be kept open during working hours otherwise vehicles would not be able to clear the roundabout. A secondary entrance has been proposed which isn't necessary in highways terms in order to provide access to the site, however it could be used as the 'exit' from the site or as a separate entrance for staff car parking and would therefore reduce the vehicles using the junction at the top of Lynton Close. This opening would not be appropriate as an entrance as it would require large vehicles turning right across oncoming traffic, while the purpose built roundabout is designed to ensure this can be done safely. A condition is recommended to seek details of the final proposed arrangement prior to occupation of the site.

17. Officers looked into the possibility of relocating the entrance entirely away from Yeats Close however there are no other suitable options. There is a bus stop on Great Central Way which prevents access and furthermore it is a busier road which is likely to become more busy overtime which would add to concerns in the future.

18. The applicant has made a request for additional waiting restrictions to be made on Yeats Close, as vehicles currently park on both sides of the road meaning that future access along Yeats Close could be problematic, and this request therefore is considered to be reasonable. An additional contribution of £5000 towards a review of waiting restrictions is required.

19. PS19 requires at least two full-size loading bays so the provision of 5 bays within a 34m-46m deep concrete service yard satisfies this standard.

20. Within the site 25 car parking spaces are proposed, for the size of the unit PS6 would allow up to 36, and the lower amount is acceptable. In accordance with PS15 5% of spaces are proposed to be widened and marked for disabled persons, this is 3 spaces. Also 20% of spaces have electric vehicle charging points with passive provision for a further 2 spaces.

21. A cycle shelter is proposed which can accommodate 18 bikes which exceeds the required 11 spaces.

22. The draft Travel Plan has been assessed by the Council's transportation engineer using TfL's ATTrBuTE programme, but has failed the assessment. The key shortcoming is the lack of any intermediate targets for 3 years after first occupation. However, there are a number of other issues of concern, including: (i) the use of outdated 2001 Census data for the baseline information, which should now be updated with 2011 data; (ii) the lack of any mention of interest-free season ticket loans for staff; (iii) the lack of any mention of how car parking will be managed on site; (iv) the absence of any Action Plan; and (v) the absence of any information on funding of the Travel Plan. A Travel Plan will be required to score a pass as part of the legal agreement, the above criteria will be secured when an occupier for the development has been identified.

Drainage

23. An attenuation tank is proposed beneath the southern part of the service yard to collect surface water, green roofs are proposed within the site and there is also scope for rainwater harvesting which would collect water from the roof of the building.

24. Comments have been received from the Council's allotments officer drawing attention to the issue of the allotments next to the site suffering from flooding, the above proposals would prevent the development from resulting in run off into the allotments.

25. Thames Water have no objections but have made comments to be added as informatives.

Air Quality

26. The site is located within an Air Quality Management Area. The submitted Air Quality Assessment has shown that the operation of the site will lead to a slight adverse impact in air quality for neighbouring residents and mitigation measures have been proposed required to mitigate this. The measures to be incorporated include the high front boundary fence, the row of trees to the front, the incorporation of green roof and the installation of electric car charging points which will make the use of electric vehicles possible. As the impact was shown to be slight this set of measures is considered to be acceptable having consulted the council's Environmental Health Officer.

Neighbouring objection

27. Regarding the relationship with the allotments while the proposed building is high it is fortunately positioned to the northeast of the allotment site and therefore it would be for a limited amount of the day that it would impact on light.

Neighbour comments

Lynton Close would be most affected by HGV and commercial traffic

The road leading to the site is only residential in size and large vehicles would obstruct the view when coming out of Lynton and Yeats Close

There is no space for vehicles to turn around in Yeats Close so when they miss their turn they have to reverse which has led to parked vehicles being struck
The proximity of the site to the children's play park raises concerns about safety

Concern about the extra noise and pollution in addition to the aggregates company to one side and the railway to the rear and impact of dust and pollution on health

Responses

Lynton Close is opposite the site and will share the roundabout junction with the entrance but vehicles visiting the site would not ever enter Lynton Close itself

The road layout was design to be able to accommodate large vehicles in an industrial area. The parking on Yeats Close limits the road width but parking controls are proposed. The roundabout will help ensure that there is a safe relationship between all vehicles.

The applicant has suggested they can ensure signage is very clear to prevent this.

To reach the children's play park from Lynton Close no roads need to be crossed and the pavement width is sufficient to provide a convenient safe route. The concern about the proximity of large vehicles to Lynton Close is understood but the road layout will enable both uses to function without conflict.

Mitigation measures are proposed to prevent noise pollution and any worsening of air quality as set out above, including a high front boundary fence, a tree screen and a green roof.

RECOMMENDATION: Grant Consent subject to Legal agreement

(1) The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment

Environmental Protection: in terms of protecting specific features of the environment and protecting the public

Employment: in terms of maintaining and sustaining a range of employment opportunities

Open Space and Recreation: to protect and enhance the provision of sports, leisure and

nature conservation
Transport: in terms of sustainability, safety and servicing needs

CONDITIONS/REASONS:

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- (2) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

30452-PL-100
30452-PL-101B
30452-PL-102
30452-PL-103A
30452-PL-104
30452-PL-105
30452-PL-106
30452-PL-107
30452-PL-108
30452-PL-109B
BREEAM Pre-Assessment
Air Quality Assessment
Reptile Report
Energy Strategy

Reason: For the avoidance of doubt and in the interests of proper planning.

- (3) The Construction Mitigation Measures detailed within the submitted Air Quality Assessment (Ref: AQ051277) shall be implemented in full.

Reason: To minimise dust arising from construction works that could lead to nuisance and adversely impact local air quality

- (4) The vehicular entrance to the site shall be kept open during working hours unless otherwise agreed in writing with the LPA.

Reason: To prevent the obstruction of the public highway.

- (5) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (6) All areas shown on the plan and such other areas as may be shown on the approved plan shall be suitably landscaped with trees/shrubs/grass in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such landscaping work shall be completed prior to occupation of the building.

Such scheme shall also indicate:-

- i) Appropriate planting for the slow worm habitat
- ii) A range of appropriate tree species along the Yeats Close elevation to act as a visual screen and to improve air quality
- iii) Details of the make up of the proposed green (sedum) roofs including maintenance

arrangements.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (7) Details of all fencing, walls, gateways and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority before the development hereby approved is completed and the work shall be carried out prior to occupation, in accordance with the details so approved, and the fencing, walls, gateways and means of enclosure shall thereafter be retained at the height and position as approved.

Reason: in the interests of the visual amenity and character of the locality.

- (8) The rated noise level from all mechanical/electrical plant and ancillary equipment shall be at least 10 dB below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels associated with the plant and any mitigation measures necessary to achieve the required noise levels shall be submitted to The Local Planning Authority, in writing, for approval. The plant shall thereafter be installed and maintained in accordance with the approved details

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2

- (9) A soil remediation strategy shall be submitted to the Local Planning Authority for approval, outlining measures to mitigate the risks to future site users identified in the submitted Phase II Ground Investigation Report (ref. 93007).

Reason: To ensure the safe development and secure occupancy of the site

- (10) The approved soil remediation strategy shall be implemented in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation strategy and the site is suitable for end use.

Reason: To ensure the safe development and secure occupancy of the site

INFORMATIVES:

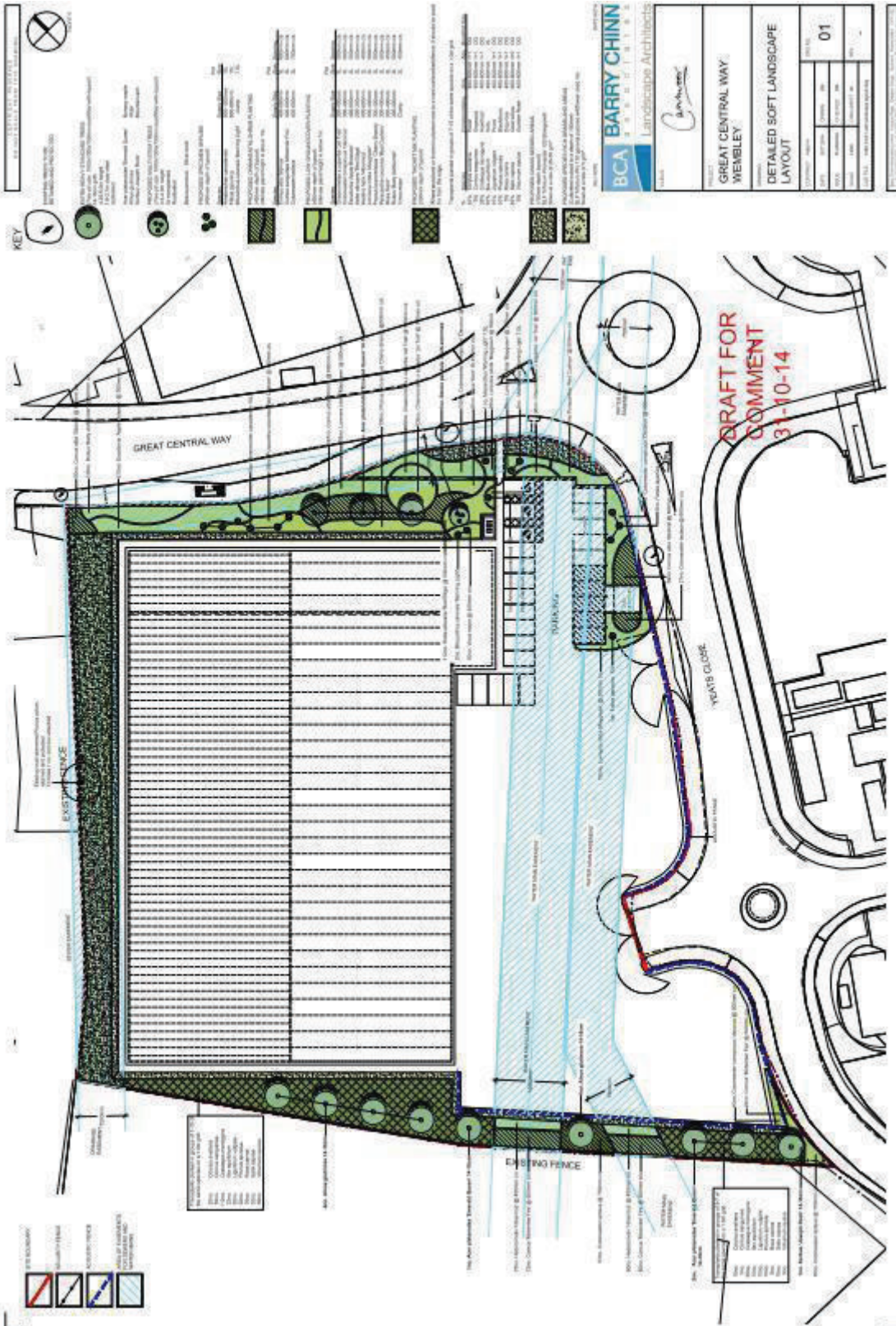
- (1) It is important that the workers are vigilant for signs of potential contamination in the soil during excavation works. This may include obvious residues, odours, fuel or oil stains, asbestos, buried drums, buried waste, drains, interceptors, tanks or any other unexpected hazards that may be discovered during site works. If any unforeseen contamination is found during works Regulatory Services must be notified immediately. Tel: 020 8937 5252. Email: ens.monitoring@brent.gov.uk
- (2) With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- (3) There are public sewers crossing or close to your development. In order to protect public

sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

- (4) No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
- (5) Running throughout the proposed development are easements and way leaves. These are Thames Water Assets. The company will seek assurances that these will not be affected by the proposed development and the applicant should contact Thames Water to discuss the development before works commence.

REFERENCE DOCUMENTS:

The following are extracts of some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.



NOTES:

- 1. All elevations are shown in black.
- 2. All elevations are shown in black.
- 3. All elevations are shown in black.
- 4. All elevations are shown in black.
- 5. All elevations are shown in black.
- 6. All elevations are shown in black.
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- 8. All elevations are shown in black.
- 9. All elevations are shown in black.
- 10. All elevations are shown in black.

LEGEND OF MATERIALS

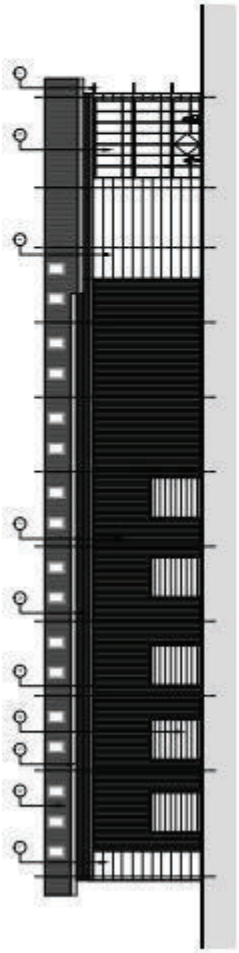
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PROJECT INFORMATION

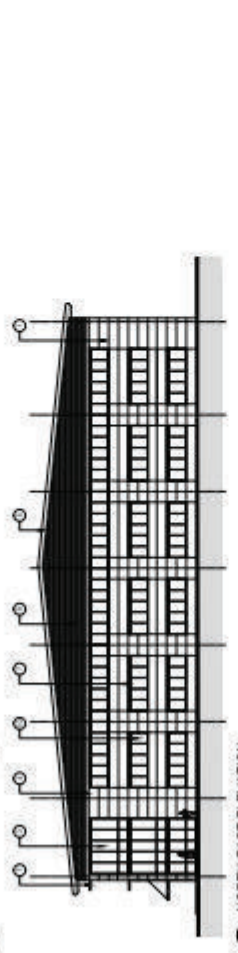
GREAT CENTRAL WAY, WEMBLEY
INDICATIVE ELEVATIONS
AVIVA INVESTORS PENSIONS LTD.

NOVEMBER 2014

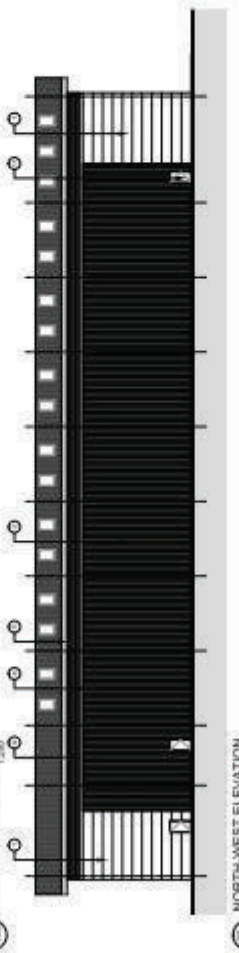
30452 PL-102



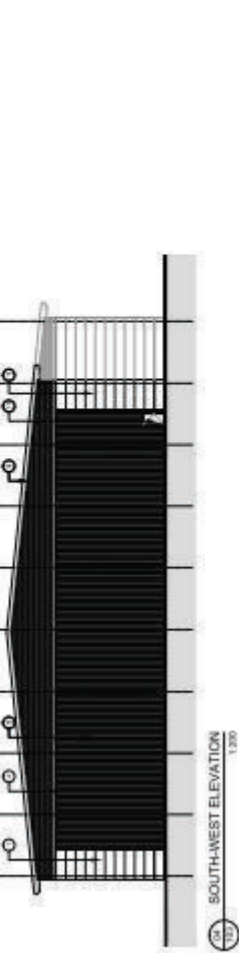
101 SOUTH-EAST ELEVATION
1:200



102 NORTH-EAST ELEVATION
1:200




103 NORTH-WEST ELEVATION
1:200



104 SOUTH-WEST ELEVATION
1:200

Any person wishing to inspect the above papers should contact Liz Sullivan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5377

	Planning Committee Map
Site address: Land rear of 114 - 116 Dollis Hill Lane, London, NW2 6JA	
© Crown copyright and database rights 2011 Ordnance Survey 100025260	



This map is indicative only.

RECEIVED: 9 October, 2014

WARD: Dollis Hill

PLANNING AREA: Willesden Consultative Forum

LOCATION: Land rear of 114 - 116 Dollis Hill Lane, London, NW2 6JA

PROPOSAL: Erection of four (x4 bed) semi detached dwellinghouses including formation of off street parking and associated landscaping

APPLICANT: Grosvenor Homes

CONTACT: PPM Planning Limited

PLAN NO'S:
See condition 2

RECOMMENDATION

Approval subject to conditions listed after paragraph 21.

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£144,161.43** of which **£122,690.58** is Brent CIL and **£21,470.85** is Mayoral CIL.

CIL Liable?

Yes/No: Yes

EXISTING

The subject site is the land to the rear of 114 and 116 Dollis Hill Lane. The land has not been formally separated off from the frontage properties but aerial photos show that it has not been well used and has become overgrown.

While the address of the site is Dollis Hill Lane the site identified by the red line is 26m to the rear of the front boundary. For most of its depth the site is bounded by Orchard Close to the west, this is a cul-de-sac on which there are 7 houses, all of which are detached and 3-storeys high.

The site does not include a listed building nor is it within a conservation area, however Homestead Park CA is to the west of Orchard Close.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain
dwelling houses	0	0	0	600	600

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0	0	0	600	600

Monitoring Residential Breakdown

Existing

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
-------------	------	------	------	------	------	------	------	------	-----	-------

Houses										
--------	--	--	--	--	--	--	--	--	--	--

Proposed

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
-------------	------	------	------	------	------	------	------	------	-----	-------

Houses				4						4
--------	--	--	--	---	--	--	--	--	--	---

PROPOSAL

See description above.

HISTORY

06/1998 Appeal Allowed

Erection of a 2-storey side extension to existing dwellinghouse and erection of 1 detached and 3 terraced dwellinghouses within rear garden of 116 Dollis Hill Lane with associated landscaping, detached garages and vehicular access

This was refused by the Council for the following reason:

The proposed development, by reason of the type, siting and size of the dwellinghouses and size of the proposed plots, would constitute an unacceptably cramped form of backland development which is incongruous with and detracts from the spacious character of the locality and has an awkward relationship with the existing houses fronting Dollis Hill Lane. This is exacerbated by the prominent siting and appearance on the crest of a hill. The proposed development would therefore be contrary to policies BE2, BE9, H12 and H15 of the adopted Brent Unitary Development Plan 2004 as well as the guidance set down in Supplementary Planning Guidance Note 17.

However it was subsequently allowed at appeal. The Inspector did not share the Council's concerns and considered the proposal would sit well back from the frontage of Dollis Hill Lane and be screened from Orchard Close. He was also of the opinion that denser development behind the frontage Dollis Hill Lane properties was not uncharacteristic of the area.

The differences between the appeal scheme and the subject application are discussed in the remarks.

POLICY CONSIDERATIONS

The National Planning Policy Framework (NPPF)

The NPPF was published on 27 March 2012 and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. It seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. It includes a presumption in favour of sustainable development in both plan making and decision making. The NPPF is intended to provide a framework within which local people and Councils can produce their own distinctive Local and Neighbourhood Plans. It aims to strengthen local decision making and reinforce the importance of keeping plans up to date.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. The Core Strategy will also need to be in conformity with both the London Plan and the NPPF. In doing so it has significant weight attached to it.

The development plan for the purpose of S38 (6) The Planning & Compulsory Purchase Act 2004 is the Brent Unitary Development Plan 2004, Core Strategy 2010 and the London Plan 2011.

The London Plan

Brent's Core Strategy

Policy CP17

Brent's UDP 2004

SPG17 Design Guide for new Development

CONSULTATION

22 neighbouring occupiers were consulted on 22nd October 2014 and 3 objections were received raising the following concerns:

- Concern about loss of green space and trees
- Arboricultural report does not explore retention of trees on western boundary
- A further survey of wildlife and fauna should be undertaken
- The site will be visible from a viewpoint in Gladstone Park
- Impact of additional cars potentially blocking in neighbours
- Possible problems for refuse collection and road cleaning
- New dwellings on Orchard Close will result in overcrowding
- Construction traffic will cause disruption and there could be damage to properties

Minor revisions to the scheme concerning the alteration to the treatment of the area around the vehicular access have been submitted. As a result neighbours have been reconsulted for a period of 14 days on 26th January. Members will be updated of any additional comments received.

Internal

Highways - revisions recommended and received.

Landscaping - revisions recommended and received.

REMARKS

Principle

1. As set out above the site consists of the end of the rear gardens of 114 and 116 Dollis Hill Lane, and the proposal is to develop 4 houses with gardens and parking, maintaining gardens for the existing dwellings and protecting trees around the boundary of the site.
2. Para. 53 of the NPPF supports LPAs in setting policies to resist inappropriate development of gardens where it would cause harm to the local area and the Core Strategy policy CP17 in line with national guidance states that the distinctive character of suburban Brent will be protected.
3. While the site consists of garden land there are a number of factors which lead officers to consider that the principle of the development in this location is acceptable.
 - The site has previously been considered as appropriate for a residential development by a Planning Inspector and for reasons explained below officers consider this scheme to be preferable to that previously approved.
 - The scale of the gardens in question are not characteristic of the surrounding suburban character, at over 47m long from the rear of the houses (and about 65m from front to rear boundary) they are very large and much larger than gardens in the surrounding context.
 - The depth of the gardens means they could be developed without harming the amenity of the existing houses.
 - The site has a prominent border of trees along its Orchard Close boundaries and the majority of these trees can be maintained.

Planning History - Appeal Scheme

4. The appeal scheme, allowed by the Planning Inspectorate in May 2007, proposed a row of 3 terrace houses and a detached house to the rear of 114-116 Dollis Hill Lane. The proposed arrangement involved vehicular access between 116 Dollis Hill Lane and the entrance to the school and this vehicular route would wrap around the side and rear of the garden of no 114-116. Officers did not find this backland style development to be sympathetic to the character of the area, but the appeal Inspector disagreed.
5. Compared to the now proposed layout the appeal scheme took up significantly more garden space for the vehicular route to the east of the frontage house. The orientation of the proposed houses was south facing towards the rear gardens of 114-116. The current proposal orientates the houses to the north with their gardens backing on to 114-116, this is much preferable in urban design terms for the relationship it creates between the properties.

Proposed Layout and Design

6. The proposal envisages the creation of an entrance into the site from Orchard Close at the northern end of

the site. Vehicles and pedestrians will both be able to use this entrance which creates a route within the site leading to the front of each property. Each of the 4 units has a front garden within which there is space for parking in accordance with Council standards.

7. 2 pairs of semi-detached houses are proposed, set in sufficiently from either side boundary to allow for root protection of existing trees. The ground level drops from the front to the rear of the house so there are stairs leading from the front to the rear gardens of the houses

8. The houses are simple in their appearance, constructed of brick and with a flat roof and a uniform window arrangement which will establish a residential character. Each house is proposed to have solar panels on the roof.

Quality of accommodation

9. The proposed houses are 3-storeys which addresses the ground level difference. To the front the lower floor is sunken and the front door leads to the upper ground floor, however to the rear the lower floor opens onto the garden at the lower level.

10. The lower floor accommodates an open plan living, dining, kitchen area and a utility room, there is a lightwell to the front and sliding doors to the garden to the rear. The entrance level floor has a living room to the front which could serve as a bedroom and the master bedroom to the rear and the top floor has 2 further bedrooms. The arrangement is a 3 bed 6 person house though it could serve as a 4 bedroom house, the floor area of approximately 150sqm exceeds the 113sqm set out in the London Plan for a 4 bed 6 person. The arrangement of the houses will provide a good quality of accommodation.

11. The rear gardens are 90sqm or more exceeding the 50sqm standard of SPG17.

Impact on Neighbouring Amenity

12. The garden depth of the proposed houses is over 12m and the garden depth of 114 Dollis Hill Lane will be 10m achieving a separation of over 20m between the rear elevations which will provide a good level of privacy.

13. At the upper floor of the proposed houses a roof terrace area is proposed, a condition is recommended requiring details of screening to prevent overlooking, while the depth of the rear garden is sufficient this is considered necessary as the houses are at a higher ground level.

14. There is a distance of over 20m between the front of the houses and the property on Orchard Close to the north and it is considered that there will be no loss of amenity to residents of these houses. The change in levels across the site means that the neighbours to the north are higher in any event.

Landscaping and Trees

15. A good level of detail regarding the protected trees to the east of the site was submitted from the start. Officers were of the opinion that maintaining as much as possible of the shrubs and trees along the western boundary of the site should also be prioritised and this resulted in the houses being set further away from this boundary. The Council's tree protection officer has considered this report and in their view its contents will help to ensure that the quality of the scheme will be maintained.

16. An arboricultural report has been submitted and reviewed which also includes a tree protection method statement.

17. The Council's transport engineer has stated that the northern end of the western boundary needs to be altered to provide an acceptable visibility splay for vehicles leaving the site. Whilst there is a balance between ensuring technical highway guidance is complied with but not at the expense of planting in this case it is considered that the fact that the strip of planting to be reintroduced behind the visibility splay will successfully soften the changes.

18. At the northern end of the site the proposed layout plan shows 4 new trees (flowering cherry and crab apple) along the boundary with a hedge of hawthorn and variegated holly below. 4 more trees are also incorporated within the front gardens. Officers consider that a good landscaping scheme is proposed maintaining the existing where it is of the best value and proposing additional landscaping which will enhance the site visually where it is currently less good.

Highways

19. 2 parking spaces are proposed for each property which is acceptable in the area as it has a low PTAL, Orchard Close does not have controlled parking but the proposed parking spaces sufficiently accommodate the parking standard for the houses and should prevent overspill parking.

20. As explained above the entrance to the site has been revised to accommodate the necessary visibility splay and now meets highways requirements.

21. A refuse storage area is proposed within the site which is accessible for collection operatives and residents. The proposed properties are provided with a cycle store to meet Council guidance.

Neighbours comments

Neighbour comments	Response
Concern about loss of green space and trees	The site is not a designated open space but the end of a very large garden there are specific considerations as set out above which, subject to the proposed quality and mitigation, justify the principle of development
Arboricultural report does not explore retention of trees on western boundary	Revisions were sought and an updated arboricultural report received addressing this issue and retaining the trees along the western boundary
A further survey of wildlife and fauna should be undertaken	The site is not a site of importance for nature conservation and no evidence of protected species was identified however the development will need to be undertaken in line with the ecologists recommendations as set out in an informative
Impact of additional cars potentially blocking in neighbours and possible problems for refuse collection and road cleaning New dwellings on orchard Close will result in overcrowding	Sufficient car parking is proposed within the development site to prevent overspill parking on Orchard Close The development results in a density of 26 units per hectare which is lower than the London Plan standards for suburban density (a minimum of 35 units), but the development has been designed and does not result in any tightnesses with boundaries or neighbours.
Construction traffic will cause disruption and there could be damage to properties	The applicant will be advised that a developer should join the considerate constructors scheme

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

(1) The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Housing: in terms of protecting residential amenities and guiding new development

Transport: in terms of sustainability, safety and servicing needs

CONDITIONS/REASONS:

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- (2) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

1382-12E
1382-13E
1382-14E
1382-15E
1382-16A
1382-17A
1382-18A
1382-19B
1382-20A
1382-21C
1382-26B
1382-37

Ecology Report
Arboricultural Implications Report

Reason: For the avoidance of doubt and in the interests of proper planning.

- (3) All recommendations in the Arboricultural Implications Statement must be implemented in full and no work shall commence on site until the Council's Tree Officer has been given 14 days notification.

Also, the development shall be implemented in accordance with the landscaping scheme hereby approved. The landscape work to be completed prior to the occupation of the development hereby approved. Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development and to provide tree protection and planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (4) The developer must joint the Considerate Constructors scheme before any development on the site commences.

Reason: To ensure disturbance to neighbours from building work is minimised.

- (5) No further extensions or buildings shall be constructed within the curtilage of the dwellinghouses subject of this application, notwithstanding the provisions of Class(es) A, B, C, D & E of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 1995, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason: To prevent an over development of the site and undue loss of amenity to adjoining occupiers.

- (6) The parking spaces and turning space shown on the approved plans shall be constructed prior to the occupation of the buildings and shall be permanently retained and used solely in connection with the dwellings hereby approved.

Reason: To ensure that the approved standards of parking/garage provision are maintained in the interests of local amenity and the free flow of traffic in the vicinity.

- (7) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details. This shall also include details of hard surfaces which should demonstrate SUDS.

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

- (8) Details shall be submitted of appropriate screening to the terrace on the top floor of each house, the details shall be agreed in writing by the LPA and implemented and maintained in accordance with the approved details.

Reason: To maintain an acceptable level of privacy between neighbouring occupiers.

INFORMATIVES:

- (1) The applicant is advised that the development must be implemented in accordance with the ecological survey recommendations:
- Site clearance to be completed outside of the bird nesting period during the months of September-February or after confirmation by an experienced ecologist that vegetation and buildings are free of nesting birds and their dependent young at other times.
 - Retain some dead wood as habitat piles around the periphery of the site for the benefit of specialist saproxylic invertebrate species
 - Incorporation of enclosed bat and bird boxes into the external fabric of new dwelling houses as a biodiversity enhancement measure.
 - Site to be re-surveyed if development has not taken place within 12 months of the date of the current survey (1 September 2014).
- (2) The applicant is advised to contact the Director of Transportation in order to arrange for the necessary works to the highway, all such will work be at the applicant's expense.

REFERENCE DOCUMENTS:

The following are extracts of some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.



© 2011 CHASSEY studio

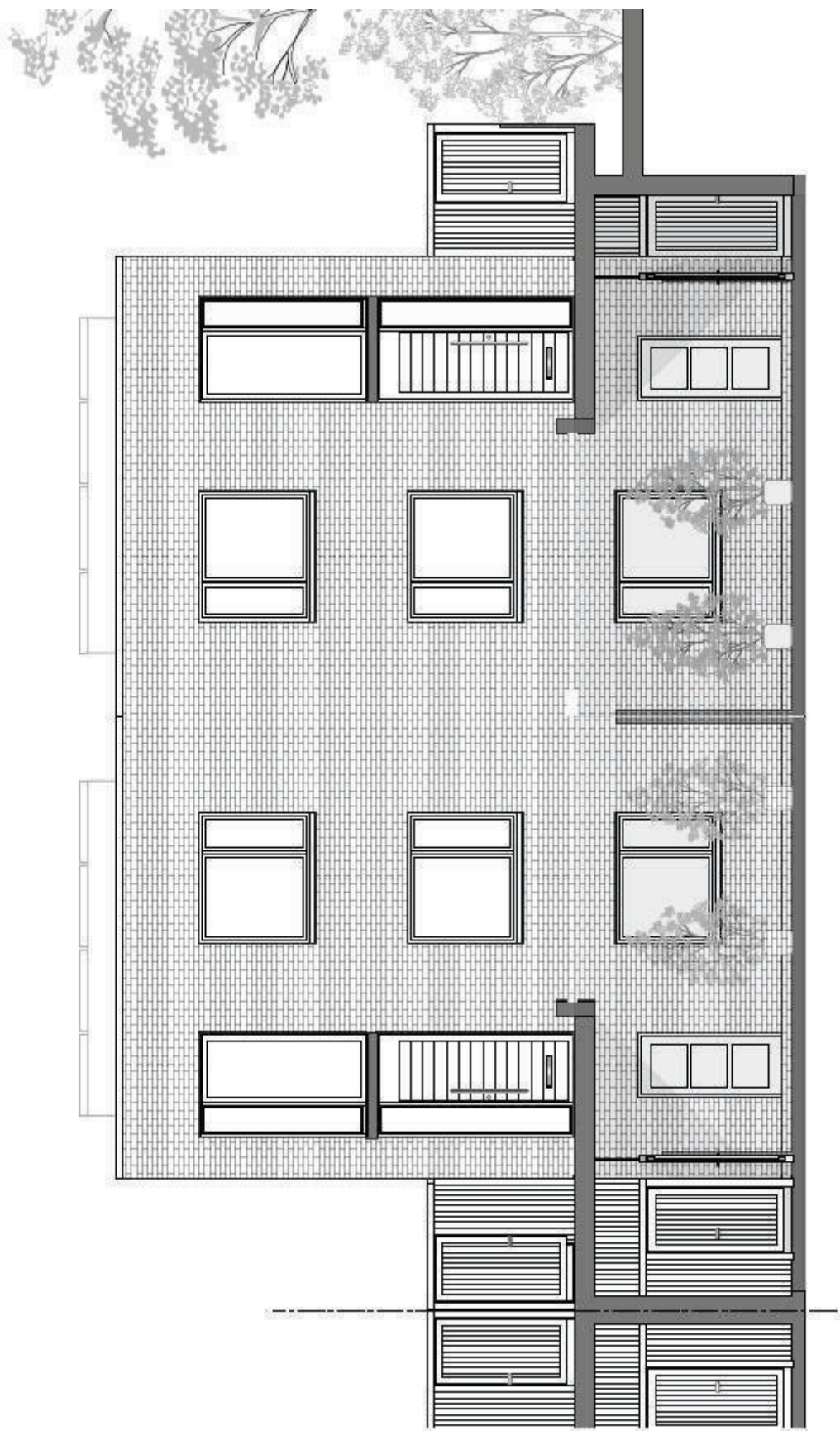
116 Dollis Hill Lane, NW2 6JA

SITE PLAN AS PROPOSED

SCALE 1:500

version 10

dwg no. 1382-12E



drwg no. 1382-17A

version 10

NORTH ELEVATION SCALE 1:50

116 Dollis Hill Lane, NW2 6JA

© CHASSAY ARCHITECTS
CHASSAY
studio



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CHASSAY
STUDIO

116 Dollis Hill Lane, NW2 6JA

SOUTH ELEVATION TO GARDEN

SCALE 1:50

version 10

dwg no. 1382-18A



116 Dolis Hill Lane, NW2.6JA
 CHASSAY studio
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 version 10
 SCALE 1:250
 SITE SECTION
 drwg no. 1382-21 C

Any person wishing to inspect the above papers should contact Liz Sullivan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5377

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