



Planning Committee

Wednesday 16 December 2015 at 7.00 pm

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

Membership:

Members

Councillors:

Marquis (Chair)
Agha (Vice-Chair)
S Choudhary
Colacicco
Ezeajughi
Mahmood
Maurice
M Patel

Substitute Members

Councillors:

Chohan, A Choudry, Hoda-Benn, Hylton, Khan
and W Mitchell Murray

Councillors

Colwill and Kansagra

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 6.00pm 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 held on 18 November 2015 (to follow) | | |
| Extract of Planning Code of Practice | | |
| APPLICATION DEFERRED FROM THE PREVIOUS MEETING | | |
| 3. Kingsbury High School and Roe Green Park, Princes Avenue, London, NW9 9JR (Ref. 15/1508) | Queensbury | 5 - 20 |
| NORTHERN AREA | | |
| 4. Red House building, South Way, Land and Pedestrian walkway between South Way and Royal Route, Wembley Park Boulevard, Wembley (Ref.15/3599) | Tokington | 21 - 56 |
| 5. Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY (Ref. 15/4140) | Barnhill | 57 - 84 |
| 6. Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY (Ref. 15/4141) | Barnhill | 85 - 104 |
| SOUTHERN AREA | | |
| 7. Summit Court Garages and Laundry & Store Room next to 1-16 Summit Court, Shoot Up Hill, London, NW2 (Ref. 15/1892) | Mapesbury | 105-126 |
| 8. 31 Montrose Avenue, London, NW6 6LE (Ref. 15/4484) | Queens Park | 127-150 |
| 9. 222 Church Road, London, NW10 9NP (Ref. 15/4104) | Dudden Hill | 151-164 |
| 10. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 64. | | |

Site Visits – 12 NOVEMBER 2015

SITE VISITS – SATURDAY 12 NOVEMBER 2015

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

| REF. | ADDRESS | ITEM | WARD | TIME | PAGE |
|---------|---------------------------------------|------|-------------|-------|---------|
| 15/3599 | Red House Building, South Way HA9 0HB | 4 | Tokyngton | 9:35 | 21-56 |
| 15/4140 | French School, Forty Lane HA9 9LY | 5 | Barnhill | 10:00 | 57-84 |
| 15/4141 | French School, Forty Lane HA9 9LY | 6 | Barnhill | 10:00 | 85-104 |
| 15/1892 | Summit Court NW2 3PY | 7 | Mapesbury | 10.45 | 105-126 |
| 15/4484 | 31 Montrose Avenue, NW6 6LE | 8 | Queens Park | 11:15 | 127-150 |
| 15/4104 | 222 Church Road NW10 9NP | 9 | Dudden Hill | 11.45 | 151-164 |

Date of the next meeting: Wednesday 13 January 2016

The site visits for that meeting will take place the preceding Saturday 9 January 2016 at 9.30am when the coach leaves the Civic Centre.



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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COMMITTEE REPORT

Planning Committee on 16 December, 2015
Item No 03
Case Number 15/1508

SITE INFORMATION

RECEIVED: 5 May, 2015

WARD: Queensbury

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Kingsbury High School and Roe Green Park, Princes Avenue, London, NW9 9JR

PROPOSAL: Installation of 2.2m wide pedestrian path from Bacon Lane to Kingsbury High School, partly through Roe Green Park and partly Kingsbury High School grounds, removal (in part) of existing hedge and erection of metal gates, new lighting and CCTV column, and installation x 2 bollards together with removal of existing gates fronting Bacon Lane and their replacement with fencing and hedge (as amended).

APPLICANT: Kingsbury High School

CONTACT: Capital PCC Ltd

PLAN NO'S: (See Condition 2)

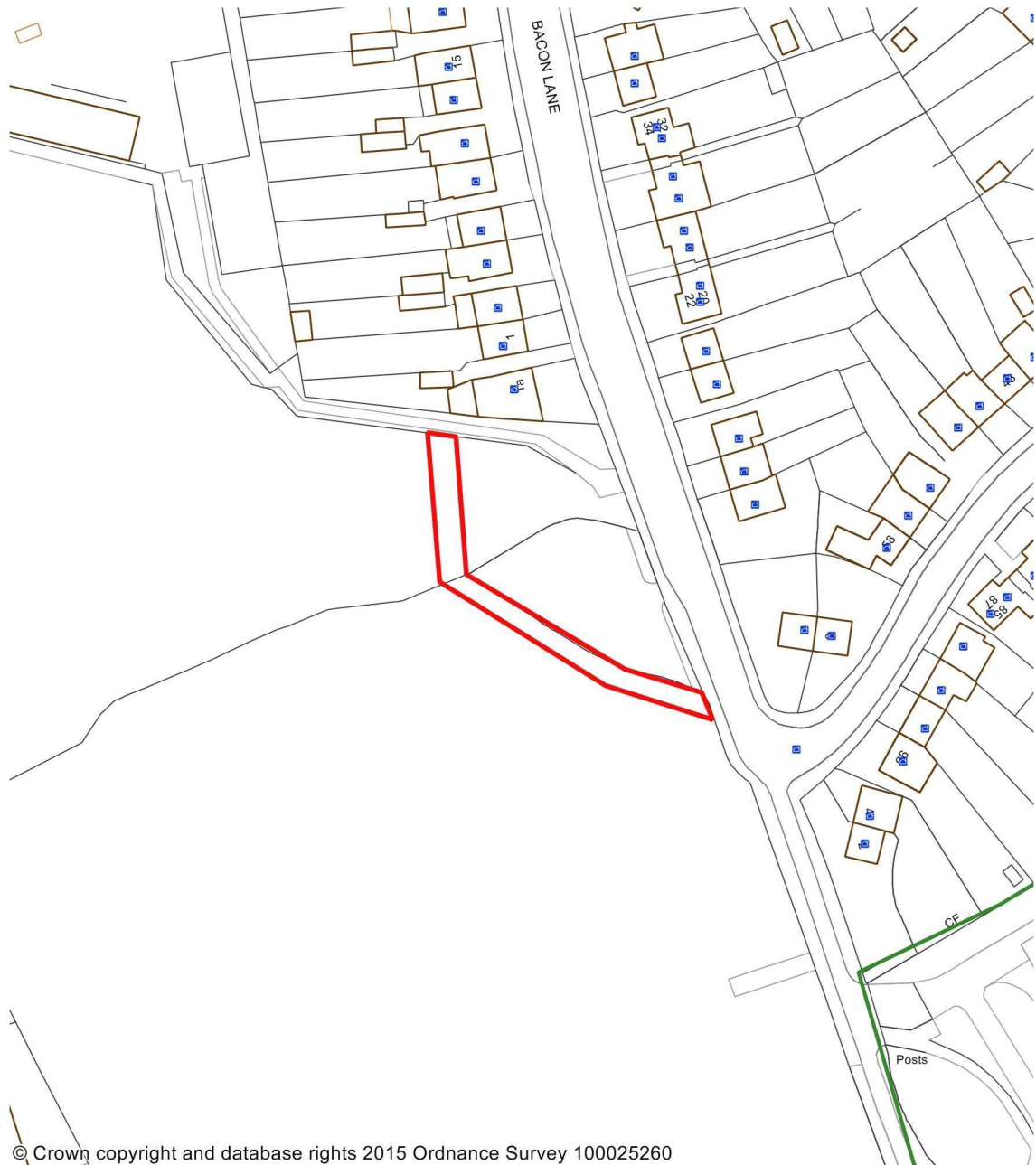
SITE MAP



Planning Committee Map

Site address: Kingsbury High School and Roe Green Park, Princes Avenue, London, NW9 9JR

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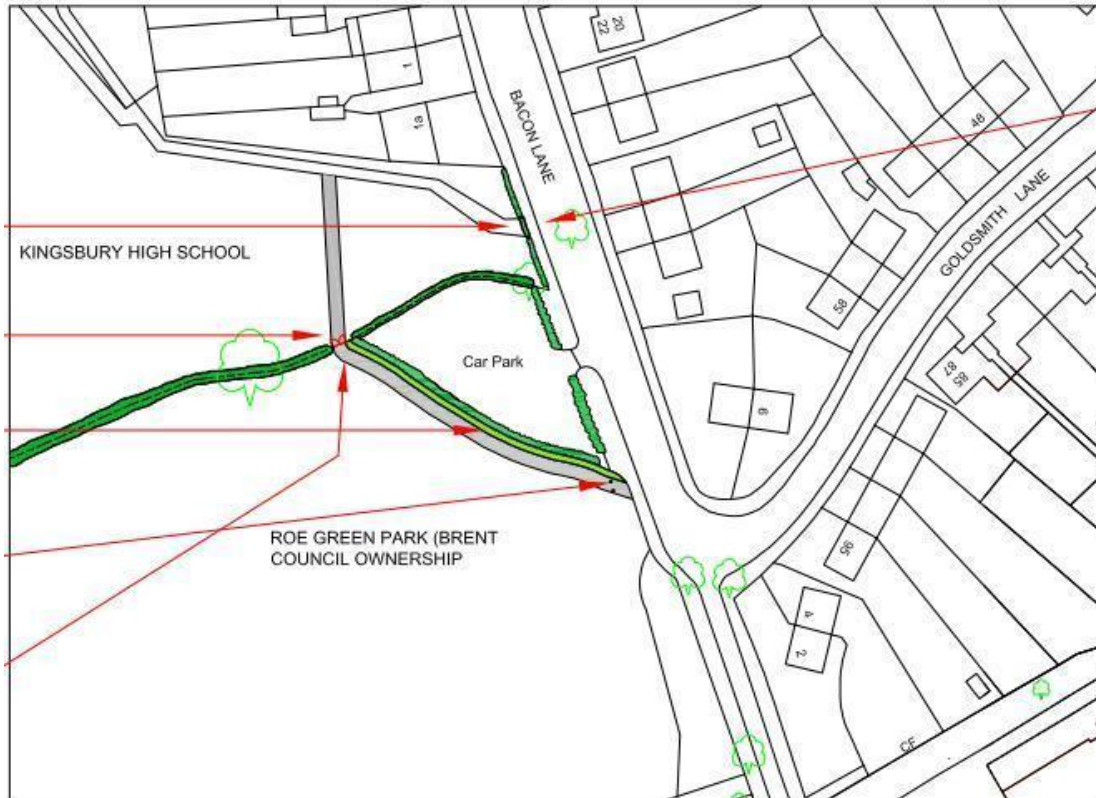
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This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

Site Plan

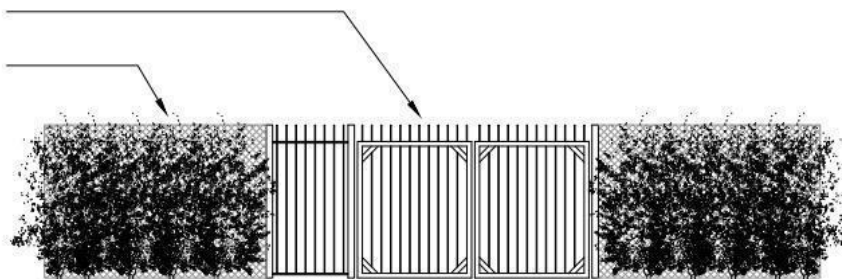


Elevation – Existing gate to Bacon Lane to be removed

Existing green powder coated metal entrance gates. Approx. 2.4m high

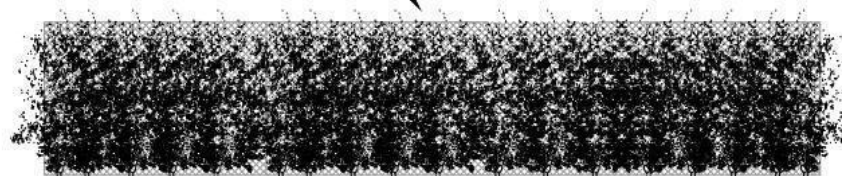
Existing metal chain link fence and bushes

EXISTING
ELEVATION A
SCALE 1:40



Remove and infill existing gates with new metal chain link fence and bushes to match existing

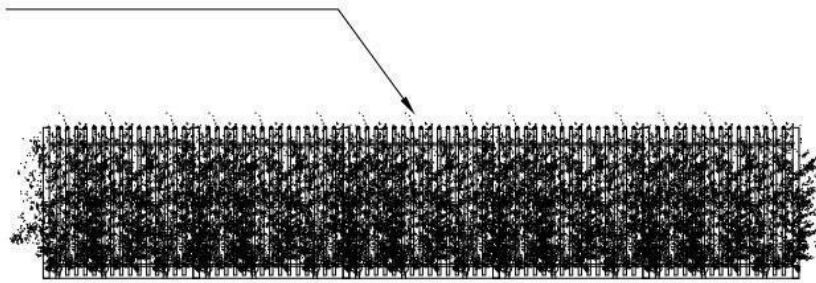
PROPOSED
ELEVATION A
SCALE 1:40



Elevation – New gate to Roe Green Park

Existing metal fencing and bushes

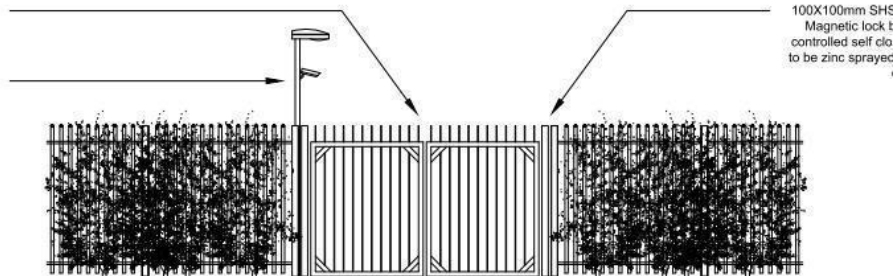
EXISTING
ELEVATION B
SCALE 1:40



Remove existing fencing and bushes and install new green powder coated metal gates to match existing fencing style, 2.4m high

New 4m high lighting column with CCTV security camera. All to be positioned within the school site and maintained by the school

EXISTING
ELEVATION B
SCALE 1:40



INTRODUCTION

This application was deferred from consideration at the previous Planning Committee meeting on 18 November 2015, following a site visit made on 14 November 2015. The context for this is discussed below.

When the application was submitted in May 2015 it was supported by a visual impression of the proposed path which was subsequently found to be inaccurate. This showed the proposed path in the wrong location through Roe Green park. This document was removed from the website as soon as it became known, it was removed on 18 May 2015. However the inaccurate image was available to view for a two week period after the initial neighbour consultation letters were sent out. The proposed site plan was entirely accurate and the visual impression had only been submitted as supporting information. However, it is acknowledged that this may have lead to some confusion for local residents in terms of the view formed about the path location. It was recommended that additional consultation be carried out to ensure that local residents considered the path as shown in the proposed site plan and not in the visual impression. Because of this the application was not progressed.

To provide clarification on the proposed location of the path a further round of consultation has been undertaken. On 27 Nov 2015 a total of 27 letters were sent to local residents, and all interested parties who had made earlier representations. A 14-day consultation period has been undertaken.

Further Representations:-

In response to the second round of consultation one additional representation has been submitted on-line. This indicates support for the proposal on the grounds it is considered this will help to provide a safer route for school children, away from the road.

Prior to the deferral of the application at the November Committee additional representation was received from a local resident who objects to the proposal. Concerns were raised regarding the original consultation and the accuracy of the indicative visual impression of the path that was originally submitted and displayed on the website. The response to this is as discussed above and the matter has been further clarified.

Other points raised include the following;

The school staff should be responsible for ensuring safety of pupils using the footpath along Bacon Lane.

Response; The objector considers that the school staff should be responsible for ensuring that the school children are safe when using the existing footpath to avoid the installation of the proposed path. It is not considered practical to expect this of the school once the children leave the school grounds. This proposal is intended to provide an appropriate response to the issue and provide a safer route for children, away from the road and potential safety hazards that this may present.

If a route through the park is considered necessary then this should be provided by just installing a gate within the existing hedge, without the need for a path to be installed.

Response; This is not considered to be an ideal solution for practical reasons. Inevitably, in the absence of a path the route would become worn, and over time grass would disappear and this would become a muddy route during winter months and times of heavy rainfall. The proposed path has the benefit of being suitable for use in all weather conditions and formalises the route.

The condition regarding lighting should also restrict the lighting from being on during school holidays.

Response; It is recommended that condition no 9 is amended accordingly to capture this further restriction on its use.

Is there an access Licence to allow the path to be routed across the park, and will this be secured by planning condition?

Response; This is a matter dealt with outside of planning control and will be dealt with by the Parks department and Council's Property Team, with the applicant. This is no different to any other proposal to undertake works on land not owned by an applicant. The relevant permissions/licence agreement will need to be agreed with the land owner before any works could be implemented. No planning condition is considered necessary as this will be a requirement in any event.

Site Visit queries (14 November 2015):-

Members sought further clarification on the type of CCTV to be installed.

Response; The CCTV camera will be static and will only point downward to the monitor the gate.

It was also queried whether the existing footpath along Bacon Lane could be upgraded as part of the works.

Response; Transportation have advised that any upgrade works considered necessary to an adopted footpath would be carried out by the Highway Authority as part of their statutory function. It would not be necessary or reasonable to require this through the current application.

Recommendation: Remains approval subject to the conditions set out in the original report, and the amendments to the wording of condition 9.

Report from previous Committee Agenda:

RECOMMENDATIONS

Approve (subject to conditions), subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Installation of 2.2m wide pedestrian path from Bacon Lane to Kingsbury High School, partly through Roe Green Park and partly Kingsbury High School grounds, removal (in part) of existing hedge and erection of gates, new lighting and CCTV column, and x 2 bollards together with removal of existing gates fronting Bacon Lane and their replacement with fencing and hedge (as amended).

B) EXISTING

The application site is partly within Roe Green Park public and partly within the school grounds of the Kingsbury High School, Princes Avenue site. The land comprises of public open space (Roe Green Park) and private land within the school site, currently laid as lawn. There is an existing mature hedgerow running east-west that separates the public park and the school site, and a car park associated with the use of the park immediately adjacent to the east. This site is to the east of but not within the Roe Green Village Conservation Area.

C) AMENDMENTS SINCE SUBMISSION

Since submission the scheme has been amended resulting in:-

1. Reduction in width of the path from 3m to 2.2m. This reduces the impact on the park land, and is consistent with the width of the existing path within the school grounds.

2. The southern section of proposed path being re-aligned to maintain a 1m gap from the edge of path to the existing hedge. This is to ensure that construction works do not damage or undermine the hedge, and a 1m wide grass strip is to be left in between.

D) SUMMARY OF KEY ISSUES

The key issues for consideration are:-

1. Visual impact on existing open space.
2. Impact on ecology and landscaping.
3. Student safety and school's need for this.
4. Transportation considerations.

RELEVANT SITE HISTORY

No relevant planning history.

CONSULTATIONS

Statutory neighbour consultation period 05/05/15 to 26/05/15.

Site notice(s) displayed on 13/05/15

Press notice advertised on 21/05/15

Three objections have been received, including an objection from the Roe Green Village Residents Association (RGVRA) although they acknowledge the demand placed on the existing footpath at times when students are moving between the two sites, stating "the ability of the pavements to handle these movements is simply overwhelmed"

| Summary of objections | Response |
|--|--|
| The proposed path will not address the traffic problems associated with the school. | The path is seen by the school as a solution to provide a safer walking route and to ease the demand and pressure placed on the existing pavement by students moving between the sites. It is not proposed as a means of reducing school traffic. |
| Proposed lighting will adversely affect bats and nesting owls at Roe Green Park. | This has been fully considered in an ecology report submitted - see paragraphs 20-25 |
| This will have a negative impact on the visual amenities of the park and the adjacent Conservation Area. | The path is sited along the eastern edge where it will have the least visual impact, and will maintain the appearance of existing paths in Roe Green Park. Given the scale of the works involved it is not considered this would impact on the adjacent Conservation Area. |
| Loss of existing park land and green space. | The space will form a part of a park and it is not unusual for parks to be used by pedestrians to provide a shorter route. The proposal results in additional hard surfacing and additional footfall within the park. However, the amount of park space associated with this is minimal. The path does not effect existing sports pitches, and wider improvements will be secured in the form of new tree planting to balance the small amount of park space to be lost. |
| Would encourage more litter within the park. | There is no evidence that the two would be directly linked. There would also be no justification with regard to planning policy or guidance to resist the provision of a path in a park directly |

| | |
|--|---|
| | because of the risk of additional litter associated with users of that path. |
| There has been no consultation with the Roe Green Village Conservation Area. | The RGVRA indicate that the proposals were discussed with them prior to submission. The association was consulted on the planning application, and responded to this. |
| The proposed path would not be de-iced during winter and this would be a safety hazard to users. | This would not be any different to the treatment of existing paths in the Borough's parks. |
| The existing footpath along Bacon Lane is sufficient. | The school has a different view, and have concerns related to pupil safety due to inability of the existing footpath to cope with peak demand. |

Two general comments have been received. One refers to the inaccuracy of an artists impression drawing of the proposed path. This matter has since been clarified and the inaccurate image was withdrawn by the applicant.

One representation of support has been received, this would encourage the installation of a longer path to physically link the two Kingsbury High School sites.

STATUTORY CONSULTTEES

Transportation;-

No transportation objections raised (see Remarks section below for further discussion).

Regulatory Services;-

No objections raised.

Principal Tree Officer & Landscape Design;-

No objection subject to conditions being secured to safeguard the existing mature Oak, west of the site and the planting of three new trees. Such matters can be adequately addressed through condition.

Culture Service (Strategy Officer);-

No objection raised to the principle of the path (on Parks/Council land). The bat and bird survey appear to have been undertaken to an appropriate standard. It was suggested that the path should be set away by 1 - 1.5m away from the existing hedge. New tree planting is welcomed, it has been suggested that an appropriate location for the planting of new trees is to the west of the site along the line of the existing hedge.

Sport and Parks;-

Have confirmed they do not raise any objection.

Roe Green Village Residents Association;-

An objection has been raised. It is considered that the route and length of the pathway will not be adequate in terms of alleviating the pressure of students walking on Bacon Lane pavement when travelling between the two school sites, and that this is not an appropriate solution.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

Paragraphs 74, 75, 109, 117, 118 and 119

London Plan -Further Alterations 2015

7.18 - Protecting Open Space

7.19 - Biodiversity & Access to Nature

7.21 - Trees & Woodlands

Brent Core Strategy 2010

Policy CP18 - Protecting and Enhancing Open Space, Sports & Biodiversity

Brent UDP 2004 (saved policies)

BE2 - Local Context
BE5 - Urban Clarity & Safety
BE6 - Public Realm: Landscape Design
BE8 - Lighting & Light Pollution
TRN10 - Walkable Environments
OS13 - Development on sites of Borough Grade II & Local Nature Conservation Importance
OS15 - Species Protection

DETAILED CONSIDERATIONS

Context;-

1. Roe Green Park is an area of public open space. Adjacent to this park, to the north and to the south-east are two separate Kingsbury High School sites. One of the sites is towards the southern end of Bacon Lane while the northern most school site has a frontage onto Princes Avenue. The boundaries for the two school sites are approximately 140m apart, with Roe Green Park situated in between. The Roe Green Village Conservation Area (RGVCA) is to the east of the application site affecting properties on Bacon Lane, but the proposed application site is outside of this designated area.
2. The southern part of the application site (Roe Green Park) is within a wider designated Site of Importance for Nature Conservation - Grade II (SINC).

Requirement for proposal;-

3. The current arrangement with the school being split across two sites means students and staff have to walk between the two sites throughout the school day. Currently the only way this can be done is for students to leave both sites and walk along the relatively narrow footpath along Bacon Lane. Due to the narrow footpath along here and the numbers of students using this at times this often results in students walking in the road which is a safety hazard. It can also contribute to a build up of traffic at peak start and finish times for the school.
4. The school believes that by installing the new pathway as proposed this will provide a safer means of pedestrian access for students travelling between Kingsbury High School's Bacon Lane and Princes Avenue site's. It will allow a more direct pedestrian route that will take students away from the narrow pavement along Bacon Lane and alleviate the pressure on the relatively narrow stretch of pavement at peak times. The proposed route is better in terms of student safety.
5. The proposal will comprise of the following;-
 - Removal of existing school entrance gates onto Bacon Lane and replacement of this with fencing and bushes/planting to match existing.
 - Installation of 2.2m wide pedestrian path extending from Bacon Lane to Kingsbury High School (Princes Avenue site), with two bollards at the southern end of the path to restrict vehicle access.
 - Installation of new metal school entrance gates (2.4m high) where the new path meets the boundary between the school site and Roe Green Park. This will result in partial removal of existing hedge, for a length of some 4m.
 - Installation of new lighting column (4m high) and CCTV camera, both to be within the school site. These are required for student safety reasons.
6. The school has agreed an access license with the Council to route part of the new path through Roe Green Park.

Planning Policy;-

7. Core Strategy policy CP18 seeks to protect open space from inappropriate development and preserve this for the benefit, enjoyment, health and well being of Brent's residents, visitors and wildlife. Support will be given to the enhancement and management of open space for recreational, sporting and amenity use and the improvement of both open space and the built environment for biodiversity and nature conservation.
8. Inappropriate development is considered to be any development which is harmful to the use or purpose as open space. In this case the proposal, which involves the laying of a new path inside the park and a lighting column just outside of the park, within school grounds would not be seen as development harmful to the use or purpose as open space. The path is sensitively sited along one edge of the park, set against the backdrop of a car parking area and is not considered to be intrusive. It will not effect any existing

sport pitch provision, nor will it be visually harmful as it will have the same look and appearance as existing paths within Roe Green Park.

9. Securing new trees as part of this development is an opportunity for new wildlife habitat creation and increases the green infrastructure, which is welcomed through policy CP18.
10. UDP saved policy OS13 has a presumption against development on sites of Borough (Grade II) Nature Conservation Importance, unless it is demonstrated there will be no adverse effect on nature conservation or that compensatory provision for wildlife is made.
11. Policy OS15 has a presumption against development which would have an adverse impact on protected species.
12. The proposed path does not involve development on existing sports pitches due to its location on the eastern edge of the park, which also meant this does not result in the loss of openness of this public open space.

Design;-

13. The path will be laid as black tarmac which is in keeping with the finish found to existing paths throughout the park, and has been agreed with the Council's Parks Services. The southern section of proposed path has been re-positioned and is now separated from the existing hedge to the north-east by a distance of 1m. This 1m gap was provided to help to ensure that the existing mature hedge which defines the edges of the existing car park will not be undermined by construction works associated with the path .
14. The proposed gates are to be metal and finished in green paint. The appearance of these will be acceptable in this location.
15. A new 4m high lighting and cctv column will be aluminium with a powder coated finish. This will be sited within the school grounds.

Impact on landscape and ecology;-

16. No existing trees will be removed as a result of the proposed works. There is a mature Oak to the west of the proposed works area which because of its proximity needs to be given due consideration. The Principal Tree Officer has confirmed from a tree perspective there are no overriding concerns providing a tree survey, tree protection plan and arboricultural method statement in accordance with BS5837:2012 are secured through condition. These further submissions should be carried out with consideration for this adjacent Oak tree to the immediate west of the proposed path. Following a survey, if it is found that proposed works would be within the RPA of the retained Oak tree, a full construction methodology should be required, and the recommendation is that a no dig cellular confinement system is considered for appropriate sections of the path.
17. The works will require the removal in part of a section of existing hedgerow in order to install the proposed gates and lighting column. This does result in the removal of some 4m of the hedge. However at the same time it should be noted that a new replacement section of hedge, some 5m wide is being proposed along the eastern edge of the site. This will front onto Bacon Lane and will be in place of the existing gates that are proposed to be removed and reinstated with fencing and new vegetation to match what exists either side.
of
18. New tree planting is also to be secured. The applicants have confirmed agreement in principle to the planting of three new trees. These are envisaged as Common Oak trees (*Quercus robur*) with a 18-20cm girth and planted at intervals along the path. This planting will be secured through a landscape condition.
19. The southern part of the site in Roe Green Park is a designated Site of Importance for Nature Conservation - Grade II. An ecology assessment was commissioned by the school, and this details the findings of bat surveys and bird nesting assessment (August 2015).

Bat survey

20. A bat activity survey, roost assessment of trees and bat emergence and re-entry survey of the Oak tree were carried out. This survey was commissioned to confirm the presence or absence of bat activity around the proposed path and gate and also to determine if roosting was occurring within trees adjacent to the works area.
21. The methodology involved a data search for records of bats within 2km of the site. For the survey two

survey visits were made to site. Both of these were dusk surveys and carried out during an optimal time of year for bat activity surveying (May to August). The bat roost survey identified that the existing mature Oak had significant roost potential, so a bat roost survey was carried out on this tree.

22. The results of the data search found records of roosts within 2km of the site. The bat activity surveys found that bats were foraging along the hedges surveyed, and around the proposed works area. Foraging activity was recorded over much of the survey time on both the 11 August and 26th August. The bat roosting assessment considered the adjacent mature Oak, as it was deemed to have significant roost potential. The survey found no evidence of bats roosting in this tree adjacent to the proposed lighting column, and in the emergence survey no bats were seen emerging. On the dawn re-entry survey no bat activity was seen or detected.
23. In conclusion the survey showed that bats are using the hedge as a foraging and commuting route. As the existing proposals involve the lighting only being used between October and March and most bats are mainly active between May and September, then lighting will only be required to be on during times when bat activity is minimal. As the species currently using the hedge area are species which is less likely to be severely impacted by lighting then the overall effect of adding the lighting as proposed is considered to be minimal. The works will involve the removal of small section of hedge (some 4m. in length) and bats using the area are likely to fly over and around the Oak tree anyway, so the partial loss of habitat is not considered to impact on this foraging route. Furthermore, when viewed in the context of the proposal to infill a section of hedge along the eastern boundary, which is to be some 5m in length and the planting of three new mature trees there is to be an increase in habitat.
24. The recommendations of the ecology report are to;-
 - Use lighting only between 15:00 and 19:00, between 1 October and 31 March.
 - Use downward directed lighting
 - Use sodium, white or warm LED or lighting with low or no UV light.
25. These recommendations are to be necessary to ensure minimal impact on the bat population and make the development acceptable, and are to be secured through planning conditions.

Bird nesting assessment

26. The methodology for this involved an assessment of existing trees nearby and hedges were also checked for birds nests. This was carried out in September 2015, so unfortunately outside of main nesting season (1 March to 31 July). No nests were observed, but as this check was made outside of the main nesting season then the only way this could be done was by a visual check. It is possible therefore that some nests may be hidden by dense vegetation.
27. The report advises that lighting is unlikely to impact on any birds as it will only be on outside of the main nesting season for birds.
28. The only possible impact identified was that a small section of hedge and the existing Oak tree become less attractive for nesting birds due to the removal in part of the existing hedge, and the increased human disturbance in this area from users of the path. Again this must be balanced against the fact that a new section of hedge, and three new trees are to be planted. The report also advises that as a further compensatory measure bird boxes for nesting could be added to existing trees or hedges in the vicinity. This could be secured through planning condition.
29. As a precaution the report advises that should the hedge removal be required between 1 March and 31 August (main bird nesting season) then the area to be removed should be surveyed for nesting birds shortly before removal. Should nests be found within 4m of the works area then works within 4m of the nest will need to be delayed until such time that chicks have fledged the nest.

Lighting;-

30. There is currently no lighting within a 40m radius of the proposed lighting column location. The chosen location is approximately 50m outside of the designated Roe Green Conservation Area, as such is not considered to adversely effect this designated area. The closest dwelling is approximately 40m away, so it is not considered this would have a negative impact on residential amenity.
31. In order to minimise any impact the proposed lighting column will be only 4m high, much lower than a typical street light column. The single lamp will be directed downwards to minimise light spill and potential impact on the surrounding area. The lamp will be 150w and only used during the winter months of October through to March, and between the hours of 15:00 and 19:00. The lighting will be controlled to

ensure that it is not on outside of these times, and it is recommended that a condition be attached to ensure this.

32. The lighting is required for safety and surveillance, and it is not considered that the introduction of a single lighting column would have an adverse effect on the visual amenity associated with this park, or the amenity of residents around the edges of the park. Regulatory Services officers (Environmental Health) have given confirmation that this lighting column does not present any issues from a nuisance perspective. Considering that Roe Green Park already contains column lighting in places it is considered that this one additional lighting column will not look out of place.
33. The ecology survey has given consideration to the potential impact of this lighting on bats and birds. The report advises that metal halide, mercury and broad spectrum lighting with high UV value should not be used. Instead sodium, white or warm white LED, or lighting with low or no UV light should be used. The school has confirmed that the lighting will conform with this recommendation, in any event a condition is proposed to restrict the type of lighting that can be used here in order to minimise the impact on local ecology.

Transportation;-

34. New pedestrian gates are proposed at the school boundary hedge. The length of the footpath within the school boundary is not public footpath and so does not require formal stopping up or diversion. Reducing the length of road that children would walk beside should improve pupil safety. The path alongside Roe Green Park is on land owned by Brent. The lighting column is supported from a transportation service perspective and should benefit pupil safety. In principal, the proposal is welcomed.

Conclusion;-

35. On balance the proposal (as amended) is considered to be acceptable when assessed against open space and nature conservation policies. Due to its siting along the eastern edge of Roe Green Park the proposed path is not considered to be visually intrusive, the loss of park space will be minimal, this will not effect any existing sports pitch and the single lighting column will not look out of place amongst other lighting columns within Roe Green Park. The school's need for the path is a reasonable one and the fact that it will provide a more legible and safer pedestrian route between the two school sites is welcomed. Subject to conditions to safeguard an existing mature Oak, the existing mature hedgerows, to secure the planting of new trees, to restrict the times when the lighting can be used (October - March) and to agree revised details of the width of proposed gate opening the proposal can be supported.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/1508

To: Luke Vivian
Capital PCC Ltd
Nicon House
45 Silver Street
Enfield
London
EN1 3EF

I refer to your application dated 09/04/2015 proposing the following:
Installation of 2.2m wide pedestrian path from Bacon Lane to Kingsbury High School, partly through Roe Green Park and partly Kingsbury High School grounds, removal (in part) of existing hedge and erection of metal gates, new lighting and CCTV column, and installation x 2 bollards together with removal of existing gates fronting Bacon Lane and their replacement with fencing and hedge (as amended).
and accompanied by plans or documents listed here:
(See Condition 2)
at Kingsbury High School and Roe Green Park, Princes Avenue, London, NW9 9JR

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012
London Plan (consolidated with alterations 2015)
Brent Core Strategy 2010
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
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

- 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):

Drg 01 revC
Drg 02

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

- 3 Two bird nest boxes shall be provided within the existing mature hedge areas near to the path hereby approved. The installation of the nesting boxes shall be undertaken prior to completion of the approved development.

Reason: In the interest of wildlife preservation

- 4 The proposal removal of hedging shall not take place between 1 March and 31 August (main bird nesting season) unless a survey for nesting birds has been undertaken of the all areas of hedging within 4 m of the hedge proposed to be removed, and that survey shall be undertaken immediately prior to the removal work being programmed to be undertaken. The removal of hedging shall not take place within 4 metres of any active nests that are identified within the survey until the chicks have fledged the nest(s).

Reason: In the interest of wildlife preservation and ecology.

- 5 Prior to commencement of works hereby approved, a tree survey on T1 Oak in accordance with BS5837:2012 in order to establish the extent of the tree's RPA shall be submitted to and approved in writing by the Local Planning Authority. Should the new footpath or works connected with the installation of the new footpath impact on the RPA of T1 Oak, a full Arboricultural Method Statement and Tree Protection Plan in accordance with BS 5837:2012 shall be submitted to and approved in writing by the Local Planning Authority. If the footpath should encroach on an area greater than 20% of the trees simple RPA, the applicant shall provide details of a no dig solution within the Tree Protection Plan. The approved details shall be implemented in full.

Reason- To ensure the safe and healthy retention of key landscape features such as trees and hedges within a public park.

- 6 Prior to commencement of works hereby approved, a plan showing the location of protective fencing set at a minimum distance of 1 - 1.5 metres from the face of the hedge in proximity to the proposed footpath and a detailed method statement setting out the construction methodology and confirming that the fence will be kept in place until all works are complete shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full for the duration of construction.

Reason- To ensure the safe and healthy retention of key landscape features such as trees and hedges within a public park.

- 7 Prior to commencement of works hereby approved, details demonstrating the planting of 3 no. Common Oak (*Quercus robur*) with a stem girth of 18-20 cm girth, including the location of these trees shall be submitted to and approved in writing by the Local Planning Authority. A tree pit detail should also be provided showing method of staking, irrigation, mulching and protection from strimmer/ grass cutting damage. Tree pits shall also include a section of root barrier or deflector on the side of the tree pit nearest the new footpath. A watering schedule shall also be included that will ensure the healthy and long term establishment of the trees.

The approved details shall be implemented in full prior to the completion of the works hereby approved.

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 an attractive and ecologically sound landscape is enhanced and maintained for the benefit of Wildlife and the general public.

- 8 Prior to commencement of works hereby approved, a plan showing replacement or new section of hedging along the eastern frontage to Bacon Lane shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the type, no. and size of hedging plants along with a maintenance schedule to ensure healthy and long term establishment.

The approved planting shall be carried out prior to the completion of the works hereby approved.

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 an attractive and ecologically sound landscape is enhanced and maintained for the benefit of Wildlife and the general public.

- 9 The lighting hereby approved shall only be in use during the following times and during school term time only;-

- Between 15:00 and 19:00 hours from 1 October through to 31 March.

It is not permitted for use during school holidays. Furthermore only sodium, white or warm white LED, or lighting with low/no UV light shall be used and the lighting shall be downward directed, unless otherwise approved in writing by the Local Planning Authority.

Reason: To preserve the ecological value of the area.

- 10 Notwithstanding the plans hereby approved and prior to installation on site revised details of the

proposed gate shall be submitted to and approved in writing by the Local Planning Authority, such details shall confirm a reduced width gate no greater than 3m wide. The development shall be fully implemented in accordance with these approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason; To minimise the loss of existing mature hedge.

INFORMATIVES

- 1 Heras type fencing can be kept in place by using rubber elephants feet rather than the more stringent braced method espoused in 5837.

Any person wishing to inspect the above papers should contact Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227

COMMITTEE REPORT

Planning Committee on 16 December, 2015
Item No 04
Case Number 15/3599

SITE INFORMATION

RECEIVED: 14 August, 2015

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Red House building, South Way, Land and Pedestrian walkway between South Way and Royal Route, Wembley Park Boulevard, Wembley

PROPOSAL: A hybrid planning application for the redevelopment of the site including:-

- a) Full planning permission for the demolition of existing building and erection of a 13-storey building comprising a 312-bed hotel (Use Class C1) with ancillary and/or ground uses including a restaurant, bar, offices and gym (Use Classes A1-A4/B1 and/or D2) (referred to as Plot W11), on-site cycle parking and
- b) Outline planning permission for the demolition of existing building (The Red House, South Way) and erection of a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved (referred to as Plot W12) and new pedestrian boulevard (outline).

with associated service yard, landscaping and infrastructure works.

APPLICANT: Quintain Estates and Development Plc

CONTACT: Signet Planning Ltd

PLAN NO'S: (See Condition 2)

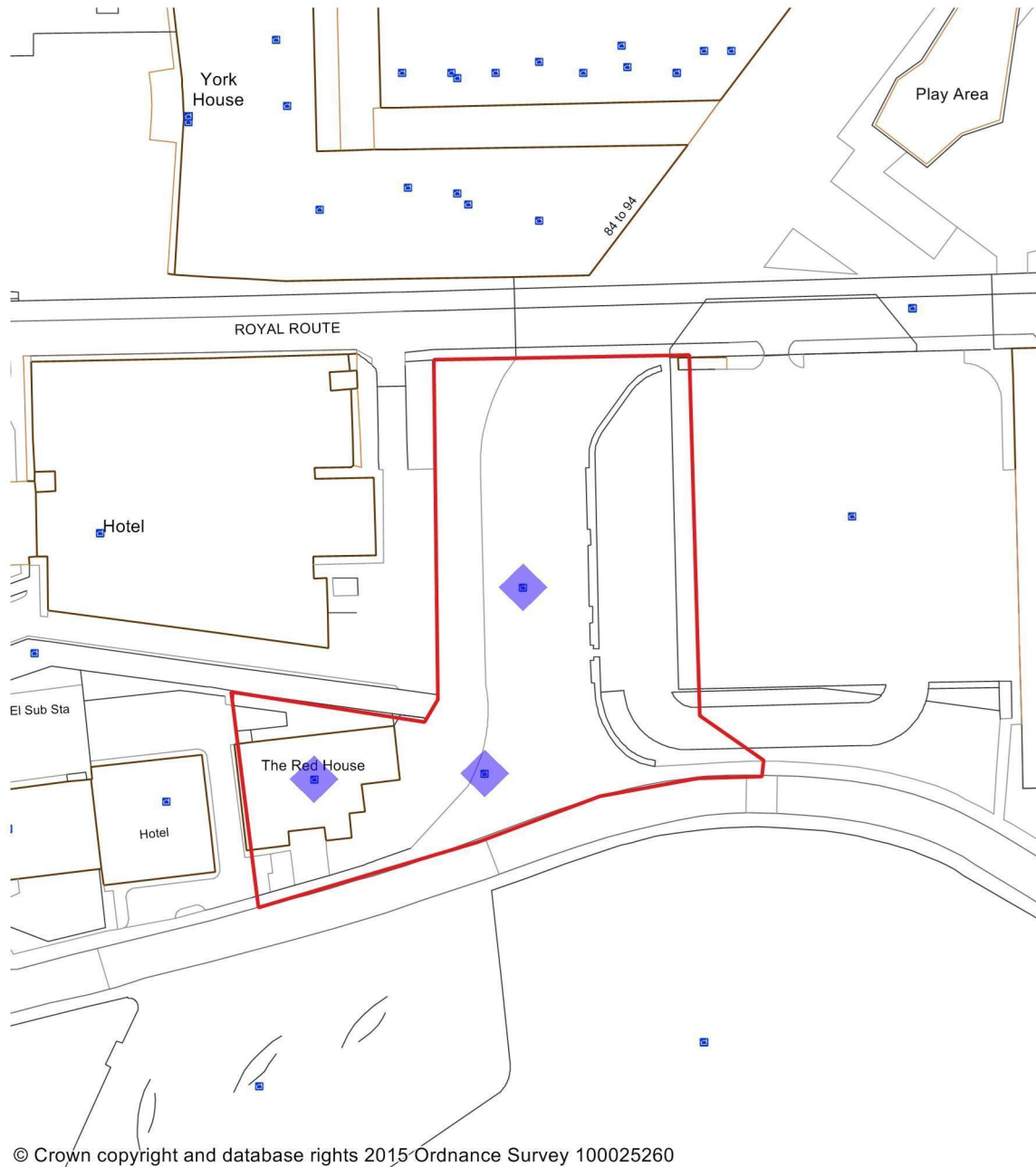
SITE MAP



Planning Committee Map

Site address: Red House building, South Way, Land and Pedestrian walkway between South Way and Royal Route, Wembley Park Boulevard, Wembley

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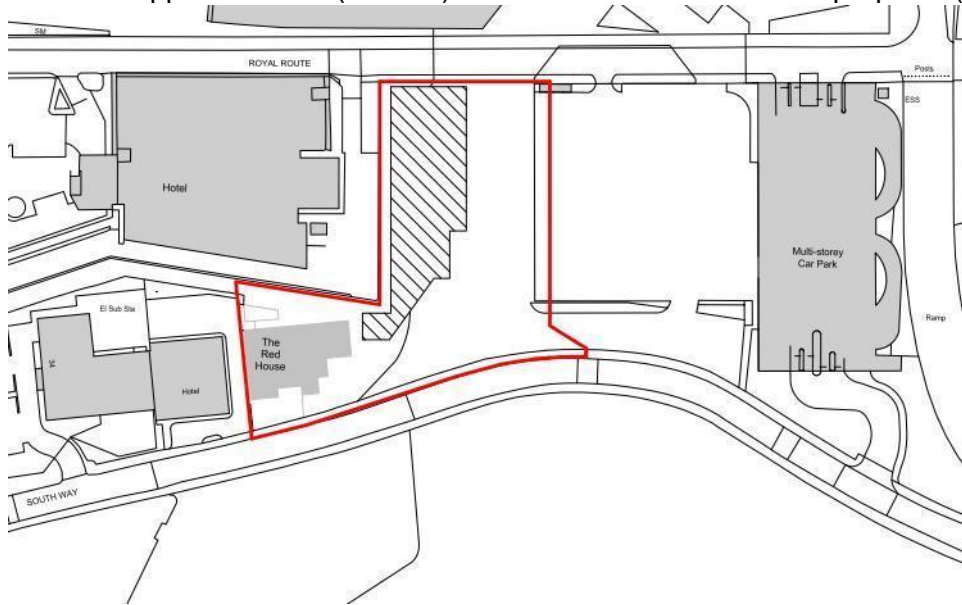


This map is indicative only.

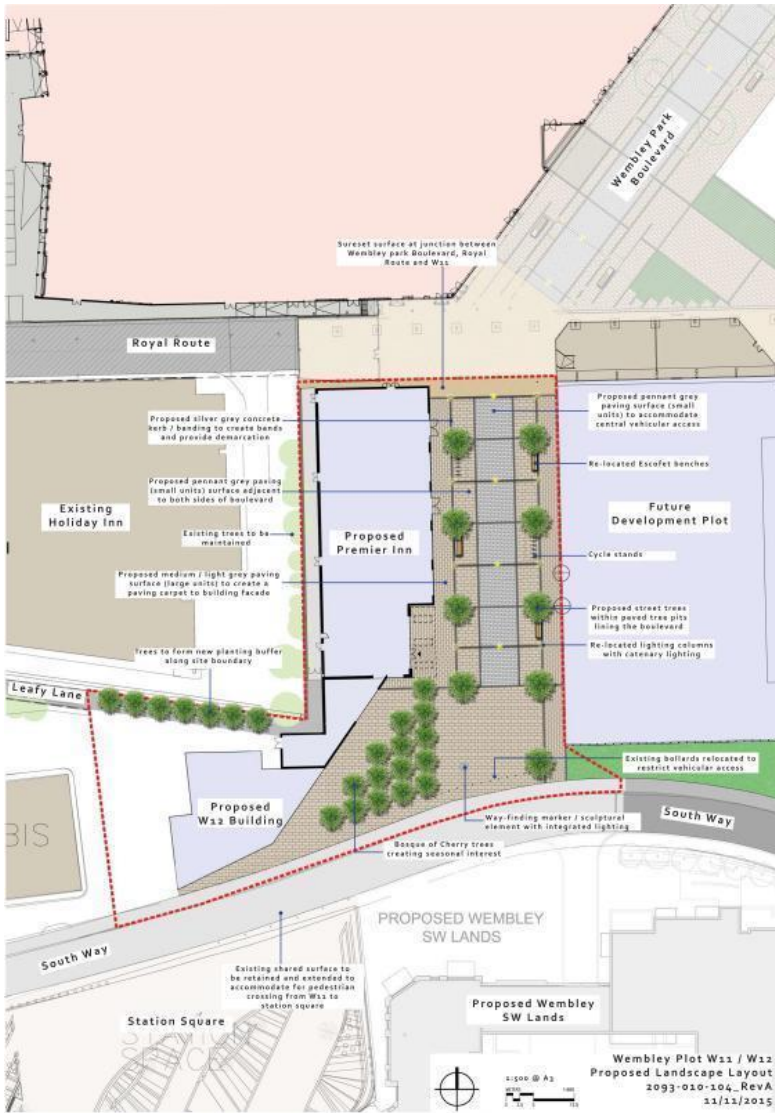
SELECTED SITE PLANS SELECTED SITE PLANS

SELECTED SITE PLANS SELECTED SITE PLANS

Extent of application site (red line) and Full Detailed element of proposal (hatched)



Permanent landscaping plan showing site layout



View from White Horse Bridge



View from White Horse Bridge of Proposed W11.

View from South Way



View from South Way of Proposed W11

33 | leslie jones
architecture

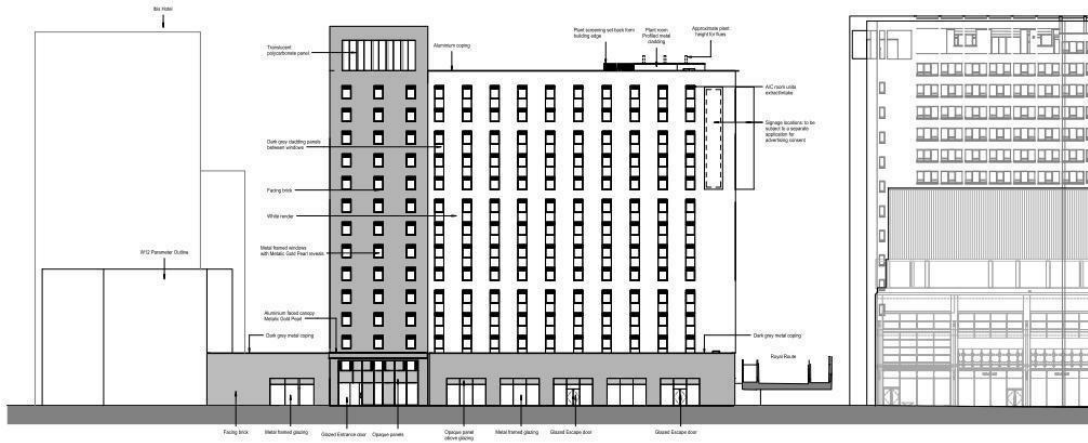
View from Wembley Park Boulevard



View from Wembley Park Boulevard of Proposed W11

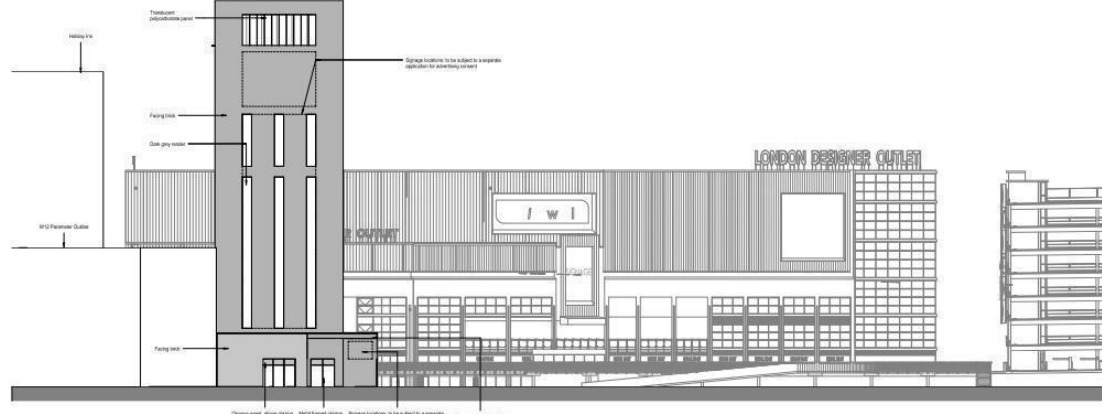
37 | leslie jones
architecture

Eastern elevation (to Boulevard)



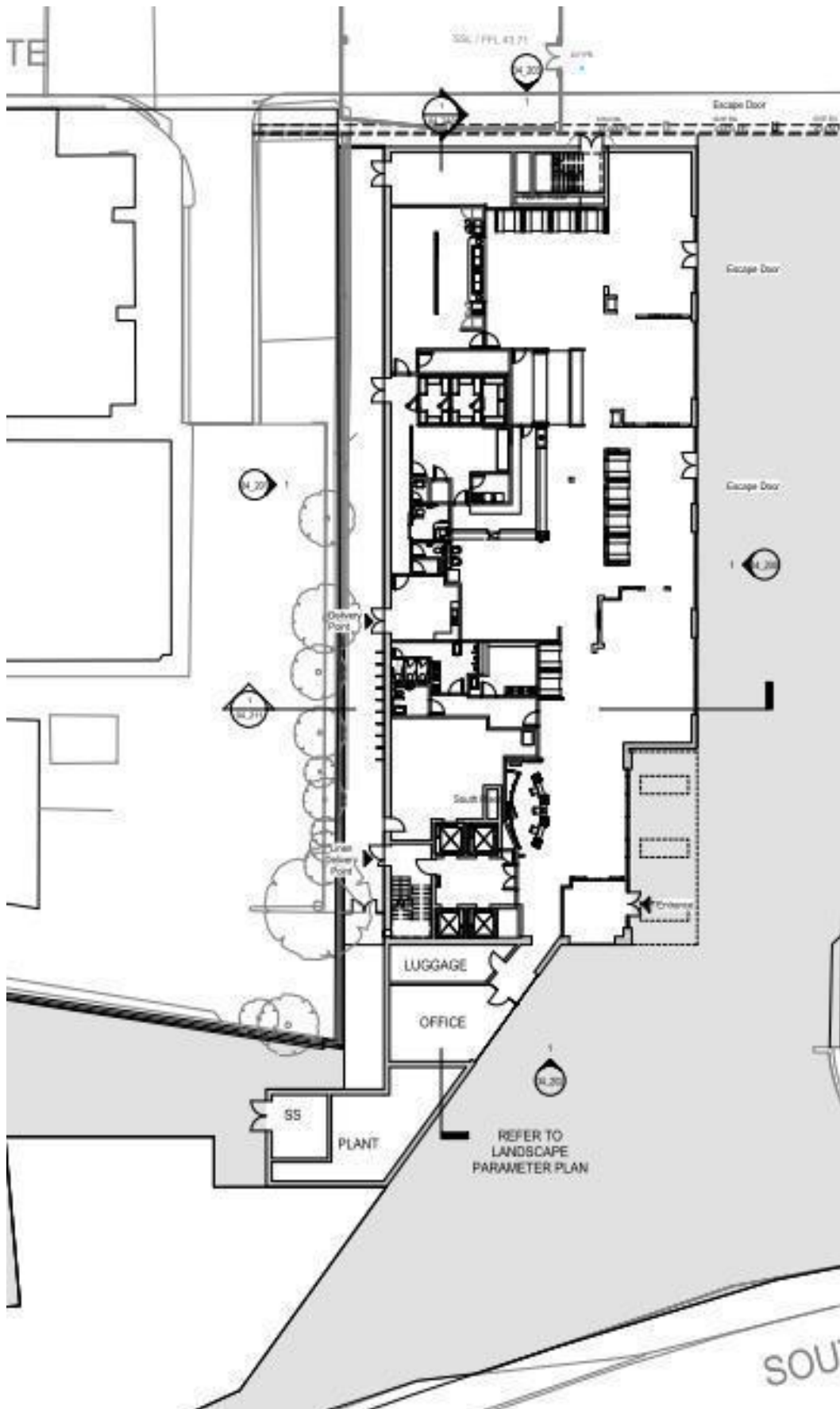
1 PL East Elevation 1 : 200

Proposed South Elevation



1 PL South Elevation 1 : 200

Hotel: Ground floor plan



Hotel: First floor plan (typical upper floor layout)

RECOMMENDATIONS

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

A hybrid planning application for the redevelopment of the site including:-

- a) Full planning permission for the demolition of existing building and erection of a 13-storey building comprising a 312-bed hotel (Use Class C1) with ancillary and/or ground uses including a restaurant, bar, offices and gym (Use Classes A1-A4/B1 and/or D2) (referred to as Plot W11), on-site cycle parking and
- b) Outline planning permission for the demolition of existing building (The Red House, South Way) and erection of a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved (referred to as Plot W12) and new pedestrian boulevard (outline).

with associated service yard, landscaping and infrastructure works.

B) EXISTING

The site comprises an area of 0.53 hectares, located within the Wembley Regeneration area situated between South Way and the elevated Royal Route. It is adjacent to, and part of the site also comprises the Wembley Park Boulevard. An existing two-storey building is located within part of the site, this is known as the Red House building and is currently occupied by a children's play facility (Use Class D2). The existing occupiers of this are due to vacate the building on expiry of their existing lease.

C) AMENDMENTS SINCE SUBMISSION

Since the application submission the following amendments have been made to the scheme:-

1. The fenestration of the hotel, namely the rendered section has been amended to remove individual vents that were initially proposed. These were considered a poor design feature. The window openings have now been amended to incorporate these vents.
2. Interim service arrangements have been proposed, this envisages a service lay-by being provided on the highway abutting the site (South Way).

D) SUMMARY OF KEY ISSUES

In considering the proposals the following are considered to be key issues:-

- Principle of proposed uses and how these fit in with the wider regeneration aims and future growth in this area, within the context of the Wembley Area Action Plan and Opportunity Area designations.
- Effect of proposals on pedestrian connectivity through Wembley Park Boulevard, which has a high level of importance with regard to the connectivity between the LDO and the existing town centre and between the three stations.
- How the sites can be accessed and serviced by vehicles in the interim period and longer term.
- Building design, scale and massing on this prominent gateway site.

Sustainability credentials of the development, including reduction in carbon emissions and future connection to the District Heat Network

E) MONITORING

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 (sqm) |
|----------------------|----------|----------|------|-------|----------------|
| Assembly and leisure | 879 | | 879 | -879 | |
| Hotels | 0 | | 0 | 11055 | 11055 |

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

The Quintain "Stage 1" consent

03/3200 - Granted

Outline planning application for:

- Works for the re-orientation of Wembley Arena
- Class A1 (Retail) comprising up to 14,200m² designer retail outlet, 11,800m² sports retailing
- Class A1/A2 shops/financial and professional services up to 8,000m² (including up to 2,000m² supermarket)
- Class A1 (Retail) comprising up to 400 square metres of hotel boutique retail
- Class A3 (Food and Drink), up to 12,700m²
- Class B1 (a) (b) and (c) Business, up to 63,000m²
- Class C1 (Hotel), up to 25,400m²
- Class C1/Sui Generis (Hotel apartments), up to 26,700m²
- Class C2 (Residential institutions) up to 5,000m²
- Class C3 (dwellings) up to 277,000m², (up to 3,727 dwellings)
- Student accommodation (Sui Generis), up to 16,600m²
- Class D1 (Non-residential institutions), up to 8,200m²
- Class D2 (Assembly and Leisure), up to 28,500m² (including the existing Arena of 13,700m²)

together with associated open space, public market area (Class A1), hard and soft landscaping, highway and engineering works, electricity sub-station, other utility requirements, other parking and servicing, and improvements to Olympic Way;

AND;

Reserved matters relating to siting, design, external appearance and means of access for the 3-storey structure to provide car and coach parking

Key elements of the Stage 1 development which have been completed so far, or are currently under construction, comprise:-

- Refurbishment of Wembley Area and creation of Arena Square
- Construction of Wembley Park Boulevard
- Construction of Forum House (formerly plot W01) and Quadrant Court (formerly plot W04), these provide 500 mixed tenure units and commercial uses.
- A new 361 bed four star Hilton
- 660 unit student accommodation (formerly plot W05)
- The London Designer Outlet development (24, 000sqm) and nine screen cinema
- Multi-storey car park to serve the LDO.

Related applications

The Quintain "South West Lands" application

This site is situated on the opposite side of South Way from the site for this application.

14/4931 - currently being considered

A hybrid planning application, for the redevelopment of the site to provide seven mixed use buildings up to 19 storeys in height accommodating:

- outline planning permission for up to a total of 75,000sqm to 85,000sqm mixed floor space including up to 67,000sqm of C3 residential accommodation (approximately 725 units); 8,000sqm to 14,000sqm for additional C3 residential accommodation, C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units; or 200-250 bed hotel; or approximate 500 student units; or approximate 35 residential units and 200 bed hotel); 1,500sqm to 3,000sqm for Classes B1/A1/A2/A3/A4/D1/D2; together with associated open space and landscaping; car parking, cycle storage, pedestrian, cycle and vehicle access; associated highway works; improvements to rear access to Neeld Parade; and associated infrastructure
- full planning permission for a basement beneath Plots SW03 - SW05 to accommodate 284 car parking spaces and 19 motor cycle spaces; Building 3A within Plot SW03 to accommodate 183 residential units and 368 cycle spaces at ground floor; and associated infrastructure, landscaping and open space

The Quintain "North West" Lands consent

This scheme is situated at the opposite end of the boulevard and is therefore some distance from the application site but has been included within this section to provide context.

10/3032 - Granted

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:

- 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

CONSULTATIONS

Press Notice published on 10/09/15

Site Notice(s) displayed on 11/09/15

Statutory consultation period of 21 days started on 01/09/15. In total 87 properties were notified of the proposal.

To date one objection has been received on behalf of Wembley National Stadium Limited (WNSL). Additional information received during the course of the application has been forwarded to WNSL on 17/11/15. Some of the information forwarded responds to the grounds for objection. Following this no further comments have been received.

| Grounds for objection | Response |
|---|---|
| The submitted Transport Statement does not provide sufficient detail. | TfL did not advise at pre-application stage that a detailed Transport Assessment would be required. Your Transport officers have not stated one as necessary to assess the impacts of the development either. In any event the application is supported by a detailed TS. The quantum of development proposed is not greater than that which could be implemented under the extant Stage 1 planning permission. In granting permission for this the transport impacts have been evaluated, and deemed to be acceptable by both TfL and the Council. On this basis a detailed TA is not considered necessary. |
| Improper consideration has been given to access and vehicle movement on Stadium event days. | Due consideration has been given to site access during construction, as set out in the Construction Phase Plan, and Construction Management Plan. The applicant is willing to accept conditions to restrict vehicles from visiting the site, via South Way for a period of 4 hours before and after a major Stadium event. This will fit in with the TMO which is in place along South Way during event days. Due consideration has also been given to access by other vehicles on Stadium event days and this matter has been considered by the Council's Highways officers. |
| No details of a servicing and delivery strategy plan have been provided. | This is normally secured through condition. However, a Delivery and Servicing Plan has now been submitted, a copy of this was forwarded to WNSL on 17/11/15. Compliance with this is secured by condition. |
| In the event of approval then a condition should restrict event day | This is secured via an appropriately worded condition. |

| | |
|--|--|
| vehicle access and egress to and from the development at specific times. | |
| Further detail should be provided in the form of a Construction Logistics Plan | This is also normally secured through condition. However, a Construction Phase Plan has since been provided, a copy of this was forwarded to WNSL on 17/11/15. The plans is submitted in accordance with TfL guidance. |
| The effect of the development on Royal Route has not been addressed. | Your Transport officers have considered the potential impacts of the development and are of the view that the impacts would not warrant off-site improvements to Royal Route. Any potential impact during the construction period is to be managed through adherence to the Construction Phase Plan. The final development does not impact on Royal Route. |
| Further analysis on pedestrian movement is required. | Wembley Park Boulevard has only been available for use for a little over two years. It is not one of the Stadium's critical egress routes. Pedestrian counts have been taken during a major Stadium event in March 2015 to establish peak demands. It is considered that even at the reduced width of 6m the boulevard will still be able to accommodate pedestrian movement. The final state boulevard will be 23.1m wide, this is an overall improvement on the existing width. Every day pedestrian access will be maintained during construction. This route will be well lit, as set out in the Construction Phase Plan. |
| Any approval should include conditions to achieve acceptable internal noise levels for the hotel, due to its proximity to Wembley Stadium. | This is captured via an appropriately worded condition. |

STATUTORY CONSULTEES

Transportation;-

No objection has been raised, subject to a number of things being secured by conditions and/or s38/278 agreement (see remarks section for detailed discussion).

Landscape Design / Principal Tree Officer;-

The tree removal plan clearly shows existing trees proposed to be removed or lost and this is accepted. It is felt that the number of trees within the boulevard could potentially be extended. The proposed group of Cherry trees to the boulevard is welcomed. A condition is suggested to secure the successful trans-relocation of existing trees, as indicated.

Regulatory Services (Environmental Health);-

The Land Quality Statement submitted considers the potential for ground contamination and any remedial measures required for the sites development. This is in the process of being reviewed by officers and an update will be reported in a Supplementary report.

Sustainability Officer (internal);-

This is considered to be supported by a thorough and detailed Energy Statement with explanation of the measures proposed to meet the Part L regulations. The report shows parallel calculations for (1) including a connection to the district heat network from the Wembley Energy Masterplan (in the longer term) and (2) not connecting to the network and therefore using renewable measures to the achieve the target reductions in the short term. The report suggests that when connected to the district heating network the development will

exceed the 35% requirement.

Thames Water;-

Thames Water recommend that conditions are attached related to drainage infrastructure.

Greater London Authority (GLA);-

The application is referable to the Mayor of London under the provisions of the The Town & Country Planning (Mayor of London) Order 2008. The application is referable under categories 1A, 1B and 1C of the Schedule to the Order 2008, namely the proposed building is more than 30 metres high.

The Stage 1 report was received from the GLA on 08/10/15. In their report it is stated that the principle of a mixed use development is strongly supported, but concerns relating to visitor infrastructure, urban design, access, sustainable energy and transport mean the application doesn't fully accord with London Plan Policy. The following could address these deficiencies;

- Urban Design;- The parameter plans for the outline part of the application should be secured by condition and the palette of materials should be provided before stage 2 referral.
- Sustainable Energy;- Based on the submitted assessment the carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan however whilst the proposals are broadly acceptable further information is required before the carbon savings can be verified. The applicant is required to provide further evidence of how the cooling demand from proposed mechanical cooling has been minimised. Given the site is within a district heating opportunity area and within close proximity to the Wembley district heating network the applicant should commit to providing a single site wide heat network compatible for future connection. Further information in respect of the air source heat pump (ASHP) proposed should be provided to show how this would operate when connected to a heat network. Further confirmation is also required in respect of the proposed use of PV panels.
- Transport;- Transport for London (TfL) has raised issues in relation to access to the cycle parking, the proposed arrangements for coach drop-off and taxi rank, and such issues need further discussion. A Delivery & Servicing Plan and Construction Logistics Plan should be secured by condition, and the full travel plan also needs to be secured.

It has since been confirmed by the GLA on 27/11/15 that the proposed energy strategy is now agreed. There are no further concerns related to energy and sustainability.

Ward Councillors for Tokyngton and Wembley Central;-

No responses have been received.

Wembley National Stadium Ltd;-

Objection raised - see table above for summary of this.

POLICY CONSIDERATIONS

National Planning Policy Framework (NPPF) – 2012

London Plan (consolidated with alterations since 2011) - March 2015

- 2.7 Outer London Economy
- 2.13 Opportunity Areas and Intensification Areas
- 4.1 Developing London's Economy
- 4.3 Mixed use Development and Offices
- 4.5 London's Visitor Infrastructure
- 4.6 Support for and Enhancement of Arts, Culture, Sport and Entertainment
- 4.7 Retail and Town Centre Development
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design & Construction
- 5.5 Decentralised Energy Networks
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage

- 5.14 Water Quality and Wastewater Infrastructure
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.4 Enhancing London's Transport Connectivity
- 6.5 Funding Crossrail and Other Strategically Important Transport Infrastructure
- 6.7 Better Streets and Surface Transport
- 6.8 Coaches
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.7 Location and Design of Tall Buildings
- 7.14 Improving Air Quality

Brent Unitary Development Plan (UDP) – 2004;-

- BE2 Local Context
- BE3 Urban Structure: Space & Movement
- BE4 Access for disabled people
- BE5 Urban clarity and safety
- BE6 Landscape design
- BE7 Streetscene
- BE9 Architectural Quality
- BE10 High Buildings
- BE11 Intensive and Mixed Use Developments
- BE12 Sustainable design principles
- EP2 Noise & Vibration
- EP3 Local air quality management
- EP6 Contaminated Land
- EP12 Flood protection
- TRN2 Public transport integration
- TRN3 Environmental Impact of Traffic
- TRN4 Measures to make transport impact acceptable
- TRN6 Intensive development at selected transport interchanges
- TRN9 Bus Priority
- TRN10 Walkable environments
- TRN11 The London Cycle Network
- TRN12 Road safety and traffic management
- TRN13 Traffic calming
- TRN14 Highway design
- TRN22 Parking Standards – non-residential developments
- TRN30 Coaches and Taxis
- TRN34 Servicing in new developments
- TRN35 Transport access for disabled people & others with mobility difficulties
- PS1 Parking standards – Operation of these parking Standards
- PS11 Parking standards – Hotels (Use Class C1)
- PS15 Parking for disabled people
- PS16 Cycle parking standards
- PS21 Hotel Servicing Standards
- TEA6 Large-Scale Hotel Development

Brent Core Strategy - 2010

- CP1 Spatial Development Strategy
- CP5 Placemaking
- CP6 Density & Design in Place Shaping
- CP7 Wembley Growth Area
- CP14 Public Transport Improvements
- CP15 Infrastructure to Support Development
- CP18 Protection and enhancement of open space, sports and biodiversity
- CP19 Brent Strategic Climate Change Mitigation and Adaption Measures

Brent Council Supplementary Planning Guidance and Documents

SPG12 Access for disabled people

SPG17 Design Guide for New Development

SPG19 Sustainable design, construction and pollution control

SPD Section 106 Planning Obligations

Wembley Area Action Plan - January 2015

WEM1 Urban Form

WEM2 Gateways to Wembley

WEM3 Public Realm

WEM5 Tall Buildings

WEM6 Protection of Stadium Views

WEM8 Securing Quality Design

WEM15 Car parking standards

WEM16 Walking and cycling

WEM24 New retail development

WEM25 Strategic Cultural Area

WEM30 Decentralised Energy

Site proposal W8 - Land West of Wembley Stadium

This identifies that the Boulevard connection is a key component in this area. This is critical in ensuring a connection to, and therefore integration with the High Road. The Boulevard connection should enable the use of buses, taxis and cycles. Sites should contain a mix of uses appropriate to a town centre location (retail, office, leisure, community and residential). At ground level they should be active frontages to the boulevard.

DETAILED CONSIDERATIONS

Nature of application

1. The application is submitted as a hybrid and seeks full detailed consent for the development of a new hotel on plot W11, and outline planning consent for a mixed use development on plot W12 and a new pedestrian boulevard. The site currently comprises of land partly within Wembley Park Boulevard, land to the east of existing Holiday Inn hotel, land to the west of the existing red car park and the Red House building located on South Way. In relation to the outline proposals all matters are reserved and the information that accompanies this application in respect of plot W12 and the boulevard is therefore indicative. However, a number of matters will be secured through condition and furthermore, parameters for the building and site are to be secured through a set of parameter plans.
2. The proposed development would be undertaken in phases. Phase 1 would be the construction of plot W11, and the hotel, which is to be operated by Premier Inn. Phase 2 would involve plot W12 and the final boulevard layout, these would follow on after the approval of Reserved Matters for both.

Site context

3. The application site is to the west of Wembley Stadium and within the boundary of the Wembley Area Action Plan (WAAP) and the Wembley Opportunity Area. Existing Holiday Inn and Ibis hotels are to the west of the site and the new Wembley London Hilton hotel is approximately 20m to the north. It is within the Wembley regeneration area which has seen significant growth, change and regeneration in recent years.
4. There are many examples of tall and large buildings locally. Buildings of this scale are very much part of the local character and surrounding built forms. For example the LDO, Ibis hotel, Holiday Inn hotel, York House, and Red car park are all buildings within close proximity of the site that are 30m or higher.
5. The northern part of the site lies within land the subject of outline planning permission 03/3200, known as the "*Stage 1 Development*". This consent has been implemented to a large extent, resulting in the LDO centre, Forum House, Quadrant Court and the Wembley Hilton Hotel. This application puts forward alternative proposals for development on the site of the Red House.

General principle of the uses

6. A number of uses are proposed within these two plots;
7. W11 is proposed to accommodate a 13-storey building comprising a 312-bed hotel (Use Class C1) and

ground floor uses including a restaurant, bar, offices and gym (Use Classes A1-A4, B1 and/or D2).

8. W12 (outline) will accommodate a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved and new pedestrian boulevard (outline).
9. An associated service yard, landscaping works, and infrastructure works including alterations to Wembley Park Boulevard are also proposed.
10. The principle of a mixed use development of a hotel and office/leisure/retail use is supported in this location. This complies with the London Plan, reflects London Plan Opportunity Area Planning Framework (OAPF) policy guidance, the WAAP aims and local site specific policies.
11. It is not known at this stage if the non-hotel uses for W11 will be ancillary to the hotel use, or if they will operate as stand alone planning units within Use Classes A1-A4, B1 and D2 . The operator is not clear on this. In either event the mix of uses are considered to be acceptable in policy terms in this town centre location and these would be considered acceptable as ancillary or standalone uses.

Policy context

12. The site is located within the Wembley Opportunity Area where development is guided by London Plan policy 2.13. This opportunity area is identified as having employment capacity for 11,000 jobs and 11, 500 new homes.
13. The WAAP, adopted in January 2015 sets out the strategy for growth and regeneration in Wembley over the next 15 years. The site is located within the Stadium Comprehensive Development Area (SCDA) and the area is designated as a strategic cultural area where leisure, tourism and cultural uses are all encouraged.
14. The site is specifically identified as site allocation W8 where major mixed use development is supported.
15. The hotel use is supported by London Plan policy 4.5 (London's visitor infrastructure) which seeks to achieve 40,000 net additional hotel bedrooms by 2031.
16. Other relevant policies are referred to in the policy section of this report.
17. In principle, the proposed uses are accordingly considered to be in accordance with current and planning policy at a regional and local level.

Quantum of uses

| Proposed Use plot W11 | Floorspace (sqm) |
|----------------------------------|------------------|
| Hotel (including ancillary uses) | 11,055 |

| | |
|--------------------------------|------|
| Proposed Use plot W12 | |
| A1-A4/B1/D1 and D2 Use Classes | 1610 |

| | |
|--------------|---------------|
| Total | 12,586 |
|--------------|---------------|

(N.B . The floorspace related to the outline part of the application (plot W12) is not calculated at this point for CIL liability purposes.)

Layout and Height

18. This is considered in two parts due to nature of the application seeking full consent for a hotel on plot W11 and outline consent for plot W12.

Plot W11:-

19. The proposed hotel will be built on land south of the elevated Royal Route, north of South Way, east of the existing Holiday Inn hotel and partly on the existing boulevard link. The hotel will be situated on the western side of the boulevard to continue the strong built edge and activation along this route that is evident with buildings to the north such as the LDO centre.
20. At ground level the hotel proposes to have main reception, restaurant and bar facilities to activate the boulevard, with back of house functions situated to the western side, conveniently placed for the servicing arrangements . Principle pedestrian access will be from the boulevard at the base of the taller element. In this position it is considered the entrance will be prominent, visible from more than one direction and legible. On the upper floors the layout of bedrooms is repeated across each of the 13 floors. All

bedrooms are east or west facing. Each floor will have a total of 24 bedrooms, 2 of which will be designed for full wheelchair access. The southern end of the building accommodates the circulation core and larger wheelchair accessible rooms. At roof level the majority of plant is proposed to be located.

21. The building comprises three distinct elements; the plinth, the main body and the tower. The plinth accommodates the ground floor uses, and notably the precedent for a plinth is seen in the adjacent LDO centre to the north. The main body is arranged over 13 floors and the tower element projects slightly above this to articulate the mass of the building and provide a strong gateway element to the building as you approach this from the south-west. The building would be 50.2m high on the tower element, stepping down to 44.2m high on the main body of the building. Tall and large buildings of a similar scale are part of the established local character, and within this context the scale of the proposal is considered appropriate.

Plot W12;-

22. The outline plans define the parameters within which reserved matters will come forward. The indicative plans show how the floors could be arranged, within a maximum 1610sqm of floorspace. It is proposed to have retail uses (A1 - A4) at ground floor, which is welcomed as this would further activate the boulevard. Upper levels could accommodate a mix of office, non-residential institutions (Use Class D1) and / or leisure uses. This range of uses are appropriate in policy terms, and can be supported by the London Plan and Brent Core Strategy and WAAP.

Design and external appearance

Plot W11;-

23. The building design comprises of these three distinct elements mentioned (the plinth, the body and the tower) with each emphasised differently in their external appearance with the use of materials and fenestration. The plinth element is intended to provide a solid base level for the building and is to be demonstrated by the use of a dark grey brick, there is precedent for this approach on the adjacent LDO development. The main body proposes a light render treatment, which will contrast with the darker more solid plinth and tower elements. Again there is precedent for this external finish locally on a number of new buildings within the regeneration area. Projecting dark coping is proposed as a 'top' to this element. For the tower element a dark grey brick finish is also proposed. This will contrast with the render finish on the main body and the tower will interrupt the plinth so that this strong feature element is grounded at the main hotel entrance.
24. The arrangement of fenestration is also different on each of the building elements. At base (plinth) level large glazed openings are proposed. These will activate the boulevard, provide sight of activity within the building and reflect the design of the lower levels of the adjacent LDO development. This activation is welcomed and this is considered an appropriate response to this route. The main body, which is where the majority of hotel bedrooms will be accommodated has an ordered arrangement of windows/openings which is reflective of the consistent floor layouts. Windows have been grouped into vertical recessed slots with dark metal panels between glazing. The scheme has also been amended to incorporate the AC room units extract and intake ventilation grille as part of the window opening. The reveals to this windows will be metallic gold finish, which it is considered would add an interesting detail to the building. The tower element incorporates individual punched windows with deeper recesses. The southern elevation proposes recessed slots which add interest to this prominent elevation and provide articulation. At the top of the tower an opening has been created on all sides with translucent polycarbonate. This will be back light and will glow to make this an interesting feature element. At the base of this is a large glazed opening to the main hotel entrance, and this is covered with a canopy to emphasis this as the main entrance point.
25. The GLA welcomes the treatment at ground floor which will activate the frontage. It is considered that the design creates a strong feature of the tower, which is appropriate for a building on this gateway point. The approach to the massing, in terms of a base, main body and tower is considered to have a sound rationale. The palette of materials is considered logical as it breaks the building down into these three distinct elements.

Plot W12;-

26. All matters are reserved, however precedent images have been submitted to demonstrate the palette of materials and external finish that is envisaged. The detailed design of this would be secured by condition. What is clear is that the parameter plans demonstrate a building of appropriate height, mass and layout that could sit comfortably next to the hotel building.

Transport impact and servicing considerations

27. A detailed Transport Statement and Travel Plan have both been submitted by i-Transport in support of the proposals, and due consideration has been given to the national, regional and local policy context.

Existing site conditions;-

28. South Way, which is located south of the site provides a continuous east-west link for pedestrians with footways of 2m - 2.5m wide on both sides of South Way. To the site's northern boundary is the elevated Royal Route, continuous footways of 2m are present along here, with the exception of the southern side as it passes the Holiday Inn hotel. The site's eastern boundary is the current temporary extension to Wembley Park Boulevard, this route is important for pedestrian connectivity. Pedestrian wayfinding signage exists within the vicinity of the site, in addition Quintain's private estate also has a comprehensive pedestrian wayfinding strategy. The boulevard provides an important connection for pedestrians between South Way and Engineers Way to the north, this route is currently 18.9m wide through this section.

29. The site is served by seven bus routes, all of which stop within 640m walking distance. Wembley Stadium station is approximately 100m from the site, Wembley Central station approximately 850m and Wembley Park station approximately 500m.

30. There are two existing TfL appointed taxi ranks within close proximity to the site. These are within Quintain's estate at the following locations;-

- Northern end of Wembley Park Boulevard, outside Wembley Arena (Arena Square)
- Within the set-down and pick-up areas for the Wembley Hilton hotel on Lakeside Way.

31. There are existing double yellow lines 'no waiting restrictions at anytime' along South Way. There are also traffic calming raised tables along the carriageway of South Way within close proximity to and abutting the site boundary. South Way is also subject to a Traffic Management Order (TMO) on major Stadium event days, this prohibits vehicles from using this route.

Proposed changes to transport networks;-

32. It is considered by your Transport officers that the impact of the development does not warrant any concerns for significant off-site improvements, with the exception of the highway immediately abutting the site. Nor does it impact on future works planned to the highway network.

Assessment of impact;-

33. The proposed hotel floorspace is within the floorspace quantum previously approved within the Stage 1 Lands application (03/3200), and not yet built out. The floorspace associated with the proposed hotel on plot W11. This level of impact was therefore assessed previously and accepted by the highway authority as having an acceptable impact on the highway subject to the mitigation measures that were secured within that consent.

34. Pedestrian access to the hotel will be provided on the eastern elevation of the building. Access to plot W12 (outline) is expected to be along the southern elevation, fronting South Way. This detail will be confirmed in a later Reserved Matters application. Cycle access will be gained from the boulevard, or from South Way. The development will easily link into the established pedestrian and cyclist connections.

35. In terms of access to public transport the access to these existing services will not be affected by the proposals. The development will maintain the existing high quality connections for pedestrians between the site and bus, rail, underground and overground services. As discussed previously there will be an interim period whereby the width of the boulevard is reduced for construction works, however upon completion of the hotel the applicant will be required to instate the boulevard to the interim width, which for the avoidance of doubt is proposed to be 15m. The final state boulevard will be 23.1m, which is an improvement on the current interim (temporary) layout.

36. Your Transport officer does not consider that the proposal will prejudice the potential delivery of future public transport proposals on South Way and Wembley Park Boulevard. There are TfL plans to introduce buses along South Way, at present there are no bus routes on South Way or Royal Route so there would be a benefit to linking the development with a bus stop. To this end improvements to bus services is an important consideration. A new bus stop is indicatively shown to be located on the eastbound side of South Way abutting the site. This is indicative only at this stage and its final location will be subject to consultation between the local authority and TfL Buses, should it be decided that buses will use South Way in the future. The current proposal does however demonstrate that the proposed works will not be prejudicial to future delivery of a bus stop lay-by Your officers have suggested a possible location to the east of where the boulevard connects with South Way, abutting the boulevard and The Red car park and

request that further details of this be secured through condition. As the delivery of this would require works to be carried out within the highway and footways outside of the highway boundary then a section 38/278 agreement would need to be entered into with the applicant/owner, and this is secured by condition.

37. The extant Stage 1 consent proposed a possible bus route along the boulevard itself. This has not been implemented to date, and a study has recently been commissioned by the Council to examine the feasibility of providing access to the boulevard for buses, either by removing or reconfiguring Royal Route. A number of options were proposed, these have now been examined and the Council is in the process of putting forward preferred options to TfL for further discussion. Although it still remains inconclusive at this time your officers have been able to advise that the choice of preferred options being explored will not prejudice or be detrimental to the design and delivery of plot W11 and W12. Crucially it is not expected that the delivery of a bus route through the boulevard (if agreed and delivered) would have a significant impact on the proposed development. A condition is recommended which will capture the submission and approval of further details of the final state boulevard to demonstrate the construction specification of this route, including the sub-surface treatment in order to ensure this would be constructed to a standard that would be able to accommodate buses at a future point.

Pedestrian infrastructure

38. The proposed hotel is in the location of the current interim pedestrian link between Station Square and Wembley Park Boulevard to the north. The permanent boulevard was intended to continue along the alignment of the existing boulevard, with a bend in the boulevard adjacent to the Ibis Hotel so that it terminates at a right angle to South Way, directly opposite Wembley Stadium Station Square. This layout relied upon the use of part of the Holiday Inn site which at the time of the stage 1 consent was owned by Quintain. However, Quintain sold this site during the construction of the LDO and the original alignment could not no longer be delivered. The connection between the LDO and Stadium Station Square is considered to be of significant importance. The expansion of the town centre boundary to include the LDO was predicated on the strength of the connection between the existing and new centre and proposals must therefore maintain or improve that connectivity.
39. The proposal looks to alter the alignment of the boulevard from the original approval so that the bend in the road takes place where it meets Royal Route. The Boulevard will terminate further east than was previously envisaged and will not be opposite Station Square. To address this, the southern end of the boulevard includes an area of public realm that is chamfered towards the square. The South West Lands application (currently being considered) also extends the square to the east, resulting in the creation of an open space that spans South Way, connecting the Boulevard with Station Square. The extension of the existing raised table on the highway is also proposed so that the table will run from the western end of Station Square to the eastern end of the Boulevard. This work will be undertaken at the applicant's expense. Whilst the proposed layout alters the connection between the LDO and Stadium Station Square, the proposed public realm layout is considered to maintain the strength of that connection.
40. The central element of this connection would be a paved boulevard framed with trees along either side. The treatment of this section of the boulevard and the furniture used will be reflective of the existing section of boulevard to the north. Towards the southern end as you approach South Way the boulevard widens out significantly, and this is where the bosque of trees is proposed (with new seating) which will enhance the public realm.
41. Construction work for plot W11 will require a temporary narrowing of the boulevard along the section between the elevated Royal Route and South Way to 6m. This is required to accommodate a hoarded compound for the storage of materials, receiving of deliveries and to accommodate cranes for construction. Whilst unfortunate, this interim position is a necessary consequence of the build and is required for practical construction reasons.
42. The existing width of the current (interim) pedestrian link between the Boulevard and South Way is 18.9m. During construction an interim walkway width of 6m will be provided to maintain adequate width for pedestrian flows, which is considered acceptable based on the peak observations from a major Stadium event in March 2015. Upon completion of the hotel the temporary hoardings will be removed and the boulevard is proposed to be provided at an interim width of 15m, with the delivery of this is secured by condition. Once the remaining building within Plot W10 comes forward (adjacent to the Red Car Park), the boulevard will be delivered in its final state, involving an increase in width to 23.1 m. A condition will secure the implementation of the interim boulevard width of 15m prior to occupation of the hotel development, and further details of interim landscaping are also to be agreed.

43. It is crucial that the existing boulevard route, which is to be made narrower is protected and remains unimpeded and attractive at all times during the construction programme. How this will be secured is set out in the Construction Phase Plan. Traffic calming measures in the form of a raised table to aid pedestrians crossing South Way currently exists, and your officers advise that this table will need to be extended as a result of the footprint of the hotel development and the proposed boulevard realignment works. Further details of this modified table will need to be captured as part of a section 38/278 agreement and secured through condition, with delivery required prior to occupation of the hotel.
44. New footways adjacent to South Way are to be secured as part of any s38/278 agreements and are to be provided at a width of 2.4 m - 2.5 m.

Parking

45. Vehicle parking is not proposed on site for the development. Visitors to the development will be able to use the adjacent red car park, or other nearby public car parks and pay the appropriate tariff for their length of stay. Blue badge parking can also be accommodated within these existing car parks, this is available free of charge, 24 hours a day in the adjacent red car park, and the approach is acceptable to the GLA and has been accepted on earlier consents within the local vicinity.
46. Further clarification in terms of wayfinding for pedestrian routes from the proposed developments to the red car park, and for demonstration of how access can be provided that is accessible for all users is to be secured through condition..
47. Motorcycle parking spaces are to be available in the adjacent red car park.
48. Cycle parking for the hotel will be provided for 22 cycles, in the form of Sheffield stands. Details of cycle parking for plot W12 will be submitted as part of the Reserved Matters application. The location of hotel cycle parking has been clarified at the request of the GLA, with long-stay cycle parking proposed to the rear of this hotel, with direct access provided from the hotel entrance in a safe and convenient way via a set of doors to the southern stairwell. Visitor cycle parking for both plots will be delivered within the nearby public realm (i.e the boulevard) and further details of cycle parking will need to be secured by condition.

Coach parking, servicing and taxi drop-off/pick-up

49. Coach drop off and pick up will in the long-term take place from a shared service yard, which is to be shared in the context of other delivery and servicing activity taking place for both plots. This off-street service yard won't be delivered upon completion of the hotel development. The timing for this is dependant on gaining vacant possession of the Red House and the demolition of the building. A condition is recommended to capture timescales for the demolition of the existing building and the delivery of the off-street service yard.
50. TfL had raised concern regarding the use of the servicing yard for coaches from a pedestrian safety perspective In response to concerns raised the applicant submits that coach demands are anticipated to be low, and established using the TRICS survey. The coach demands are anticipated to be up to a maximum of three per day. This final state servicing solution requires the demolition of the existing Red House building in order to provide the shared service yard, and it has now been demonstrated that a safe pedestrian route direct from service yard to ground floor can be provided. This should overcome pedestrian safety concerns raised by TfL with regards the long-term servicing arrangements.
51. As the development will be phased, and due to the fact the Red House building will be contained within phase 2, after the approval of Reserved Matters an interim service solution is required to serve the hotel development when this comes forward initially. The interim arrangement proposes the formation of a shared lay-by on the northern side of South Way (on adopted highway land) which is capable of accommodating a 15m coach and/or a 12m rigid HGV servicing the hotel. It has been demonstrated that such a bay can be delivered on land which is wholly within the public highway with additional adopted footway to be provided through the dedication of land within Quintain's ownership. The Council's Highways officers do not object to this interim arrangement but do advise that sufficient footway width must be provided at the back of the lay-by and that this footway will be the Council's responsibility, as such an adoption agreement will need to be established under sections 38/278 of the Highways Act 1980. The use of this service lay-by will be restricted through condition, as part of the condition to secure the implementation of a Delivery & Service Plan for the hotel operations, and the removal of the lay-by may be required once the final stage off-street servicing solution has been delivered on site.
52. A Delivery and Service Plan (DSP) has been reviewed and considered acceptable by your Transport

officers, subject to further clarification on a booking management system to ensure the hotel operator effectively co-ordinates the arrival of delivery vehicles and coaches, in order to ensure that the interim lay-by is only used by one vehicle at a time. The requirement for a booking management system will need to be secured by condition. It is anticipated that only two servicing vehicles will be required, and that these will generally take place between 06:30am and 18:00pm and as such is it is anticipated the lay-by / service area will be empty for the majority of the day. No service vehicles are anticipated in the evenings, on Sundays or Bank Holidays. In addition servicing will be restricted to specific hours either side of a major Stadium event. This will need to be consistent with the Stadium Event Management Traffic Management Plan, which stipulates that service vehicles will not be permitted between four hours before the start to four hours after the end of a Stadium event. This restriction on timings will be secured by condition.

53. The final service yard solution, and the interim shared lay-by in so far as these relate to coach drop off and pick up will need to be arranged directly with the hotel operator This will enable the hotel to co-ordinate coach times with anticipated service times. In the interim period hotel guests will be able to safely disembark from coaches onto the southern end of the boulevard. In any event a fully detailed Delivery and Servicing Management Plan will be secured by condition.
54. TfL commented that the proposed hotel should be provided with a formal taxi rank. The applicant has provided further justification for not providing a formal rank as part of the proposals. The justification put forward is that the surrounding area is currently well served by two existing TfL appointed taxi ranks located outside the Wembley Hilton and on Wembley Park Boulevard, adjacent to Arena Square. Combined these two ranks provide nine spaces. The walking distance to each of these, from the hotel entrance is 350m. Furthermore the existing rank at the Hilton was surveyed on a non event day, and over the course of the day at no point was the rank used by a taxi. This suggests that there is sufficient capacity within the existing taxi rank provision to meet any increased demand that may follow this development. It is also noteworthy that provision for taxis has been incorporated into the proposals for the south-west lands application, to the south of the site. This application (14/4931) is currently under consideration. In addition your Transport officers do not support the provision of a formal taxi rank on South Way, there is considered to be sufficient provision for this locally. On balance, given the provision locally and the proximity to the red car park which would provide further drop off and pick up opportunities it is not considered necessary to secure an additional taxi rank facility.

Construction Phase Plan (CPP)

55. The submitted CPP details matters such as working hours, site access and traffic management, site security and hoardings specification, site traffic and pedestrian management, deliveries, storage of materials, vehicle holding area and vehicle access routes.
56. **Working hours** - Mon - Friday between 08:00am and 18:00pm. On Saturdays 08:00 - 01:00pm. On Sundays some allowances may be made for critical works subject to prior agreement.
- **Hoardings specification** - 2.4m hoarding is proposed around the exposed boundaries of the site. Along the eastern boundary the hoarding will be installed to the underside of the red car park, with appropriate points of pedestrian access provided. This hoarding will be required to be removed upon practical completion of the hotel development.
 - **Site traffic & pedestrian management** - There is a commitment to employing a traffic marshal to manage the entrance and exit of delivery vehicles on site and control the pedestrian interface with South Way. The 6m wide temporary walkway will be lit to 50 lux, with signage.
 - **Site access & traffic management** - It is proposed all materials offloading will take place within the site compound. Construction traffic will not be permitted on Royal Route other than for special deliveries (including delivery and collection of scaffold and hoardings for the north boundary of the site). If at any time access to the Stadium is deemed to be at risk then the Stadium will be consulted in sufficient time in order to agree suitable arrangements.
 - **Deliveries** - Timings of deliveries to and from the site will need to be effectively managed. A vehicle booking management will be put in place, all deliveries will need prior arrangement. Vehicles will be guided by a banksman/signal man at all times.
 - **Storage of materials** - All materials will be stored within the site compound in designated areas.
 - **Vehicle holding area** - This can be accommodated within the site compound, as shown in Appendix 2 - Construction Management Plan.
- Your Transportation officers consider that details submitted in relation to site access and traffic management are broadly acceptable. Deliveries and vehicle activities to and from the site will not be permitted 4 hours before and after a Stadium event, and this restriction will be captured by condition. In any event the applicant acknowledges this restriction, as referred to in their Delivery and Servicing Plan.

With regards the erection of temporary hoardings it is accepted that there is a necessity for the boulevard to be reduced to a temporary 6m width whilst construction works are carried out. It is crucial that this route is consistently maintained and appropriately lit at all times, to this end the provision of lighting will be secured by condition. It is not clear how long the hoardings will need to be in place for, as such further details of a phasing plan showing timelines from start of construction through to the end position will need to be secured through condition.

57. Compliance with the submitted Travel Plan is secured through condition to ensure an on-going commitment to sustainable modes of travel to site.

Access

58. Level access into the hotel is provided, this will be an accessible facility for all users. It is proposed that 10% of rooms within the hotel will be wheel chair accessible, and this satisfies London Plan policy 4.5.

Landscape works & impact on the boulevard

59. The development will require the removal of some protected trees and details of compensatory planting has been provided. Proposed new planting comprises of nine new street trees that will line the boulevard, a bosque of cherry trees and the translocation of seven existing lime trees to provide a buffer along the service area boundary. This planting approach represents an overall increase in tree coverage and is agreed by your Principal Tree officer.
60. External seating is to be provided within the bosque of cherry trees and in other places along the boulevard.
61. The interim boulevard width of 15m which will be provided upon practical completion of the hotel development will need an appropriate landscape treatment and further details of this will be captured by condition.
62. The details submitted do indicate that the new final state and realigned boulevard through this section will be finished to an acceptable standard in order to maintain this important pedestrian route as a high quality public space. As the proposal in so far as it relates to the boulevard is submitted in outline only at this stage, with all matters reserved then further details will be secured by condition.

Daylight/Sunlight effects

63. There are no residential units around the site at present. The study has therefore considered the impact of the development on residential units that are being proposed as part of the south-west lands application. To clarify this application has not been determined. The units within this scheme with rooms facing north are the only ones that required testing. The analysis found that off all the rooms tested these will retain higher levels of daylight than the British Standard requirement in order to achieve BRE compliance.

Noise

64. A noise report has been submitted considering all acoustic matters related to plot W11. A noise survey was carried out to assess the suitability of the site for a hotel use, with noise from Wembley Stadium being a consideration. Relevant to this is the fact that nearby planning consents required noise mitigation to achieve levels of 33dBA at night and 38dBA during the day. Premier Inn have their own internal noise criteria which goes beyond these levels, which should ensure an acceptable environment is achieved. A condition is recommended to ensure suitable ambient noise levels are achieved internally.

BREEAM

65. A bespoke pre-assessment has been carried out due to the nature of the hotel use. This approach is recognised by BREEAM. Plot W11 is targeting a BREEAM 'Excellent' rating, which satisfies Brent Core Strategy policy CP19. Verification of the level achieved will be secured by condition. Plot W12 will come forward at a later stage and will be registered and assessed under the appropriate assessment type for its future occupancy type at the relevant time. This will be secured by condition.

Flood risk

66. The site is located in Flood Zone 1, classed as having less than 1 in 1000 chance of flooding occurring each year. As the site is less than 1 hectare in size it was not necessary to consult the Environment Agency. No flood issues are presented.

Summary

67. It is considered the proposed development would provide further regeneration benefits to the Wembley

growth area and it would bring activity to the southern end of the Wembley Park Boulevard pedestrian route. The principle of a hotel development is deemed to be acceptable in this location, as are the other range of uses sought. The scale and massing of the building is acceptable in this location and fits in with its immediate context. This will deliver a highly sustainable scheme that will also safeguard this important pedestrian connection.

68. Officers consider that the application can be supported, subject to referral to the London Mayor for his Stage 2 response. As things stand the Mayor considers that the application does not fully comply with the London Plan for the reasons set out above. He states that there are remedies that could address these deficiencies. If the Council decides to make a decision on this application it must consult the Mayor, once again, and give him a period of 14 days within which to allow the draft decision to proceed unchanged, to direct the Council to refuse the application or to issue a direction that he is to act as the Local Planning Authority and proceed to determine the application, otherwise known as the Stage 2 response. The applicant has addressed the Mayor's concerns in respect of Energy and this is all agreed with the GLA. A response to the Transport matters has also been provided, as set out in this report.

Members are therefore asked to delegate the final decision to approve the scheme to the Head of Area planning provided that the GLA's stage 2 response does not require any significant changes to the scheme.

SUSTAINABILITY ASSESSMENT

Sustainability and energy measures which are coming forward as part of this proposal, are outlined in the applicant's supporting Energy Strategy and Sustainability Statement. The energy statement sets out measures as to how the development will comply with London Plan policy 5.2, which requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy to;

Be Lean: use less energy
Be Clean: supply energy efficiently
Be Green: Use renewable energy

The GLA confirmed in their Stage 1 report that the applicant has broadly followed the energy hierarchy, however further information was required in order to verify the proposed carbon savings.

The approach is based on range of passive design features and demand reduction measures, proposed to reduce the carbon emissions of the building. It is noted that both air permeability and heat loss will be improved beyond the minimum values required by building regulations. Other features include mechanical ventilation with heat recovery. The demand for cooling will be minimised through solar control glazing and internal blinds. Mechanical cooling is proposed throughout, and the GLA requested further verification of this.

The site is within the Wembley opportunity area and within the vicinity of the proposed district heat network (DHN) and is proposing to connect to this once available. This is a long-term solution. In the interim the development will adopt a standalone solution. Further information in respect of this future connection was requested by the GLA.

A communal heat network is proposed for domestic hot water of the hotel (plot W11) and a separate centralised heating system for the hotel (VRF space heating). A separate heating system is proposed for plot W12. Further verification of this was required by the GLA.

A range of renewable technologies have been considered, and some discounted for feasibility reasons. The strategy proposes the use of air source heat pumps (ASHP) to provide hot water in the interim period before connection to the DHN. A separate VRF space heating/cooling network is also proposed. Roof mounted PV panels are proposed on the roof of the hotel, with a layout also provided.

Applicants response to GLA Stage 1 queries;

- The applicant has provided evidence of how the cooling demand has been minimised, including the BRUKL document.
- The applicant has provided evidence to show that all areas of the building will pass the Part L solar gain criteria.
- Further information was submitted on future connection to the DHN. The GLA understands that the DHN will be delivered as part of the Wembley Masterplan, and at this stage has yet to appoint an operator for the network. It has been clarified that connection from the DHN to the application site is likely to be in Phase IV of the Wembley Masterplan (which is currently proposed to be between 2031 and 2035).

- It has been confirmed that plots W11 and W12 will connect to the DHN once available at the site boundary.
- Information has been submitted to the GLA to verify how the ASHP will connect to the DHN, and the GLA are satisfied with this.
- It has been confirmed that the PV modelling has taken into account the taller raised element to the south of the building, as such no further information is required.

With the additional information and verification that has been provided since issuing their Stage 1 report the GLA have now confirmed they are able to support the proposed energy strategy. This will achieve carbon dioxide savings in excess of the target set within London Plan policy 5.2 in the long-term. In the interim period the standalone strategy which is based on the use of air source heat pumps, a VRF system for space heating and cooling and PV panels results in very minor shortfall below the 35% target. The proposed interim strategy is predicted to achieve 34.5%, and on balance this would broadly be policy compliant. As sufficient evidence has been submitted to demonstrate the strategy will achieve the necessary targets the implementation of the energy strategy and future connection to the DHN will be secured by condition.

CIL DETAILS

This application is liable to pay **£1,607,676.83*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 767 sq. m.

Total amount of floorspace on completion (G): 11055 sq. m.

| Use | Floorspace on completion (Gr) | Eligible* retained floorspace (Kr) | Net area chargeable at rate R (A) | Rate R: Brent multiplier used | Rate R: Mayoral multiplier used | Brent sub-total | Mayoral sub-total |
|--------|-------------------------------|------------------------------------|-----------------------------------|-------------------------------|---------------------------------|-----------------|-------------------|
| Hotels | 11055 | | 10288 | £100.00 | £35.15 | £1,189,550.00 | £418,126.83 |

| | | |
|--|---------------|-------------|
| BCIS figure for year in which the charging schedule took effect (Ic) | 224 | 224 |
| BCIS figure for year in which the planning permission was granted (Ip) | 259 | |
| Total chargeable amount | £1,189,550.00 | £418,126.83 |

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

The building which is subject of Plot W12 has not been calculated for CIL liability purposes at this stage. The quantum of different uses will be established at Reserved Matters stage, at this point the CIL liability of this building will be calculated.

The proportion of the eligible reduction for the hotel building calculated on a pro-rate basis is 767sqm and for plot W12 is 112sqm.



DECISION NOTICE – APPROVAL

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Application No: 15/3599

To: Miss Paula Carney
Signet Planning Ltd
56 Queen Anne Street
London
W1G 8LA

I refer to your application dated 14/08/2015 proposing the following:

A hybrid planning application for the redevelopment of the site including:-

- a) Full planning permission for the demolition of existing building and erection of a 13-storey building comprising a 312-bed hotel (Use Class C1) with ancillary and/or ground uses including a restaurant, bar, offices and gym (Use Classes A1-A4/B1 and/or D2) (referred to as Plot W11), on-site cycle parking and
- b) Outline planning permission for the demolition of existing building (The Red House, South Way) and erection of a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved (referred to as Plot W12) and new pedestrian boulevard (outline).

with associated service yard, landscaping and infrastructure works.

and accompanied by plans or documents listed here:

(See Condition 2)

at Red House building, South Way, Land and Pedestrian walkway between South Way and Royal Route, Wembley Park Boulevard, Wembley

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

- 1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
- 2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012
London Plan (consolidated version 2015)
Brent Core Strategy 2010
Brent Unitary Development Plan 2004
Wembley Area Action Plan 2015

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
Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness
Tourism, Entertainment and the Arts: the need for and impact of new tourists and visitor facilities
Transport: in terms of sustainability, safety and servicing needs
Wembley Regeneration Area: to promote the opportunities and benefits within Wembley Site-Specific Policies

- 1 The development to which this permission relates referred to as part (a) 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 Application for approval of the Reserved Matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason: To ensure planning applications are carried out within a reasonable time period in accordance with Section 92 of the Town and Country Planning Act 1990.

- 3 The development to which the outline planning permission relates shall commence either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To ensure planning applications are carried out within a reasonable time period in accordance with Section 92 of the Town and Country Planning Act 1990.

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

Plots W11 and W12 Parameter Plans;
3559_01_200_revA
3559_01_201_revA
3559_01_202_revA
3559_01_203_revB
3559_01_204_revA
3559_01_205_revA
3559_01_206_revA
3559_01_207_revA
3559_01_208_revA

Plot W11 (hotel) detailed plans;

3559_02_200_revA
3559_02_201_revA
3559_02_202_revA
3559_02_203_revA
3559_02_204_revA
3559_02_205_revA
3559_02_206_revA
3559_02_207_revA
3559_02_208_revA
3559_02_209_revA
3559_02_210_revA
3559_02_211_revA
3559_02_212_revA
3559_02_213_revA
3559_02_214_revA
3559_02_215_revA

Plot W11 (hotel) proposed elevations;

3559_04_200_revB
3559_04_201_revB
3559_04_202_revB
3559_04_203_revB
3559_04_210_revB
3559_04_211_revB

Landscape parameter plans;

2093-010-100 revA
2093-010-102 revA
2093-010-104 revA
2093-010-106 revA
2093-010-107 revA
2093-010-109
2093-010-110
2093-010-112

Other;

3559_07_310_
3559_SK_013_
3559_SK_023 rev1

ITL10209-SK-046

ITL10209-SK-056 revB

Construction Management Plan, Issue 2, McAleer & Rushe (5.3 Appendix 3)

Construction Phase Plan, Issue 3, McAleer & Rushe (dated 13/11/15)

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

- 5 Approval of the details of the following reserved matters shall be obtained from the local planning authority in writing in respect of part (b) of the development, which for the avoidance of doubt part (b) relates to Plot W12 and the new pedestrian boulevard (hereinafter called "the reserved matters")

(a) Access

(b) Appearance

(c) Landscaping

(d) Layout

(e) Scale

Reason: To ensure the development is carried out in accordance with the prevailing relevant policy

- 6 Approval of the drawings and particulars of the Reserved Matters for part (b) works referred to in Condition 5 shall be obtained from the Local Planning Authority in writing prior to the commencement of any part of the development to which those Reserved Matters relate except that this shall not prevent works of site clearance, ground investigation and site survey works, interim boulevard work, erection of temporary boundary fencing or hoarding and works of decontamination and remediation (hereafter 'preparatory works') and shall be carried out only as approved.

Reason: To ensure full details of each phase are provided to ensure an acceptable standard of development

- 7 Prior to the commence of works on the superstructure of the hotel building in part (a) (plot W11), a drainage strategy detailing any on and/or off site drainage works, shall be submitted to and approved by the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community

- 8 Construction of the part (a) (plot W11) development shall be undertaken in full accordance with the Construction Phase Plan and Construction Management Plan (Appendix 3) hereby approved unless a revised details are submitted to and approved in writing by the Local Planning Authority and thereafter implemented in full for the duration of construction, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian and highway safety

- 9 For the duration of the construction periods for the development hereby approved (parts (a) and (b)), no construction vehicles shall access or egress site during the period starting four hours before the start time to four hours after the end time of a Major Event at Wembley Stadium unless otherwise agreed in writing by the Local Planning Authority.

Reason;- In the interests of pedestrian and highway flow and safety.

- 10 No servicing, delivery vehicles or coaches shall access or egress the site during the period from four hours before the start time and four hours after the finish time of a major event at Wembley Stadium, unless otherwise agreed in writing by the Local Planning Authority.

Reason;- In the interests of pedestrian and highway flow and safety.

- 11 No vehicle access to the boulevard is permitted other than for emergency vehicle access purposes, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian safety.

- 12 Upon delivery of the final state off-street servicing yard the interim lay-by shall be offered by the applicant to be reinstated to footway at the applicants own expense at no cost to the Council in accordance with an agreed programme of works and within a timescale agreed with the Local Highway Authority.

Reason; In the interests of highway flow and safety.

- 13 Prior to the commencement of works on the relevant part of the development described as part (b) within the description of development, a detailed landscaped scheme shall be submitted to and approved in writing by the Local Planning Authority. Such landscaping work shall be

completed prior to first use or occupation of the relevant part of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) The planting scheme for the site, which shall include species, size and density of plants, sub-surface treatments;
- b) Details of any trees to be trans-located;
- c) Any walls, fencing and any other means of enclosure, including materials, designs and heights;
- d) The treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- e) details of levels and contours within the site and adjoining the site;
- f) a landscaping maintenance strategy, including details of management responsibilities;

Any trees and shrubs planted, trans-located in accordance with the landscaping scheme and any shrubs which have been identified for retention within the development which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted as soon as practicable as those trees or shrubs have been affected.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality.

- 14 Not less than 10% of rooms within the hotel shall be wheel chair accessible.

Reason; To ensure suitable facilities for disabled users, in accordance with the London Plan policy 4.5.

- 15 The hotel building shall achieve internal noise criteria of stated in paragraph 5.3.1 (table 10) of the Planning Noise Report, which for the avoidance of doubt states the following internal ambient noise criteria:-

| Period | Noise Level |
|--------------------------|------------------------------------|
| Daytime (07:00-23:00) | L Aeq,1hour 35 dB |
| Night-time (23:00-07:00) | L Aeq,1hour 30 dB L AFmax 42 dB |

Reason: To safeguard the amenity of future occupants of the development

- 16 A permanent and unimpeded route to the ground floor of the hotel shall be provided for pedestrians arriving by coach and disembarking within the final state off-street service yard. This shall be provided upon first use of the off-street service yard.

Reason: In the interests of pedestrian safety

- 17 Prior to commencement of works to the superstructure on part (a) (plot W11) further details of the interim boulevard shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include and demonstrate:-

- The detailed layout of the interim boulevard;
 - Details of how the interim boulevard will be appropriately landscaped with details of planting;
 - Details of street furniture, including but not limited to benches/seating and cycle parking;
 - Details of sub-surface treatments, which shall include silva cell root management systems (or similar) for the trees and a sub-surface treatment for the central hardsurfaced areas suitable of accommodating buses and emergency vehicles, unless otherwise agreed in writing by the Local Planning Authority;
 - The width of the interim boulevard, which shall be to the edge of the temporary red car park, or as otherwise agreed in writing by the Local Planning Authority;
 - The provision of cycle routes including signage of the routes;
 - Details demonstrating the extent to which those works can be retained within the final design and layout of the Boulevard; and
 - A schedule of timescales for implementation of works hereby referred to in (a) (b) and (c);
- Thereafter the works shall be carried out fully in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority and thereafter maintained save for

those alterations required to deliver the final boulevard.

Reason; To ensure adequate pedestrian routes are maintained to ensure a strong connection between the LDO and Stadium Station Square, in the interest the vitality and viability of the town centre, the visual amenity of the area and connectivity and sustainable transport within Wembley.

- 18 Prior to first occupation of the hotel hereby approved a detailed phasing programme for the implementation of works for the final future boulevard width shall be submitted to and approved in writing by the Local Planning Authority and the works shall be carried out in accordance with the approved details.

Reason; To ensure adequate pedestrian routes are maintained to ensure a strong connection between the LDO and Stadium Station Square, in the interest the vitality and viability of the town centre, the visual amenity of the area and connectivity and sustainable transport within Wembley.

- 19 Prior to commencement of works on the superstructure of Phase 1 (plot W11), further details regarding the extension to the existing raised table across South Way, including drawings detailing the design and layout, surface and subsurface treatment and any street furniture that may need to be removed or installed shall be submitted to and approved in writing. The developer shall enter into an agreement with the Local Highway Authority to agree the extent of such works and to provide this modified raised table.

The new hotel shall not be occupied (unless alternative timescales have been agreed in writing by the Local Planning Authority) until the above works have been completed to the satisfaction of the Local Highway Authority, at no cost to the Council, and have been certified in writing as being substantially complete by or on behalf of the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety.

- 20 Details demonstrating that the developer or constructor has joined the Considerate Constructors Scheme shall be submitted to the Local Planning Authority prior to commencement of works on the relevant part of the development and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction for that part of the development.

Reason: In the interest of the amenities of the adjoining and nearby owners and occupiers.

- 21 Within 3 months of practical completion of the new hotel building (part (a) - plot W11), a Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This review by an approved independent body shall verify that the hotel development has met or exceeded the following:

- (i) Minimum 34.5% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;
- (ii) 108sqm of photovoltaic (PV) panels

If the review specifies that the development has failed to meet the above levels, and it has been satisfactorily demonstrated that it has not been possible or feasible to incorporate any of the measures proposed within the Energy Statement and/or the Sustainability Strategy then details of alternative measures or alternative means by which the impacts of the failure to implement the measures will be mitigated shall be submitted to and approved in writing by the Local Planning Authority within 2 months of the review, and implemented in full thereafter in accordance with a timescale agreed with the Local Planning Authority.

The approved Sustainability and Energy Strategies (or as amended) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing with the Council.

Reason: To ensure a satisfactory development which incorporates sustainability measures.

- 22 Following the practical completion of part (a) (plot W11) development, a review by a BRE-approved, independent body, shall be commissioned to determine whether the measures

set out within the Sustainability Strategy (or within a Sustainability Strategy that is subsequently approved in writing by the Local Planning Authority) have been implemented and a BREEAM 'Excellent' standard for the development has been achieved. If the review determines that a BREEAM 'Excellent' standard has not been achieved, proposed measures to remedy the identified shortcomings and/or compensatory works shall be submitted to and approved in writing by the Local Planning Authority. The review, together with such proposed measures (if required), shall be submitted to the Council within 6 months of practical completion of the building. Any remedial/compensatory measures approved pursuant to this condition shall be fully implemented within 12 months of the date of practical completion and thereafter maintained.

Reason: To ensure a sustainable development.

- 23 Prior to the commencement of works on the superstructure of the buildings hereby approved, details demonstrating how the buildings can be easily connected to a District Heat Network at the site boundary in the future shall be submitted to and approved in writing by the Local Planning Authority. Any works identified within the approved details as being required to be carried out during the construction of the building(s) shall be completed in full prior to first occupation of the building(s).

Reason; In the interests of sustainable development.

- 24 Prior to commencement of works on part (b) (plot W12 and the boulevard) a Construction Phase Plan / Construction Management Plan relating to the relevant part of the development shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in full for the duration of construction unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian and highway safety

- 25 Use of the hotel development within plot W11 shall be undertaken in full accordance with a revised Delivery and Servicing Plan that shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of use. The revised plan shall include details of a booking management system to demonstrate how the different servicing demands (including coaches) will be appropriately managed by the hotel operator on site in both the interim period which is reliant on the interim lay-by being provided on South Way and the final state solution which is reliant on a service yard within the site. Thereafter the approved plan shall be implemented in full for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian and highway safety

- 26 The uses hereby approved in relation to Plot W12 shall not commence until an updated Delivery and Servicing Plan has been submitted to and approved in writing, by the Local Planning Authority which shall include further details to demonstrate how the different servicing demands will be appropriately managed on site. Thereafter the approved plan shall be implemented in full for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian and highway safety

- 27 The Travel Plan hereby approved shall be implemented in full from first occupation/use of the development, unless otherwise agreed in writing by the Local Planning Authority. The travel plan shall be reviewed at years 1, 3 and 5 from first occupation, and the reviews shall be approved in writing by the Local Planning Authority as follows:

a) A review of the Travel Plan measures over the first 12 months from first occupation shall be submitted to the Local Planning Authority within 15 months of the commencement of the use and the review shall be approved in writing within 18 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;

b) A review of the Travel Plan measures over the first 3 years from first occupation shall be submitted to the Local Planning Authority within 39 months of the commencement of the use

and the review shall be approved in writing within 42 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;

c) A review of the Travel Plan measures over the first 5 years of operation shall be submitted to the Local Planning Authority within 63 months of the commencement of the use and the review shall be approved in writing within 66 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;

Reason: In order to promote sustainable transport measures and in the interest of the free and safe flow of traffic on the local road network.

- 28 Notwithstanding the plans hereby approved, the hotel for Phase 1 (plot W11) shall not be occupied until such time as Certificates of Substantial Completion have been issued for the alterations to the existing adopted highway under an Agreement pursuant to Sections 278 of the Highways Act 1980 and the construction of the interim service lay-by and the new areas to be constructed as new footway to an adoptable standard, and those elements of new footway within the site have been offered to the Local Authority for adoption as public highway pursuant to Section 38 of the Highways Act 1980, unless otherwise agreed in writing by the Local Planning Authority. Details submitted shall be accompanied by a Stage 2 road safety audit. The works and land to be offered for adoption shall be in accordance with drawing ITL10209-SK-056 revB (or other such plan as is approved in writing by the Local Planning Authority pursuant to this condition), and shall include the installation of any required signage as well as the submission of details to demonstrate how this interim lay-be could be easily adaptable in the future to a bus stop lay-by. The works shall be carried out at the developers own expense and the land shall be offered for adoption at no cost to the Council.

Reason; In the interests of highway flow and safety and to ensure adequate servicing and coach parking facilities in the interim period.

- 29 Prior to commencement of works to the the superstructure for the hotel (plot W11) a detailed phasing plan for development as a whole shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include details setting out the timeframe for delivery of the off-street servicing yard and coach area, and a timeframe for demolition of the existing Red House building.

Reason; In the interests of highway safety

- 30 Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced to the superstructure for the hotel (plot W11). The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

- 31 Further details of the number and location of visitor cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the superstructure for the hotel (plot W11). Such details shall confirm the location of all external cycle spaces. Thereafter the development shall not be occupied until the approved cycle parking spaces have been delivered in accordance with the details as approved and these facilities shall be retained thereafter.

Reason: To ensure satisfactory facilities for cyclists.

- 32 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be at least 10 dB below the measured background noise level when measured at the nearest noise sensitive premises. The method of assessment should be carried in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound'.

An assessment of the expected noise levels and any mitigation measures necessary to achieve

the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any plant and 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

- 33 (a) Prior to the commencement of development on the relevant part of the site, or in relation to Plot W11, prior to the commencement of work on the Superstructure, a Training & Employment Plan shall be submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following (unless otherwise agreed in writing by the Local Planning Authority):

1. Details of the Training & Employment Co-ordinator;
2. A methodology to target:
 - i. 1 in 10 of the projected number of construction jobs being held by Brent Residents and
 - ii. the provision of training for a previously unemployed Brent Resident or School leaver for 1 in 100 construction jobs;
3. Details of the procedures to report the provision of jobs and training to the Council's Head of Employment;
4. A commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job;

The approved Training and Employment Plan shall be implemented throughout the construction phases of the development for the lifetime of the construction of the Development.

(b) Prior to occupation of the relevant part of the development, a Training & Employment Verification Report shall be submitted to and approved in writing by the Council. The report shall set out how the measures approved pursuant to part (a) of this condition have been implemented and shall evidence the number of jobs and training opportunities held by Brent Residents during construction.

Reason: In the interest of providing local employment opportunities.

INFORMATIVES

- 1 A Wembley Stadium major event is any event with a projected capacity of at least 10,000 people.
- 2 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 3 Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
 - (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings
- 4 Attention is drawn to the provisions of s151 of the Highways Act 1980, which requires that all construction vehicles leaving the site must be cleansed as necessary to avoid depositing mud and other material onto neighbouring roads.
- 5 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

6 For the avoidance of doubt:
The part of the development referred to as part (a) within the conditions relates to:
"Full planning permission for the demolition of existing building and erection of a 13-storey building comprising a 312-bed hotel (Use Class C1) with ancillary and/or ground uses including a restaurant, bar, offices and gym (Use Classes A1-A4/B1 and/or D2) (referred to as Plot W11), on-site cycle parking"

The part of the development referred to as part (b) within the conditions relates to:
Outline planning permission for the demolition of existing building (The Red House, South Way) and erection of a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved (referred to as Plot W12) and new pedestrian boulevard (outline).

Any person wishing to inspect the above papers should contact Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

16 December, 2015

15/4140

SITE INFORMATION

RECEIVED: 24 September, 2015

WARD: Barnhill

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY

PROPOSAL: Erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building

APPLICANT: Wembley Educational Charitable Trust

CONTACT: Nathaniel Lichfield & Partners

PLAN NO'S: Refer to Condition 2

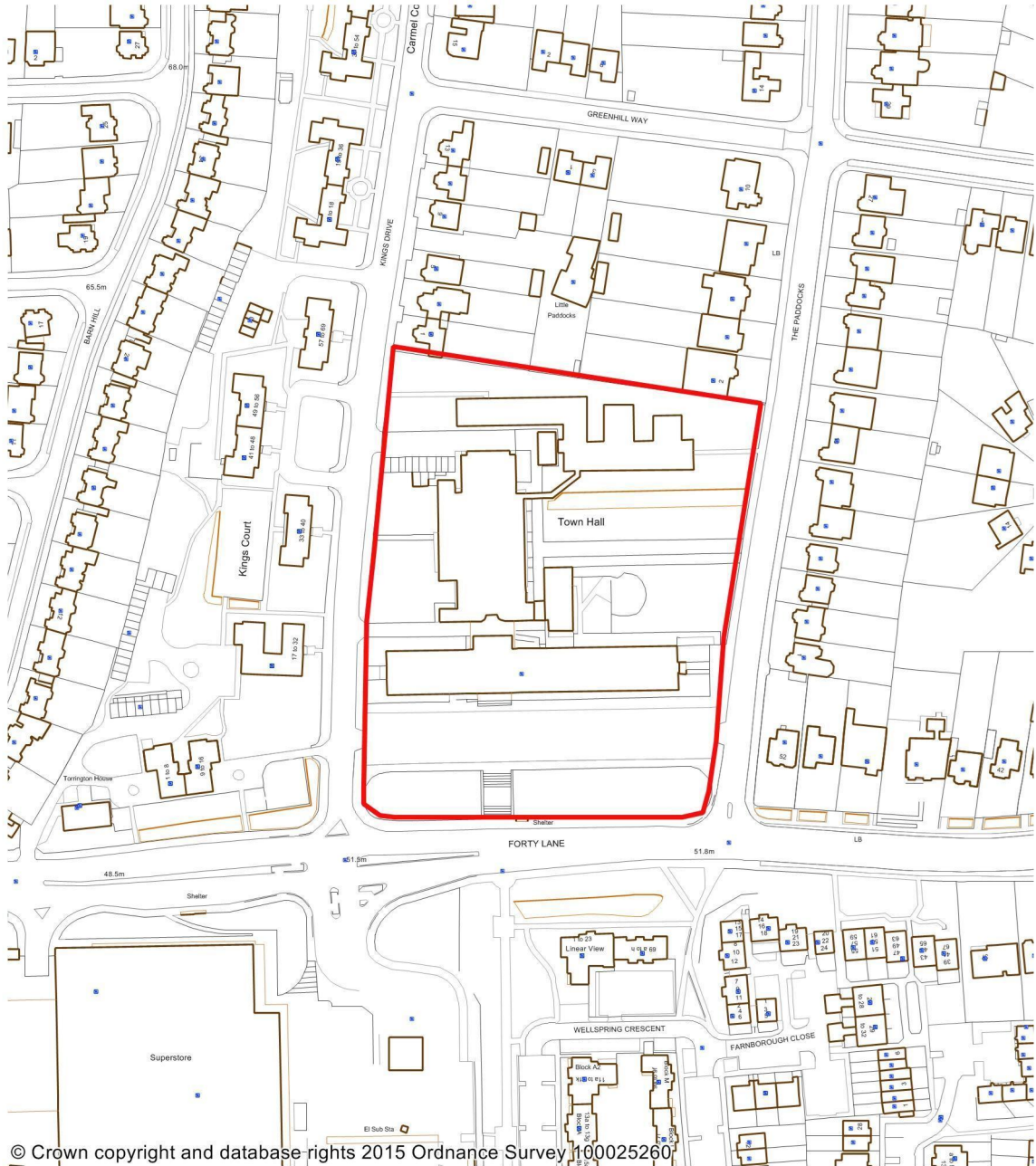
SITE MAP



Planning Committee Map

Site address: Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY

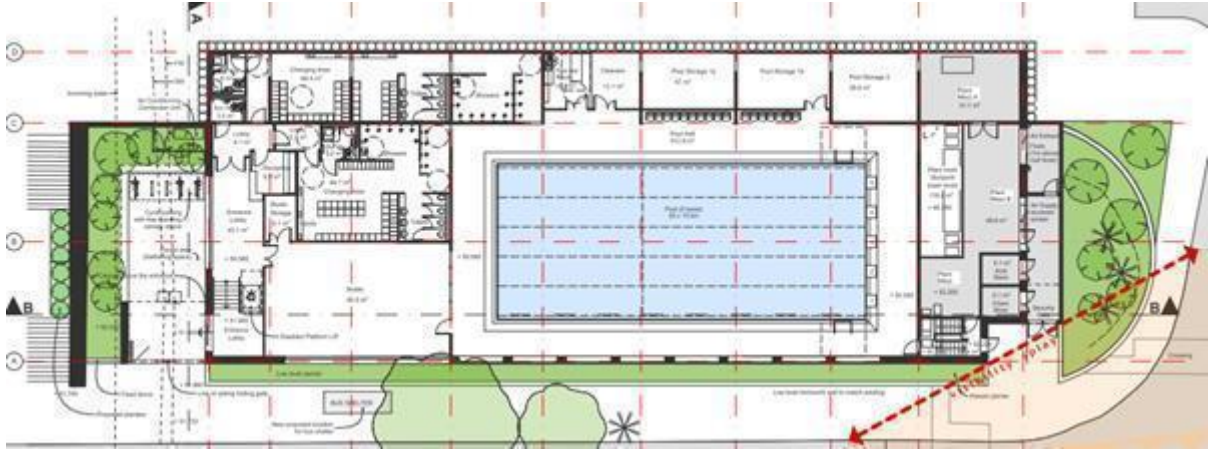
© Crown copyright and database rights 2011 Ordnance Survey 100025260



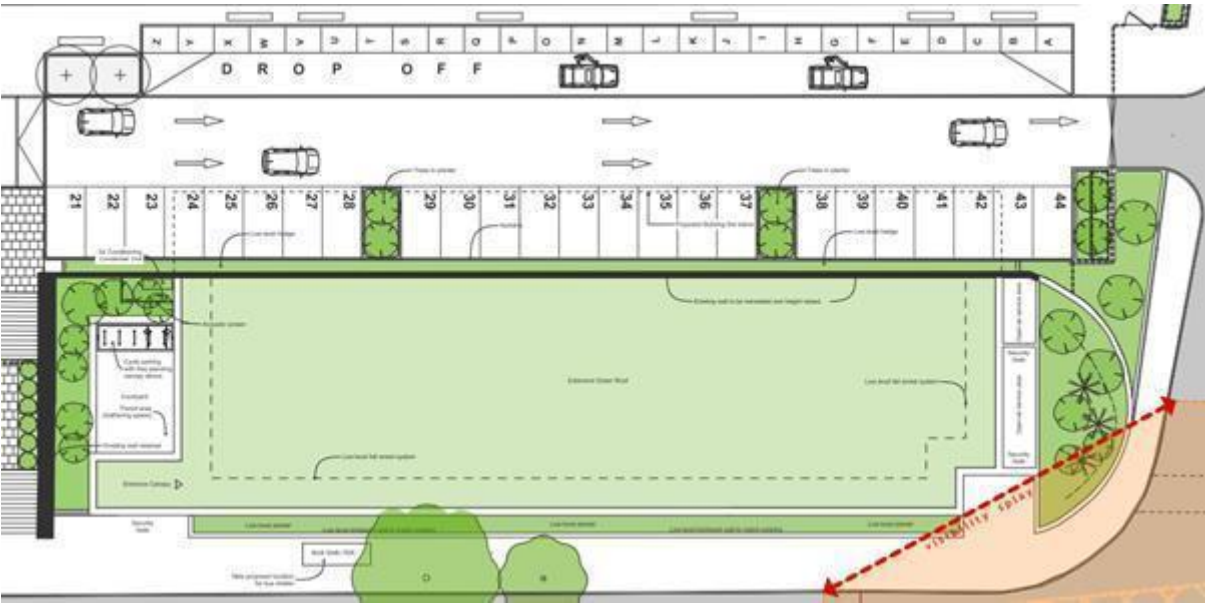
This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

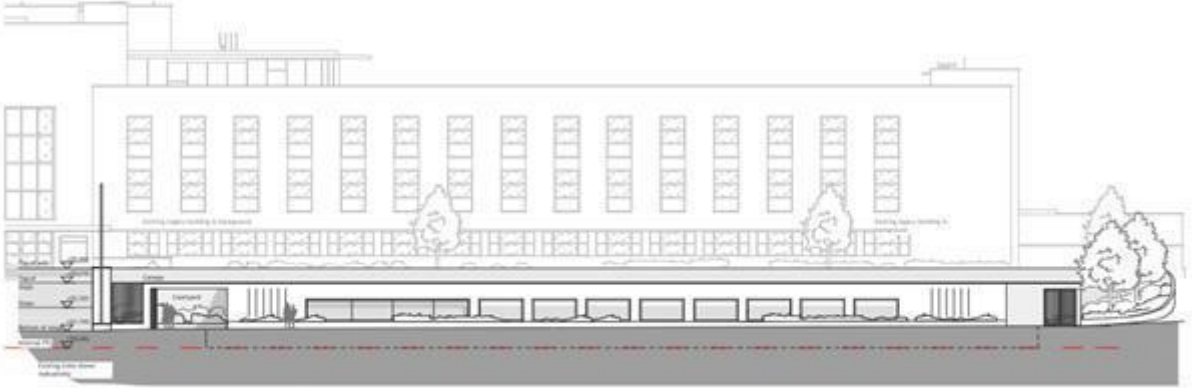
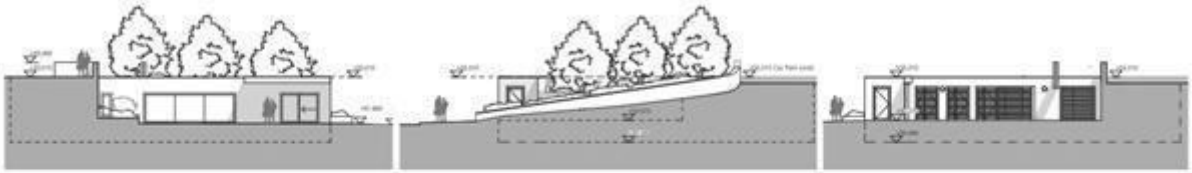
Proposed Ground Floor Plan



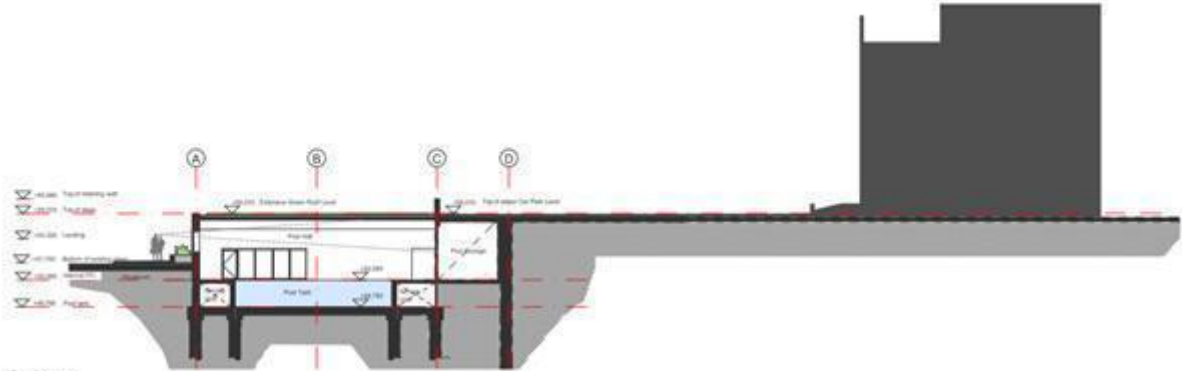
Proposed Roof Plan



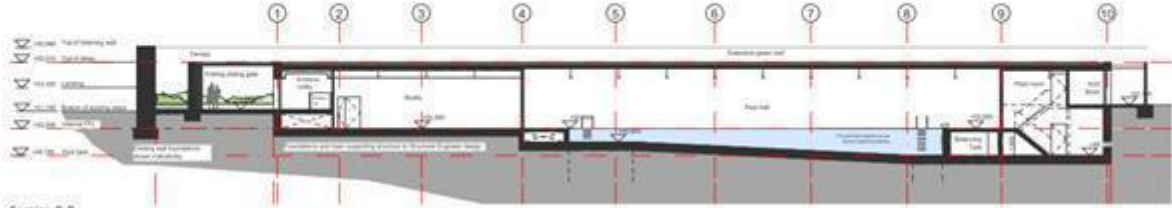
Proposed Elevations



Proposed Sections



Section A-A



Section B-B

Proposed Visual



RECOMMENDATIONS

Grant Consent, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building

B) EXISTING

The application site comprises Lycee International de Londres Winston Churchill located on Forty Lane. It is a primary and secondary school with 9 forms of entry at secondary level for pupils aged 11 to 18 (total number of 900 pupils), and a single form entry primary school for pupils aged 5 to 11 (total number of 170 pupils). It will accommodate 1070 pupils when at full capacity.

The building is a Grade II listed building and formally accommodated the main civic offices of the former Borough of Wembley and subsequently Brent since 1940. The Town Hall was statutorily listed on 24 September 1990 at Grade II. The main civic offices of Brent are now located within the new Brent Civic Centre on Engineers Way.

The school occupies a site of approximately 2.1 hectares and fronts onto Forty Lane. As part of the change of use of the former Town Hall into a school, a new two to three storey annex was approved to provide additional school accommodation including a dining hall.

The main entrance to the building is accessed via Forty Lane with an access road and car parking running across the length of the building fronting Forty Lane at a higher level than the pavement on Forty Lane. There are significant level changes across the site with the land rising by around 9.4m from the pavement on Forty Lane to the base of the boundary wall to the north of the site.

The eastern boundary of the Town Hall abuts The Paddocks and its western boundary abuts Kings Drive. Both The Paddocks and Kings Drive are predominantly residential in character. Its northern boundary abuts the rear gardens of properties on Kings Drive and The Paddocks. To the south on Forty Lane is Asda Superstore, a Kwik Fit car garage and public house, with the Chalkhill Estate behind these buildings. Opposite the site on Bridge Road is the Ark Academy Primary and Secondary School and to the west beyond Kings Drive is the Barn Hill Conservation Area.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application, the following amendments have been made to the proposal:

- Alterations to the corner of the swimming pool building on the Forty Lane/The Paddocks junction to not interfere with visibility splays
- Car parking spaces reduced to 46 to 44 spaces with increased tree planting in the car park

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks full planning permission for erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building. This is an existing school site and the principle is considered acceptable.

Impact on heritage asset (Listed Building): The proposed works do not cause substantial harm to the significance of the heritage asset. The works are to less significant elements within the curtilage of the listed building, most of which will be retained. The setting has been carefully considered and the views to the building will not be harmed. The new build has been carefully considered to reflect and complement the special interest of the listed building.

The new building, as a result of its siting and layout within the school site in compliance with SPG17 guidance, will not adversely impact on the amenity of neighbouring occupiers.

Landscaping and trees: A number of trees within the lower landscaped terrace where the swimming pool is to be located are to be removed. These will be replaced elsewhere within the school site in the car park or along the frontage with The Paddocks. The memorial trees will be replanted with new trees in Chalkhill Park and two memorial leaves provided on the memorial tree in the Civic Centre.

Transportation matters: The application will result in the loss of two car parking spaces from 46 to 44, as a result of the new tree planting. This still significant exceeds the maximum parking standards for a D1 use. Coach parking within the site will be available for other schools during school hours, and at weekends the school car park will be open for community users of the swimming pool. The bus shelter on Forty Lane will have to be relocated in order to provide pedestrian access.

E) MONITORING

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 (sqm) |
|------------------------------|----------|----------|------|------|----------------|
| Non-residential institutions | 12580 | 12580 | 0 | 1194 | 13774 |

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

Relevant planning history

Listed building application accompanying this full application:

15/4141: Listed Building Consent sought for erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building - under consideration.

Previous consents relating to the use of the site as a school and associated works

13/1995: Full Planning Permission sought for Change of use and refurbishment of the existing Town Hall (Sui Generis) into a new primary and secondary French International School (Use class D1) involving the demolition of a number of ancillary buildings (single storey pre fabricated building and freestanding garages to the rear, and the existing print room attached to the main Town Hall building) and the erection of a part

2/part 3 storey extension along with associated works, subject to a Deed of Agreement dated 28 January 2014 under Section 106 of the Town and Country Planning Act 1990, as amended - **Granted, 29/01/2014.**

13/1996: Listed building consent for the change of use and refurbishment of the existing Town Hall (Sui Generis) into a new primary and secondary French International School (Use class D1) involving the demolition of a number of ancillary buildings (single storey pre fabricated building and freestanding garages to the rear, and the existing print room attached to the main Town Hall building) and the erection of a part 2/part 3 storey extension along with associated works - **Granted, 29/01/2014.**

CONSULTATIONS

A joint consultation letter was sent out to 268 neighbouring properties for the full planning application and listed building consent application on 9 October 2015.

Site Notice: 27/10/2015 - 17/11/2015

Press Notice: 15/10/2015 - 05/11/2015

Public Consultation

Two letter of support received on the following grounds:

- The opening of the school represented a significant and positive investment in the old town hall building.
- The site proposed for the swimming pool is currently under-utilised and has little environmental/ecological merit.
- The proposed design includes suitable environmental features to enhance the site.
- Approval by the Council will demonstrate the Council's continued commitment to the school and its development, with consequent benefits to the wider Wembley community.
- New infrastructure that will benefit everyone in the neighbourhood.

QARA

No objections to the proposal in principle. Has queried whether there is scope to provide more landscaping on the roof.

Statutory Consultation

Historic England

No objections raised. Advised that the application is determined in accordance with national and local policy guidance, and on the basis of Brent's conservation advice.

Greater London Archaeological Advisory Service (GLAAS)

No objections raised.

The Twentieth Century Society

No objections subject to conditions being imposed to secure details of the precise brick colour and size and details of signage that should be conservation signage.

Transport of London

No objections raised subject to the following:

- During the construction of the site the bus stop should not be blocked or impeded from its normal usage in any way.
- A Travel Plan and Construction Logistics Plan should be conditioned.

Internal Consultation

Heritage Officer

Advised that the proposal will sustain the significance of heritage assets. Have advised that conditions

should be applied to the following:

- Full recording of the frontage for the London Parks and Garden's Trust Register
- A brickwork panel of the new brick bonding to be approved on site before the commencement of works.
- a brickwork panel using the old bricks to be approved on site before the commencement of works.
- Details of new signage.
- Colour and section of the window frames, associated boundary treatment, external doors and hard landscaping.
-

Landscape

No objections in principle. Replacement trees to be planted within the school site.

Concerns have been raised with the use of Pyracantha and Berberis in narrow planting areas fronting the street. Alternatively planting should be secured by condition.

Sustainability

No objections raised.

Transportation

No transportation objections subject to the following conditions

- (a) A revised drawing to be submitted showing the boundary wall, near the junction, to be no higher than 1m, in order to maintain junction visibility.
- (b) The bus stop relocation, proposed new shelter, removal of the existing shelter and relocation of the bus cage marking should be arranged with Transport for London and Brent Council as a Highway Authority.
- (c) The school car park is made available to community use of the pool
- (d) A revised travel plan should be submitted for LPA approval.

POLICY CONSIDERATIONS

The Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990

The above legislation provides specific protection for buildings and areas of special architectural or historic interest. Section 66(1) of the Act states that in the consideration of proposals for planning permission which affect a listed building or its setting, the local planning authority shall pay special regard to the desirability of preserving i) that setting, or ii) any features of special; architectural or historic interest it possesses.

National level policy and guidance

The National Planning Policy Framework (NPPF) was published in March 2012.

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

Paragraph 126 of the NPPF outlines that the conservation of heritage assets can bring wider social, cultural, economic and environmental benefits. In accordance with paragraph 128, applicants are required to describe the significance of the heritage asset affected by a proposal, including any contribution made by their setting. Paragraphs 133 and 134 provides guidance with regards to the impact of a proposal on the significance of the heritage asset, and states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Regional level policy and guidance

The London Plan - The Spatial Development Strategy for London Consolidated with Alterations since 2011 (adopted March 2015)

Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review. Boroughs’ local development documents have to be ‘in general conformity with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

Key policies include:

- 3.18 Education Facilities
- 3.19 Sports Facilities
- 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
- 5.13 Sustainable Drainage
- 6.1 Strategic Approach
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.4 Local Character
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology

Local level policy and guidance

Brent's Core Strategy 2010

Objective 5 - meeting social infrastructure needs

CP7: Wembley Growth Area

CP19: Brent Strategic Climate Change Mitigation and Adaption Measures

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

Brent Unitary Development Plan 2004

Within the 2004 UDP the following list of saved polices are considered to be the most pertinent to the application.

BE4: Access for Disabled People

BE6: Public Realm - Landscape Design

BE7: Public Realm - Streetscape

BE9: Architectural Quality

BE22 Protection of Statutory Listed Buildings

BE23 Setting of Listed Buildings

BE30 Enabling Development & Heritage Asset Conservation

BE31 Sites of Archaeological Interest

BE12: Sustainable Design Principles

BE17: Building Services Equipment

EP2: Noise & Vibration

EP3: Local Air Quality Management

CF8: School Extensions

TRN4: Measures to make Transport Impact Acceptable

TRN10: Walkable Environments

TRN11: The London Cycle Network

TRN22: Parking Standards - Non Residential Developments

PS12 - Non-Residential Institutions

DETAILED CONSIDERATIONS

Introduction

- 1 Lycee International De Londres Winston Churchill is a Grade II listed building. Up to 2013, it had accommodated the main civic offices of the former Borough of Wembley and subsequent Brent since 1940. The building was designed by the architect Clifford Strange in a Scandinavian influenced Art Deco moderne style.
- 2.. This application seeks planning permission for a five lane indoor swimming pool and studio space. The building will be located within the lower landscaped area to the front of the site facing Forty Lane. It will be located to the east of the main stepped entrance to the building from Forty Lane.
3. The development will include the following works:
 - Erection of a part basement building to accommodate a five lane swimming pool and studio with associated storage, plant, showers and changing areas;
 - Creation of a courtyard entrance to the west of the new building with security gates
 - New landscaping including replacement tree planting and installation of green roof on the swimming pool structure
 - Demolition and reinstatement of the existing retaining wall and increase in height by five brick courses
 - Installation of PV panels on the roof of the new Annex Building
 - Relocated of the bus shelter on Forty Lane and associated works to the bus cage
4. An application for listed building consent has also been applied for and will be considered parallel to this application. The listed building consent focuses on heritage matters, whereas the planning application will discuss wider issues associated with the proposal.

Principle of development

5. The principle of development of education uses on the site has been established through the granted of planning references: 13/1995 and 13/1996. The former Town Hall has now been converted into the Lycee which opened in September 2015. The principle of the development is supported in policy terms at all levels as set out in the policy context above.
6. The proposed swimming pool will enhance the Lycee's sports offer for its students. This is in accordance with London Plan Policy 3.18 which supports school proposals which enhance education and skills provision, including expansion of existing facilities.

Community Use

7. London Plan Policy 3.16 requires that, wherever possible, the multiple use of social infrastructure should be encouraged. Policy WEM37 of WAAP supports the Council working in partnership with schools to make new or upgraded sports facilities available for the local community use out of school hours.
- 8.. Community access is proposed for the new swimming pool. Details of which are set out in the Community Access Plan submitted with the application. This proposes the following community access:
 - The swimming pool will be open during the week for use by local schools for four half day sessions
 - Community use of the swimming pool and studio facilities is anticipated to be before school use on weekdays, between 7 and 9am, and after school, between 7 and 9.30pm
 - Community access for swimming lessons is anticipated on two early evening sessions per week, as well as weekend mornings. General community access to the pool facilities is expected on weekend afternoons and during holiday periods. However, the opening times for the facilities during these periods are yet to be defined
 - The swimming pool will be operated by an external management company
9. Further details of the community access arrangements will be set out in an updated Community Access Plan to be secured as a condition to any forthcoming planning consent. The Community Access Plan should establish the range of facilities which will be made available, at which times and hours, establishing the means by which the facilities can be booked including a contact within the school and ensuring rates of hire comparable to similar local authority facilities.

10. Whilst community access within the main school buildings of the Lycee were secured for a minimum of 15 hours per week as part of planning application reference 13/1995, given that the swimming pool facilities will be made available during weekdays and weekends, it is considered appropriate to secure a minimum of 30 hours per week. This is comparable with other school facilities in the locality that offer use community use of sporting facilities such as Ark Academy.

Design and Listed Building Status

11. The new swimming pool is to be sited at the front of the site within the lower landscaped terrace area. It is to be sited to the east of the main step entrance located on Forty Lane. The sitting of the new swimming pool building on the eastern side of the existing steps, respects the asymmetric principal elevation of the building. The building is to be set back 1.4m from the Forty Lane frontage to allow the low boundary wall to be retained and rebuilt in section. To address highway concerns with visibility splay, the south eastern corner of the building has been stepped back.

12. The building will be a partial basement construction and when viewed from Forty Lane it will appear as a single storey building. It has been designed so that the roof of the swimming pool building is no higher than the car park level. The sinking of the building into the landscaped area will allow the front facade of the main building to remain visible, and for the extension to read as a subordinate addition rather than compete with the main building.

13. The building will accommodate a 5 lane 10.5m x 25m length swimming pool. A 95.5sqm studio is also proposed. There will be single sex changing facilities for 60 people; 30 male and 30 female. Additional disabled changing and showering facilities have been provided.

13. The new swimming pool building is to be in brick. The bricks will be the same proportions as the existing building, but will be a different colour to allow the new building to be recessive rather than dominant the existing building. The overall mass and scale sustains the appearance and setting of the former Town Hall.

14. The fenestration of the proposed swimming pool building has been designed to respect the main building. The form, spacing, size and rhythm of the windows are aligned with the corresponding windows of the main building. The windows closest to the entrance of the swimming pool building have been treated in a different manner, to be merged to form one continuous window, to differentiate and signal the entrance end of the proposed building. Details of the depth of window reveals have been indicated, which suggests two possible options. One is a deeper window reveal at 0.28m and the other is flush window reveal at 0.03m. It is recommended that further details of the window reveals are conditions to ensure that this detail is simple in its form and does not compete with the main building.

15. It is recommended that full details of external materials are conditioned to any forthcoming consent, together with full details of signage.

16. The plant room is located next to The Paddocks. This area will partially be screened by the existing retaining wall rising up along The Paddocks. A perforated brick wall is also proposed to restrict views of the courtyards and doors to the plant equipment. A flue is proposed that is no higher than the retaining wall to the car park. It is recommended that further details of the flue are conditioned together with covering over the roof of the plant area.

Inclusive access

17. The proposed pool is designed to be fully compliant with Part M of the Building Regulations 2013 and BS 8300. Level access is maintained to the courtyard and the building from Forty Lane. As the swimming pool and changing rooms is at a lower level to street level, an internal platform lift is proposed. As discussed above disabled WCs and changing areas will be provided.

18. It is recommended that a condition is secured requiring details of an access strategy for the building to be provided to ensure inclusive access is provided for all users.

Impact on neighbouring occupiers

19. The location of the new building within the lower landscaped terrace fronting Forty Lane will be sufficiently set in from the boundaries with residential properties. As such it is not considered that the building will adversely impact on the amenities of neighbouring residential occupiers through loss of privacy, outlook or daylight/sunlight.

20. As plant equipment is proposed within the new building, officers in Environmental Health have requested for a condition to be secured to any forthcoming consent requiring plant and ancillary equipment to be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises.

Landscaping and Ecology

21. The area where the swimming pool building is to be sited currently contains a grassed area with approximately 18 trees. A tree survey has been submitted identifying five moderate quality (category B) and 13 low quality (category C) trees to be removed. Two of the trees are memorial trees.

22. Fifteen new trees are proposed to be planted elsewhere within the site including four new trees in the car park and new tree planting along the frontage of the building with The Paddocks.

23. Officers in Landscape Team have confirmed that the loss of trees are acceptable. It is recommended that full details of the replacement trees are secured by condition. They have also raised concerns with the use of Pyracantha and Berberis in narrow planting areas fronting the street. This is because these are thorny bushes, Pyracantha especially being of vigorous growth habit. This species will either grow up to obscure swimming pool windows, or grow out to spread above the public footpath. They have recommended using smaller, less vigorous shrubs. Once again, this can be secured through condition.

24. In terms of the memorial trees, funding has been provided by the applicant to secure two trees to be provided within the memorial garden in the Civic Centre, and for two new trees to be planted in Chalkhill Park. This is to be secured via a Unilateral Undertaking under Section 106.

25. It is also recommended that full details of the green roof above the swimming pool are conditioned.

26. An updated Ecological Report has been submitted. This recommends the following measures are secured as part of the planning application:

- Planting of habitats within the green roof which is of value to wildlife
- Provision of nesting/roosting habitat such as nest boxes and bat boxes
- Retained trees on site to be protected during construction works
- Vegetation clearance to be undertaken outside of the nesting bird season
- Covering of excavations for terrestrial mammals including hedgehogs

27. The above measures will be conditioned as part of any forthcoming consent.

Flood Risk/Drainage

28. The application is accompanied by a Flood Risk Assessment. The site is located within Flood Zone 1, and therefore, is at low risk of flooding.

29. Drainage proposals for the site have also been included. To control the rate of run off, Sustainable Drainage Systems (SUDs) have been considered. A green roof is proposed together with an attenuation tank.

30. It is recommended that full details of surface water drainage and foul drainage are conditioned to any forthcoming consent.

Sustainability

31. Achieving sustainable development is essential to climate change mitigation and adaptation. The most recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures and the London Plan policies within Chapter Five London's Response to Climate Change.

Compliance with Brent policies

32. In support of the objective of satisfying Core Strategy policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures, a Sustainable Statement and Checklist has been submitted predicting the scheme will achieve BREEAM 'Excellent'. Policy CP19 seeks to achieve BREEAM 'Excellent' for new

commercial buildings. It is recommended that BREEAM 'Excellent' is secured as a condition.

33. Brent's Sustainability Checklist has been completed, that demonstrates that the scheme can achieve a score of 44% This score falls marginally short of the target of 50%. Such a short fall is considered marginal and does not warrant a reason for refusal. It is recommended that a minimum score of 44% for the Sustainability Checklist is secured as a condition to any forthcoming consent.

Compliance with Further Alterations to the London Plan 2015

34. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by Further Alterations to the London Plan 2015 policy 5.2 Minimising carbon dioxide emissions part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

35. In summary, the proposal exceeds the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations as a carbon saving of 36.8% is proposed.

- Lean measures

36. The building has been designed to maximise the Passive Energy design measures in order to reduce energy demand of the development. This has been achieved by increasing the thermal performance of the building fabric by reducing U-values and air permeability. This achieved 10.65% reduction beyond the TER.

- Clean measures

37. A combined Heat and Power system is proposed with back up boilers. This further improves the compliance with Part L to 31.7%.

38. It is noted that the scheme is not accompanied by an Air Quality Assessment or details regarding the emissions from the proposed boilers. It is therefore recommended that a condition is attached to this consent to secure these details.

- Green measures

39. PV panels are proposed. These are to be included on the roof of the annex building rather than the roof of the swimming pool building. PV panels are not considered appropriate on the swimming pool building as they are too low and would impact on the setting of the main building. The total carbon reduction including the PV panels is 36.8%.

40. The carbon reduction measures set out above are recommended to be conditioned to any forthcoming consent.

External Lighting

41. Details of external lighting for the swimming pool building has been provided. It is recommended that full details of the external lighting including spillage diagrams are conditioned to any forthcoming consent.

Transportation

Car parking

42. The car parking allowance for the school (Use Class D1) is given in standard PS12 of the UDP.

43. As a result of revision to the landscaping plan to provide replacement tree planting within the car park, the number of spaces within the car park has reduced from 46 spaces to 44 spaces. This still exceeds the maximum allowance of 23 spaces.

44. The Lycee proposes for the pool to be used by the school, as well as other schools in the area. They intend to have only coaches of children visiting from other schools for swimming galas etc. Although the car park does not have a dedicated coach parking space, there is a drop off area. Details of coach tracking with the vehicles entering from Kings Drive and exiting from The Paddocks have been provided confirming that this can safely occur within the existing layout. Therefore the existing off-street parking spaces do minimise any concern for overspill parking during school term.

45. The pool and the studio are also proposed to be used by the wider community outside of school hours in the evening and at weekends. The Paddocks and Kings Drive directly flanking the site can accommodate 26 on-street parking spaces and the streets are not defined as heavily parked during the evenings and weekends and therefore a lack of off-street parking is broadly acceptable in principle.

46. The community access plan proposes opening hours of 7-9am and 7-9.30pm on weekdays and at weekends, although they plan to only finalise opening hours once the pool is open and in use. The plan assumes a maximum of 20 people using the pool during the weekday evenings and on-street parking will be sufficient for this.

47. However, the plan also suggests 60 people per hour plus parents during weekends for swimming lessons. This is a large number of people expected for swimming lessons and it cannot be assumed that majority of them will not travel by car. In addition to this, the weekend swimming lessons could result in parents dropping off children near the junctions on Forty Lane. Your officers have therefore requested that the school's car park should be made available for weekend swimming lesson sessions in order to allow safe parking and set down/pick up area. This will be secured by condition as part of a car park management plan.

Visibility

48. The swimming pool building is proposed in the southeastern corner of the site, close to the junction with The Paddocks/Forty Lane. As this is a signalised junction, junction intervisibility zone requirements, as set out in TD50/04 of the Section 6 of the Design Manual for Roads and Bridges, apply to the junction. It is essential that this zone is not obstructed by any building in order to permit manoeuvres to be completed safely once the driver has entered the intervisibility zone.

49. The zone is defined as the area bounded by measurements from a distance of 2.5m behind the stop line extending across the full carriageway width of each arm. The plans originally submitted with the application, showed the new building, particularly the chemical and plant area, interfering with the junction intervisibility between the stop line on Forty Lane (eastbound) and the associated exit lane on The Paddocks.

50. A revised drawing has been submitted. This now shows the chemical and plant areas set back, as well the security gate, to remove any interference within the junction intervisibility between the stop line on Forty Lane (eastbound) and the associated exit lane on The Paddocks. Officers in Transportation have confirmed that this revision is acceptable.

Access

51. The entrance to the swimming pool building will have a folding metal gate for the pedestrian access. This is acceptable as the gates do not open out onto the Public Footway, in compliance with Section 153 of the Highways Act 1980.

52. The security gate to the plant room has doors that open outwards on to the footway however, this appears to be on the private land and therefore acceptable. As this security gate is not located on the back edge of the public highway, it is recommended that demarcation is kept between the Public Footway and private forecourt and that studs are implemented to show this demarcation, to ensure that there is no confusion with regards to ownership and cleaning of the streets.

53. Full details of the design of the gates and the demarcation measures are recommended to be conditioned to any forthcoming consent.

Relocation of the bus stop

54. The bus shelter on Forty Lane will have to be relocated in order to provide pedestrian access. The applicant has been in discussions with TfL and Brent Council traffic engineers to agree an alternative location. The proposed location is just east of the new pedestrian access which will be closer to the stop line. Bus stop relocation, proposed new shelter, removal of the existing shelter and relocation of the bus cage marking should be arranged with Transport for London and Brent Council as a Highway Authority. These measures will be conditioned to any forthcoming consent.

Travel Plan

55. Planning permission granted 13/1995 does have a Section 106 Agreement incorporating the requirement of a Travel Plan. An interim school travel plan has been submitted with this application.

56. Table 2.3 and 2.4 proposes a predicted modal split of the primary and secondary school, based on Travel Plans carried out for the existing London French schools in Camden and South Kensington. The majority of pupils are expected to travel by public transport and walking to school. Only 20% are expected to travel by car.

57. Table 2.5 predicts a modal split for staff which proposes only 28% travelling by car with majority using the underground to commute.

58. Point 2.26 proposes a baseline modal split to be undertaken during the first term. The school has been opened since September 2015 and therefore a revised travel plan should be submitted with a completed 'hands up' survey.

59. The travel plan includes initiatives such as walk on Wednesdays, bike week etc. The school intends to liaise with TfL to attend the schools assembly to give talks on sustainable modes. The school should note that Brent Council's School Road Safety team do carry out assembly talks as well as encourage WoW, Road Safety visitors, cycle training and many other schemes.

60. After accessing the travel plan using the ATTrBuTE tool, it has failed for the following reasons: Targets should also be set out for 3-5 years after occupation and a baseline modal split should now be provided as the school has been open since September 2015. It is recommended that a revised Travel Plan addressing these matters are conditioned as part of any forthcoming consent.

Construction Management Plan

61. It is recommended that a Construction Management Plan and a Construction Logistics Plan are secured through condition. This document will include details on how the bus stop and pavement are not blocked or impeded from its normal usage during construction, details of deliveries arrangement and construction workers parking. The document will also require a photographic dilapidation survey of the pavement before construction works commence, so that any damage to the pavement as a result of the construction works can be repaired at the applicants expense.

Community Involvement

62. The application is supported by a Statement of Community Involvement. The SCI provides a summary of the means by which the applicant and project team have communicated with and involved the following stakeholders:

- Brent Council Planning Service via the Major Cases Forum
- The local community – public exhibition held on 4 September 2015 and letters distributed to approximately 2000 residents in the area.
- Statutory organisations including Historic England and Twentieth Century Society.

63. The SCI also summarises the responses from the public exhibition. A total of 16 people attended, 8 of which provided feedback. The majority of the responses supported the proposal for a new swimming pool.

64. Your officers are satisfied that the pre-application public consultation, which is not a statutory duty, was carried out properly and without discrimination.

Conclusions

65. In conclusion, it is considered that the new swimming pool building at the front of the Lycee, will have limited degree of impact upon the significance of the Town Hall and its setting, and the surrounding area. It will enhance community facilities within the area, bringing both heritage and wider public benefits.

66. It is recommended that planning permission is granted, subject to the conditions as set out below.

CIL DETAILS

This application is liable to pay **£0.00*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 13774 sq. m.

| Use | Floorspace on completion (Gr) | Eligible* retained floorspace (Kr) | Net area chargeable at rate R (A) | Rate R: Brent multiplier used | Rate R: Mayoral multiplier used | Brent sub-total | Mayoral sub-total |
|------------------------------|-------------------------------|------------------------------------|-----------------------------------|-------------------------------|---------------------------------|-----------------|-------------------|
| Non-residential institutions | 13774 | 12580 | 1194 | £0.00 | £0.00 | £0.00 | £0.00 |

| | | |
|--|--------------|--------------|
| BCIS figure for year in which the charging schedule took effect (Ic) | 224 | 224 |
| BCIS figure for year in which the planning permission was granted (Ip) | 259 | |
| Total chargeable amount | £0.00 | £0.00 |

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 15/4140

To: Miss Hill
Nathaniel Lichfield & Partners
14 Regent's Wharf
All Saints Street
London
N1 9RL

I refer to your application dated 24/09/2015 proposing the following:
Erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building
and accompanied by plans or documents listed here:
Refer to Condition 2
at Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

The National Planning Policy Framework (NPPF)
The London Plan - The Spatial Development Strategy for London Consolidated with Alterations since 2011 (adopted March 2015)
Brent Unitary Development Plan 2004
Brent Core Strategy 2010
Wembley Area Action Plan

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
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services
Wembley Regeneration Area: to promote the opportunities and benefits within Wembley

- 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):

WFS LSI A31 SWI GA SL 000100 Rev A - Location Plan
WFS LSI A31 SWI GA SL 000101 Rev A - Existing Site Plan
WFS LSI A31 SWI ELV SL 000102 Rev A - Existing Elevations and Sections
WFS LSI A31 SWI GA GND 000200 Rev B - Proposed Ground Floor Plan
WFS LSI A31 SWI GA RF 000201 Rev B - Proposed Roof Plan
WFS LSI A31 SWI ELV SL 000202 Rev B - Proposed Elevations
WFS LSI A31 SWI SEC SL 000203 Rev B - Proposed Sections
WFS LSI A31 SWI CGI SL 000204 Rev A - Proposed 3D Visual
WFS LSI A31 SWI EXT SL 000300 Rev B - Proposed Landscape Scheme
WFS LSI A31 SWI DET SL 000400 Rev A - Proposed Parapet Detail
WFS LSI A31 SWI DET SL 000401 Rev A - Indicative Isometric View
WFS LSI A31 SWI DET SL 000402 Rev A - Proposed Window & Door Details
WFS LSI A31 SWI DET SL 000403 Rev A - Proposed Courtyard Security Gate
WFS LSI A31 SWI DET SL 000404 Rev A - Proposed Plant Equipment Details
WFS LSI A31 SWI GA SL 000500 Rev A - Proposed Demolition Plan

Supporting Documents

Archaeological Desk-Based Assessment prepared by Wessex Archaeology dated September 2013 (Ref: T17401.01)
Arboricultural Report - prepared by CBA Trees dated September 2015 (Ref: CBA10161 v 1B Pool)
Coach Management Plan - prepared by TTP Consulting dated September 2015
Community Access Plan - prepared by Bouygues UK Ltd dated 19 August 2015 (Ref: WSP BYG A0 ALL REP SL 000001 Rev A)
Design and Access Statement - prepared by LSI dated September 2015

Energy Statement - prepared by Harley Haddox dated September 2015 (amended October 2015 Issue 05)
 External Lighting Assessment Rev 02 - prepared by Harley Haddox
 External Noise Assessment - prepared by Aecom dated August 2015 (Ref: 60300819)
 Flood Risk Assessment - prepared by Ramboll Environ dated 22 September 2015 (Ref: UK14-18934)
 Foul Drainage and Utilities Statement - prepared by Bouygues UK Ltd dated 24 August 2015 (Ref: WSP BYG A0 ALL REP SL 000001 Rev A)
 Heritage Impact Assessment - prepared by NLP dated 18 September 2015 (Ref: 13349/NG/KD)
 Planning Statement - prepared by NLP dated 24 September 2015 (Ref: 13349/NG/RHi)
 Preliminary Ecological Assessment (Habitat Survey) - prepared by Middlemarch Environmental dated October 2015 (Ref: RT-MME-120792-01)
 Interim School Travel Plan - prepared by TTP Consulting dated September 2015
 Site Waste Management Plan - prepared by Bouygues UK Ltd dated 19 August 2015 (Ref: WSP BYG A0 ALL REP SL 000001 Rev A)
 Statement of Community Involvement - prepared by NLP dated 24 September 2015 (Ref: 13349/NG/JHy)
 Sustainability Statement and Checklist - prepared by Bouygues UK Ltd dated September 2015
 Transport Statement - prepared by TTP Consulting dated September 2015
 Ventilation Statement Rev 01 - prepared by Harley Haddox

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

- 3 No music, public address system or any other amplified sound system shall be installed or used externally on the site without the prior written approval of the Local Planning Authority. Any proposed system(s) shall be submitted to and approved in writing by the Local Planning Authority prior to installation and thereafter only installed and operated in accordance with the details so approved.

Reason: To safeguard the amenities of the adjoining occupiers.

- 4 Vegetation clearance shall be undertaken outside of the nesting bird season (generally extends between March and September inclusive). If this is not possible then any vegetation that is to be removed or disturbed shall be checked by an experienced ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting any works which may affect them is required to be delayed until the young have fledged and the nest has been abandoned naturally.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 (as amended).

- 5 The swimming pool building hereby approved shall be ancillary to the use of the main school building within the site (with the exception of community access as secured as part of this planning consent), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable to Local Planning Authority to consider the highway impact of in dependant use of the swimming pool building.

- 6 No development shall take place, including any works of demolition, until a Construction Method Statement and Construction Logistics Plan 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:

(i) The best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise from the site;

(ii) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 08:00 - 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;

(iii) Details on how the bus stop and pavement will not be blocked or impeded from its

- normal usage during construction;
- (iv) A photographic dilapidation survey of the pavement;
- (v) the parking of vehicles of site operatives and visitors;
- (vi) construction traffic routes to the development site;
- (vii) loading and unloading of plant and materials;
- (viii) storage of plant and materials used in constructing the development;
- (ix) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (v) wheel washing facilities and schedule of highway cleaning;
- (xi) measures to control the emission of dust and dirt during construction;
- (xii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (xiii) School access during the construction phase (including staff car parking, servicing and delivery arrangements);
- (xiii) Enter into the Considerate Contractors Scheme

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

- 7 No works shall commence on site prior to a Tree Protection Plan and Arboricultural Method Statement being submitted to and approved in writing by the Local Planning Authority. These shall include method statements and plans which:

- (i) adhere to the principles embodied in BS5837:2012
- (ii) indicate exactly how and when the retained trees on-site or off-site near the site boundaries will be protected during the construction works;
- (iii) show root-protection zones;
- (iv) detail method of pruning works to retained trees

Provision shall also be made for supervision of tree protection by a suitably qualified and experience arboricultural consultant and details shall be included within the tree protection statement. No works shall commence on site until the Council's Tree Officer has been on site to inspect the protection measures and, the development shall be carried out strictly in accordance with the agreed details.

Reason: To ensure retention and protection of trees on the site in the interests of amenity.

- 8 Prior to commencement of building works on site, further details of the following external materials (with samples to be pre-arranged to be viewed on site) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (i) Details of facing bricks including a sample board showing details of the mortar
- (ii) Details of the specification and colour of the window frames and doors
- (iii) Details of the finishing material and colour for parapet roof

The works shall be carried out in full accordance with the approved details, unless alternative materials are agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development which does not prejudice the setting of the listed building.

- 9 Prior to commencement of building works on site, further details of the following shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50 as appropriate) or manufacturer's literature which show:

- (a) the window and door reveals, headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (b) measures to screen the open roof of the plant room;
- (c) details of the design, material and height of the external flue

- (d) details of the design and materials of the security gates

The development shall be completed in accordance with the details so approved before the swimming pool building is occupied.

Reason: These details are required to ensure that a satisfactory development is achieved.

- 10 Notwithstanding the plans hereby approved, within six months of commencing of works on site, further details of all hard and soft landscape works within the site shall be submitted to and approved in writing by the Local Planning Authority. The hard and soft landscaping shall be completed prior to first occupation of the swimming pool building hereby approved.

Details shall include:

- (a) all planting (including location, species, size, density) of replacement trees within the car park and along The Paddocks frontage as shown in the Proposed Landscape Scheme, details of low level planting along the front of the building, and planting within the courtyard;
- (b) specification of the green roof over the swimming pool building to include section plans and construction methodology, full details of all planting within the green roof (including location, species, size, density) that incorporating a biodiversity enhancement scheme as suggested within the Ecology Statement;
- (c) Details of bat boxes (suitable for pipistrelle species) and bird boxes (suitable for house sparrow) and
- (d) Details of ramped access for terrestrial mammals if excavations are left open overnight during the construction stages
- (e) Details of hard surface materials within the site including means of demarcated the private forecourt from the public highway
- (f) Details of external lighting including light spillage diagrams

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.

- 11 Prior to commencement of works on site, further details of the retaining walls as set out in the Proposed Demolition Plan shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (a) details of the methodology for protecting the existing retaining wall along the stepped access to the site from Forty Lane during construction works;
- (b) details of the methodology for the demolition of the retaining wall along the car park and the low boundary wall along the frontage;
- (c) details of the methodology for the rebuilding of the retaining wall along the car park (with the additional five courses) and the low boundary wall along the frontage, including details of materials and mortar (to be prearranged to be viewed on site) and elevation plans.

The approved methodologies shall be carried out in full accordance with the approved details, and the swimming pool building shall not be occupied until the retaining wall along the car park and the low boundary wall along the frontage have been rebuilt to the satisfaction of the Local Planning Authority.

Reason: In the interests of the setting of the listed building.

- 12 Prior to commencement of the development, the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority and Transport for London to provide the following highway works:

- (i) works to the bus stop cage, shelter and associated works.

The new swimming pool building shall not be occupied (or other timescales to be agreed in writing by the Local Planning Authority) until the above works have been completed to the satisfaction of the Local Highway Authority and have been certified in writing as being substantially complete by or on behalf of the local planning authority. The works shall be carried out at the applicants expense.

Reason: In the interests of highway and pedestrian safety.

- 13 Within 2 months of occupation of the new swimming pool building, a Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This review by an approved independent body shall verify that the development has met or exceeded the following:

- (i) Minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;
- (ii) BREEAM 'Excellent' rating
- (iv) Minimum score of 44% on Brent's Sustainability Checklist

If the review specifies that the development has failed to meet the above levels, compensatory measure shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

The approved Sustainability and Energy Strategies (or as amended) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing with the Council.

Reason: To ensure a satisfactory development which incorporates sustainability measures that are commensurate to the scale of development proposed.

- 14 Prior to the commencement of the use of the new swimming pool buildings, an updated School Travel Plan of sufficient quality to score a PASS rating when assessed under Transport for London's ATTrBuTE programme (or any replacement thereof), to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority.

On first Occupation of the new school building the Travel Plan shall be fully implement for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

Reason: In order to promote sustainable transport measures where on-street parking and manoeuvring may cause highway safety problems.

- 15 Prior to first occupation of the swimming pool building hereby approved, further details of an access strategy for the building shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of how inclusive access is provided for all users. The approved access strategy shall thereafter be implemented in full when the building is first occupied, and thereafter retained throughout the lifetime of the development.

Reason: In the interests of inclusive access.

- 16 Prior to occupation of the new swimming pool building, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include the management of car parking on site for community access during weekends. The car park management plan shall be implemented in accordance with the approved details, and maintained throughout the lifetime of the development unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of highway safety.

- 17 Prior to occupation of the new swimming pool building, a servicing and delivery plan for deliveries, refuse collection and coaches shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety and the amenities of neighbouring occupiers.

- 18 Prior to the occupation of the new swimming pool building, a Community Access Plan shall be submitted to and approved in writing by the Local Planning Authority, and a copy of the approved agreement has been provided to the Local Planning Authority. The Plan shall allow for a minimum of 30 hours of community use each week. The Plan shall include details of:

- (i) written notification to the local planning authority of the date of implementation of the Plan within 21 days of commencement;
- (ii) the facilities to be made available including: the swimming pool, activity studios and ancillary changing rooms and parking facilities
- (iii) access by non-school users/non-members and management responsibilities including the ongoing promotion of the availability of the facilities for community use including up-to-date information about this on the school website;
- (iv) rates of hire based upon and comparable with those charged at other public facilities;
- (v) terms of access;
- (vi) a mechanism for review after one year following implementation of the Plan

The approved Community Access Plan shall be brought into operation within 3 months of occupation of the new school and it shall remain in operation for the duration of the use of the development.

Reason: To secure well-managed, safe community access to the sports and other community facilities, to ensure sufficient benefit to the development of sport and to accord with local and regional policies for the maximum use of community facilities.

- 19 Prior to the installation of any plant equipment, an assessment of the noise level from any installed plant (such as air handling units, generators, ventilation/extraction systems) together with any associated ducting, achieving 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises, shall be submitted to and approved in writing by the Local Planning Authority. The method of assessment shall be carried out in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. If the predicted noise levels of the plant exceed those specified within this condition, then a scheme of insulation works to mitigate the noise shall be included. The recommendations provided within the noise assessment together with any required mitigation measures shall be carried out in full accordance with the approved details prior to first use of the plant equipment hereby approved.

Reason: To protect that users of the surrounding area do not suffer a loss of amenity by reason of noise nuisance.

- 20 Prior to first occupation of the swimming pool building hereby approved, details shall be submitted to and approved in writing by the Local Planning Authority of the boilers and/or CHP system installed, demonstrating that the rated emissions of Oxides of Nitrogen (NOx) do not have an adverse impact on local air quality. If any mitigation measures are required, these shall be carried out in full accordance with the approved details prior to first use of the boilers and/or CHP system hereby approved.

Reason: To protect local air quality.

- 21 Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have

been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- 22 Prior to first occupation of the new swimming pool building, further details of the PV panels on the roof of the annex building (including the size, location and orientation of the photovoltaic panels) in accordance with the sustainability measures secured as part of this development, together with details of how the PV panels will be linked to the swimming pool building, shall be submitted to and approved in writing by the Local Planning Authority. The PV panels shall be installed prior to first occupation of the swimming pool, and thereafter maintained throughout the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainability and the setting of the listed building.

- 23 Prior to occupation of the new school, further details of the cycle spaces within the courtyard with details of how the cycle stands will be secure, shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure satisfactory level of cycle parking.

- 24 Prior to first occupation of the swimming pool building hereby approved, further details of external signage (to be conservation style) including details of any illumination shall be submitted to and approved in writing by the Local Planning Authority. The signage shall thereafter be installed in accordance with the approved details.

Reason: In the interests of the setting of the listed building and highway safety.

- 25 (a) Prior to the commencement of works, a Training & Employment Plan shall be submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following (unless otherwise agreed in writing by the Local Planning Authority):

1. Details of the Training & Employment Co-ordinator;
2. A methodology to target:
 - i. 1 in 10 of the projected number of construction jobs being held by Brent Residents and
 - ii. the provision of training for a previously unemployed Brent Resident or School leaver for 1 in 100 construction jobs;
3. Details of the procedures to report the provision of jobs and training to the Council's Head of Employment;
4. A commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job;

The approved Training and Employment Plan shall be implemented throughout the construction phases of the development for the lifetime of the construction of the Development.

(b) Prior to occupation of the building, a Training & Employment Verification Report shall be submitted to and approved in writing by the Council. The report shall set out how the measures approved pursuant to part (a) of this condition have been implemented and shall evidence the number of jobs and training opportunities held by Brent Residents during construction.

Reason: In the interest of providing local employment opportunities.

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337

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COMMITTEE REPORT

Planning Committee on 16 December, 2015
Item No 06
Case Number 15/4141

SITE INFORMATION

RECEIVED: 24 September, 2015

WARD: Barnhill

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY

PROPOSAL: Listed building consent for the erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building.

APPLICANT: Wembley Educational Charitable Trust

CONTACT: Nathaniel Lichfield & Partners

PLAN NO'S: Refer to condition 2

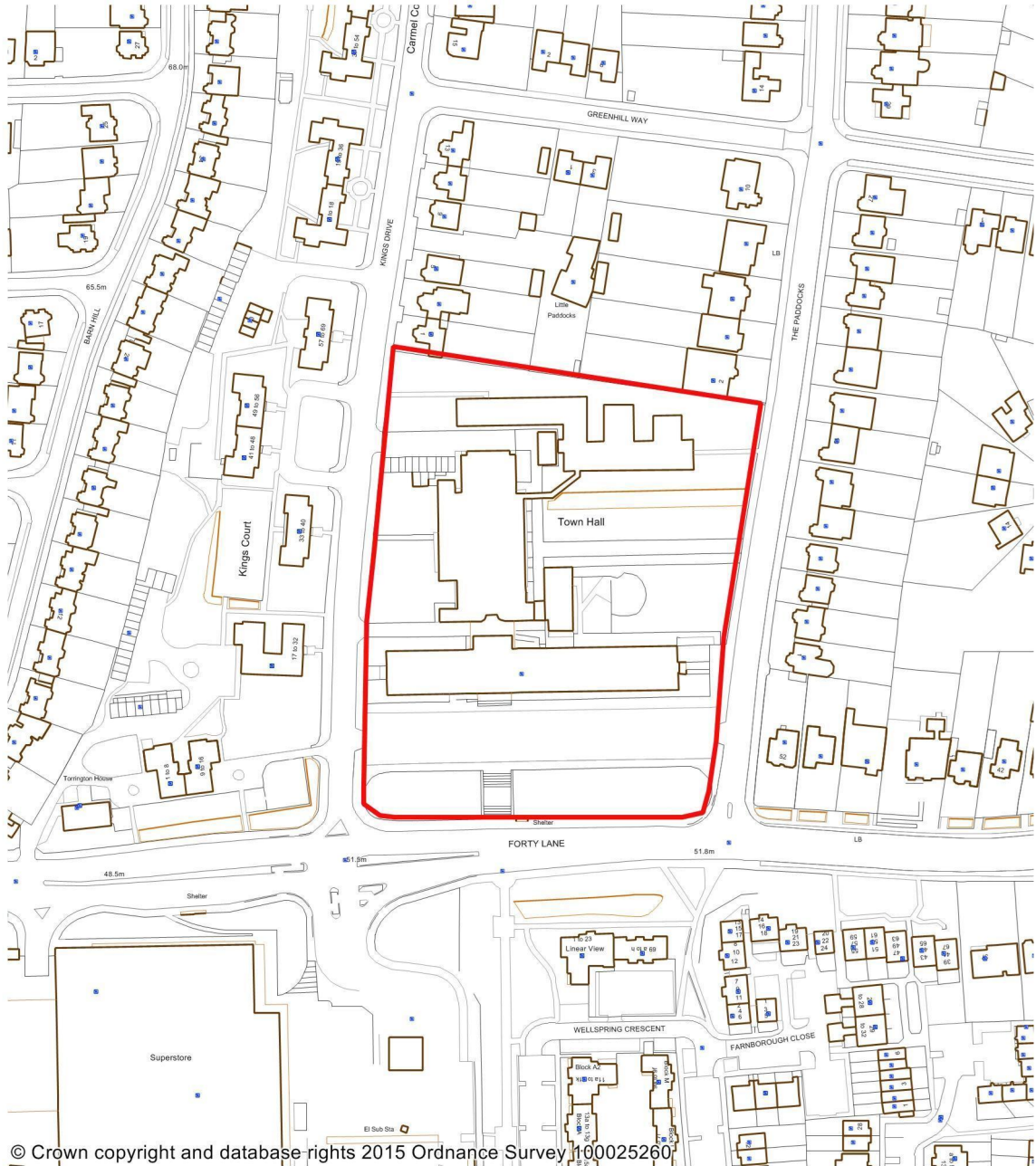
SITE MAP



Planning Committee Map

Site address: Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY

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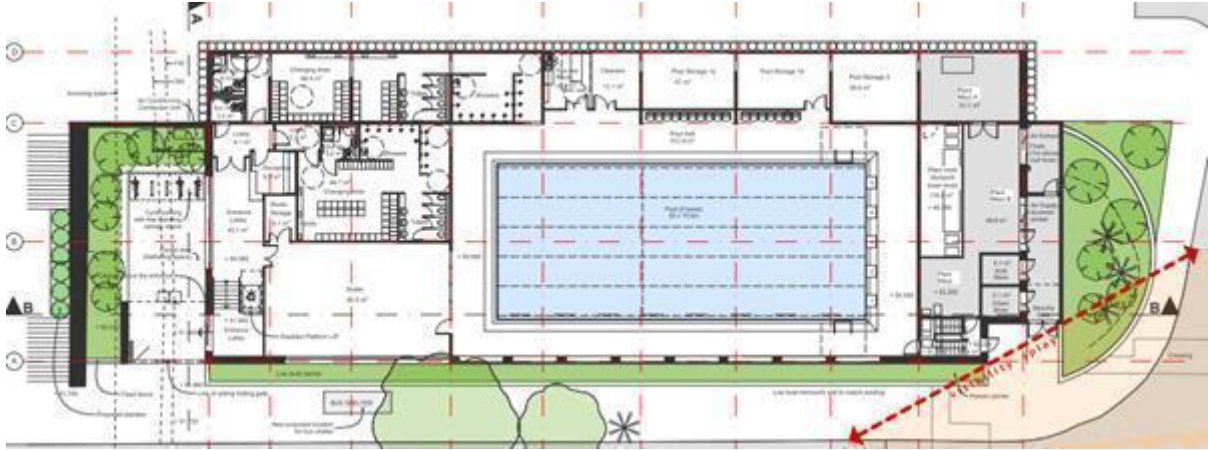


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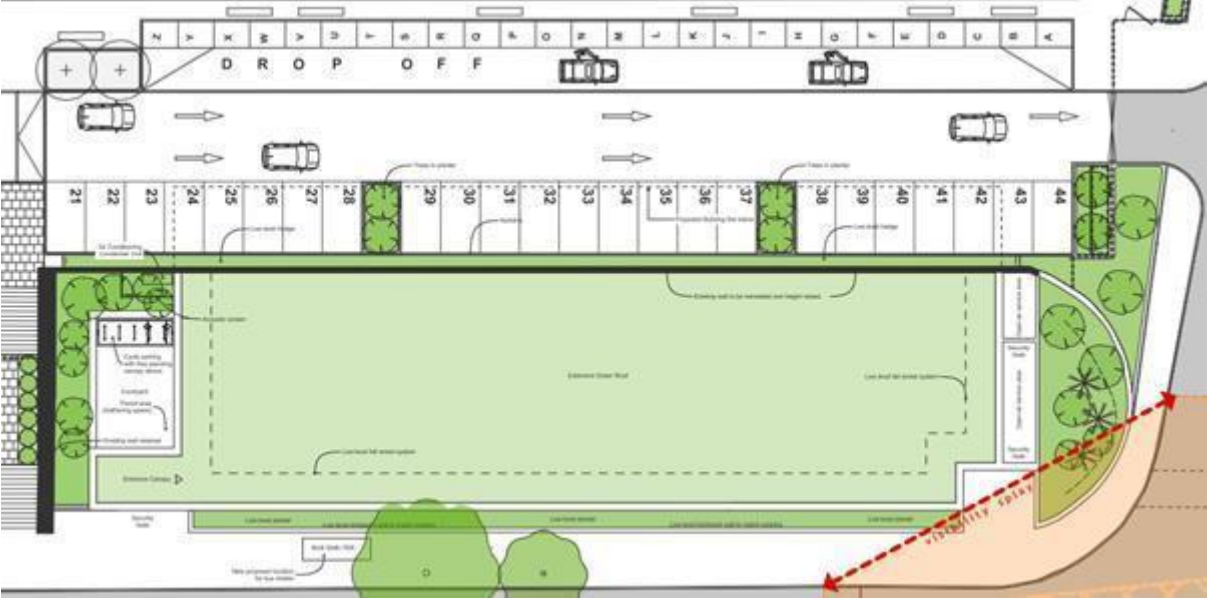
This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

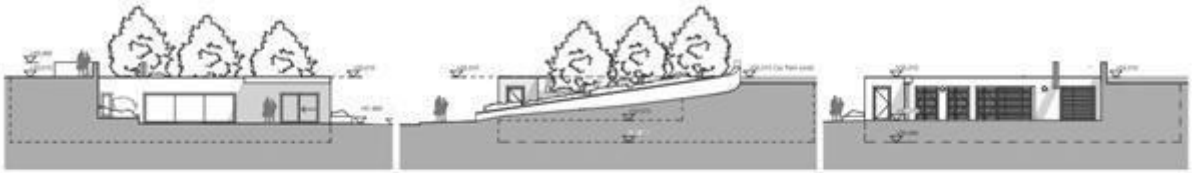
Proposed Ground Floor Plan



Proposed Roof Plan



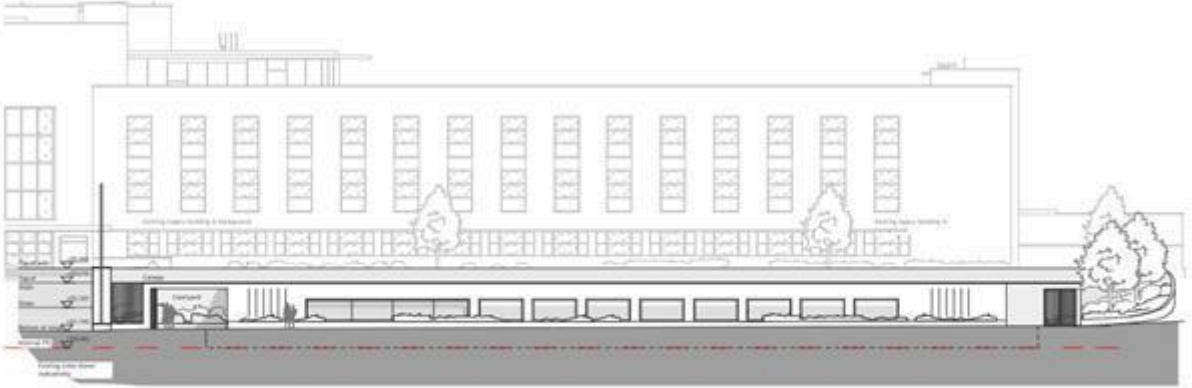
Proposed Elevations



1. West Elevation

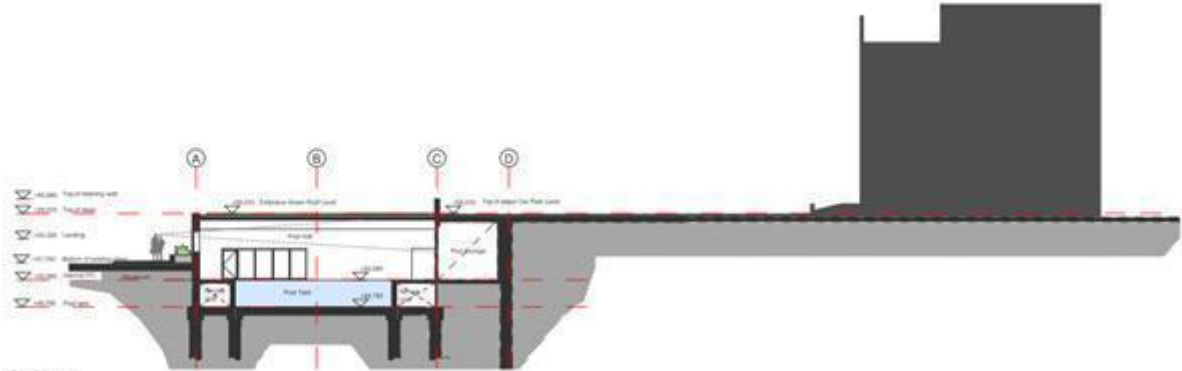
2. East Elevation

3. Plant Elevation (East)

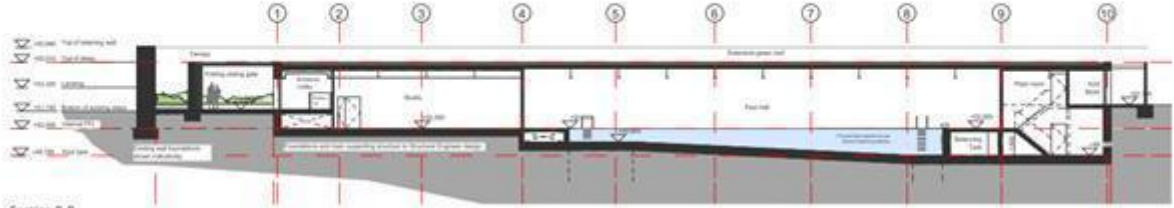


4. South Elevation

Proposed Sections



Section A-A



Section B-B

Proposed Visual



RECOMMENDATIONS

Grant Listed Building Consent, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Listed building consent for the erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building.

B) EXISTING

The application site comprises Lycee International de Londres Winston Churchill located on Forty Lane. It is a primary and secondary school with 9 forms of entry at secondary level for pupils aged 11 to 18 (total number of 900 pupils), and a single form entry primary school for pupils aged 5 to 11 (total number of 170 pupils). It will accommodate 1070 pupils when at full capacity.

The building is a Grade II listed building and formally accommodated the main civic offices of the former Borough of Wembley and subsequently Brent since 1940. The Town Hall was statutorily listed on 24 September 1990 at Grade II. The main civic offices of Brent are now located within the new Brent Civic Centre on Engineers Way.

This application relates to listed building consent and will focus on the Town Hall as a heritage asset and the impact of the proposal upon this heritage asset and wider area including the Barn Hill Conservation Area. The wider planning considerations of the proposal are discussed within the full planning application ref: 13/1995.

The school occupies a site of approximately 2.1 hectares and fronts onto Forty Lane. As part of the change of use of the former Town Hall into a school, a new two to three storey annex was approved to provide additional school accommodation including a dining hall.

The main entrance to the building is accessed via Forty Lane with an access road and car parking running across the length of the building fronting Forty Lane at a higher level than the pavement on Forty Lane. There are significant level changes across the site with the land rising by around 9.4m from the pavement on Forty Lane to the base of the boundary wall to the north of the site.

The eastern boundary of the Town Hall abuts The Paddocks and its western boundary abuts Kings Drive. Both The Paddocks and Kings Drive are predominantly residential in character. Its northern boundary abuts the rear gardens of properties on Kings Drive and The Paddocks. To the south on Forty Lane is Asda Superstore, a Kwik Fit car garage and public house, with the Chalkhill Estate behind these buildings.

Opposite the site on Bridge Road is the Ark Academy Primary and Secondary School and to the west beyond Kings Drive is the Barn Hill Conservation Area.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application, the following amendments have been made to the proposal:

- Alterations to the corner of the swimming pool building on the Forty Lane/The Paddocks junction to not interfere with visibility splays

Car parking spaces reduced to 46 to 44 spaces with increased tree planting in the car park

D) SUMMARY OF KEY ISSUES

Impact on heritage asset (Listed Building): The proposed works do not cause substantial harm to the significance of the heritage asset. The works are to less significant elements of the curtilage of the listed building, most of which will be retained. The setting has been carefully considered and the views to the building will not be harmed. The new build has been carefully considered to reflect and complement the special interest of the listed building.

The new building, as a result of its siting and layout within the school site in compliance with SPG17 guidance, will not adversely impact on the amenity of neighbouring occupiers.

Landscaping and trees: A number of trees within the lower landscaped terrace where the swimming pool is to be located are to be removed. These will be replaced elsewhere within the school site in the car park or along the frontage with The Paddocks. The memorial trees will be replanted with new trees in Chalkhill Park and two memorial leaves provided on the memorial tree in the Civic Centre.

RELEVANT SITE HISTORY

Relevant planning history

Associated full planning application:

15/4140: Full Planning Permission sought for erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building - under consideration.

Previous consents relating to the school use and associated works

13/1995: Full Planning Permission sought for Change of use and refurbishment of the existing Town Hall (Sui Generis) into a new primary and secondary French International School (Use class D1) involving the demolition of a number of ancillary buildings (single storey pre fabricated building and freestanding garages to the rear, and the existing print room attached to the main Town Hall building) and the erection of a part 2/part 3 storey extension along with associated works, subject to a Deed of Agreement dated 28 January 2014 under Section 106 of the Town and Country Planning Act 1990, as amended - **Granted, 29/01/2014.**

13/1996: Listed building consent for the change of use and refurbishment of the existing Town Hall (Sui Generis) into a new primary and secondary French International School (Use class D1) involving the demolition of a number of ancillary buildings (single storey pre fabricated building and freestanding garages to the rear, and the existing print room attached to the main Town Hall building) and the erection of a part 2/part 3 storey extension along with associated works - **Granted, 29/01/2014.**

CONSULTATIONS

A joint consultation letter was sent out to 268 neighbouring properties for the full planning application and listed building consent application on 9 October 2015.

Site Notice: 27/10/2015 - 17/11/2015

Press Notice: 15/10/2015 - 05/11/2015

Public Consultation

Two letters of support received on the following grounds:

- The opening of the school represented a significant and positive investment in the old town hall building.

- The site proposed for the swimming pool is currently under-utilised and has little environmental/ecological merit.
- The proposed design includes suitable environmental features to enhance the site.
- Approval by the Council will demonstrate the Council's continued commitment to the school and its development, with consequent benefits to the wider Wembley community.
- New infrastructure that will benefit everyone in the neighbourhood.

QARA

No objections to the proposal in principle. Has queried whether there is scope to provide more landscaping on the roof.

Statutory Consultation

Historic England

No objections raised. Advised that the application is determined in accordance with national and local policy guidance, and on the basis of Brent's conservation advice.

Greater London Archaeological Advisory Service (GLAAS)

No objections raised.

The Twentieth Century Society

No objections subject to conditions being imposed to secure details of the precise brick colour and size and details of signage that should be conservation signage.

Transport of London

No objections raised subject to the following:

- During the construction of the site the bus stop should not be not blocked or impeded from its normal usage in any way.
- A Travel Plan and Construction Logistics Plan should be secured through condition.

Internal Consultation

Heritage Officer

Advised that the proposal will sustain the significance of heritage assets. Have advised that conditions should be applied to the following:

- Full recording of the frontage for the London Parks and Garden's Trust Register
- A brickwork panel of the new brick bonding to be approved on site before the commencement of works.
- a brickwork panel using the old bricks to be approved on site before the commencement of works.
- Details of new signage.
- Colour and section of the window frames, associated boundary treatment, external doors and hard landscaping.
-

Landscape

No objections in principle. Replacement trees to be planted within the school site.

Concerns have been raised with the use of Pyracantha and Berberis in narrow planting areas fronting the street. Alternatively planting should be secured by condition.

Sustainability

No objections raised.

Transportation

No transportation objections subject to the following conditions

- (a) A revised drawing to be submitted showing the boundary wall, near the junction, to be no higher than 1m, in order to maintain junction visibility.
- (b) The bus stop relocation, proposed new shelter, removal of the existing shelter and relocation of the bus cage marking should be arranged with Transport for London and Brent Council as a Highway Authority.
- (c) The school car park is made available to community use of the pool
- (d) A revised travel plan should be submitted for LPA approval.

POLICY CONSIDERATIONS

The Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990

The above legislation provides specific protection for buildings and areas of special architectural or historic interest. Section 66(1) of the Act states that in the consideration of proposals for planning permission which affect a listed building or its setting, the local planning authority shall pay special regard to the desirability of preserving i) that setting, or ii) any features of special; architectural or historic interest it possesses.

National level policy and guidance

The National Planning Policy Framework (NPPF) was published in March 2012. It discusses the need to conserve and enhance the historic environment. Paragraph 126 of the NPPF outlines that the conservation of heritage assets can bring wider social, cultural, economic and environmental benefits. In accordance with paragraph 128, applicants are required to describe the significance of their heritage asset affected by a proposal, including any contribution made by their setting. Paragraphs 133 and 134 provides guidance with regards to the impact of a proposal on the significance of the heritage asset, and states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Regional level policy and guidance

The London Plan - The Spatial Development Strategy for London Consolidated with Alterations since 2011 (adopted March 2015)

Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review. Boroughs’ local development documents have to be ‘in general conformity with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

Key policies include:

- 7.4 Local Character
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology

Local level policy and guidance

Brent Unitary Development Plan 2004

Within the 2004 UDP the following list of saved policies are considered to be the most pertinent to the application.

Strategic

- STR11 The quality and character of the Borough's built and natural environment will be protected and enhanced.
- STR14 New development should make a positive contribution to improving the quality of the urban environment.

- STR15 Major development should enhance the public realm.
STR16 The particular characteristics of the Borough's Listed Buildings will be conserved or enhanced.

Built Environment

- BE6 Public Realm: Landscape Design
BE7 Public Realm: Streetscape
BE9 Architectural Quality
BE22 Protection of Statutory Listed Buildings
BE23 Setting of Listed Buildings
BE30 Enabling Development & Heritage Asset Conservation
BE31 Sites of Archaeological Interest

Brent Core Strategy 2010

The following spatial policies are considered relevant to this application:

- CP 7 Wembley Growth Area
Sets out the vision for Wembley to be a high quality, urban, connected and sustainable city quarter reflecting its designation as a Strategic Cultural Area for London.
- CP17 Protecting and Enhancing the Suburban Character of Brent
Requires the distinctive suburban character of Brent to be protected from inappropriate development.

DETAILED CONSIDERATIONS

Introduction

1 Lycee International De Londres Winston Churchill is a Grade II listed building. Up to 2013, it had accommodated the main civic offices of the former Borough of Wembley and subsequent Brent since 1940. The building was designed by the architect Clifford Strange in a Scandinavian influenced Art Deco moderne style.

2. The building was statutorily listed on 24 September 1990 at Grade II, and as such, enjoys legal protection under the Planning (Listed Buildings and Conservation Areas) Act 1990. Any alterations to the building including the interior and any buildings within the curtilage before July 1948 will require listed building consent.

3. The listing description reads:

Municipal offices, library and assembly hall, Built 1935-40 as Wembley Town Hall by Clifford Strange, Brick - clad steel frame; flat roof. Multi-function and sloping site expressed in T-shaped plan set around central entrance hall with Council chamber above and assembly hall to rear, and library to left. Severe Scandinavian style 3-storey front, Tall central staircase tower, slightly recessed behind flanking windows, has tall window set above entrance with flat canopy and steps; 15-bay wing to right has upper windows set in tall recessed bays above continuous ground-floor windows with glazed tile piers to drip mould. Bay of some height to left of tower, with similar ground-floor fenestration and large first-floor window; lower 2-storey, 4-bay range to left has similar ground-floor fenestration and tall first-floor windows. Other elevations are similar, with stepped blocks making use of sloping site: entrance with canopy to library on left; assembly hall to rear has continuous strip of low-level fenestration.

Interior: marble walls and floors to entrance hall and foyer with Art Deco railings to staircase. Council Suite has 3 committee rooms separated by sliding partitions. Panelled dado to assembly hall, Circular light walls to library.

Recommended as a town hall in the Scandinavian style which is an example of simple but effective 1930s municipal, planning, and interiors making much use of borrowed light and interior glazing. Pevsner called Wembley "the best of the modern town halls around London, neither fanciful nor drab".

Key aspects of the design of the completed Brent Town Hall

4. The following aspect of the design will focus on the frontage of the building rather than the internal

arrangement or views further up Kings Drive or The Paddocks. This is to take into account the scale of this application which relates to the swimming pool at the front of the school site along Forty Lane.

External Design

5. When completed in 1940 the building occupied a prominent position, set back from and raised above Forty Lane. The building was built on an asymmetrical T-shaped plan, with a bi-axial arrangement. The plan form, as well as the structure and external fabric of the building, remains largely unaltered.

6. The building was designed as a steel framed building, clad with Lincolnshire bricks. The main elevation fronting Forty Lane is 107m in length, with a 15 bay wing to the right of the tall central entrance tower (with an additional glazed roof at roof level), and a four bay wing to the left. The following external architectural elements are of particular note:

- The asymmetrical plan form, with a bi-axial arrangement;
- The horizontal emphasis of the Forty Lane frontage;
- The recessed glazed tile piers between the ground floor windows;
- The cantilevered flower boxes either side of the front entrance and the east entrance to the Paul Daisley Hall;
- The stepped blocks that make use of the sloped site; and
- The curved form of the roof top office (formerly the staff canteen)

7. Details of the front facade of the building and its wider landscape setting are discussed below, and set out the differences between the 1940s completion of the building and the present day:

- When the building was constructed there was a distinct step down, with an exposed brick wall from the car park level to the landscaped area. This area was subsequently sloped between 1948 and 1990.
- When the building was first constructed that there was very limited amount of landscaping. Some small saplings were present that grew into extant trees.
- Since at least 1983 the western portion of the landscape area has been used as a memorial garden for the planting of commemorative trees. The majority of these trees were moved to the new Civic Centre when the property was transferred to the school.
- Parking is still available between the front of the building and Forty Lane but the car park and lower level of the building are currently partially obscured by trees where once there was an open view to the car park and base of the building.
- Overall, the frontage remains largely the same as when it was constructed.

Setting of Brent Town Hall

8. The landscaped setting of the Town Hall was an important part of the architect's original design. To the front is an area for car parking, which separates the building from Forty Lane. The lower terrace area is included on the London Parks and Garden's Trust Register and described: 'Below the entrance front on the south are terraced lawns to the pavement, with lawns, floral displays and shrubs, and axial steps up to the front entrance. The garden is richly planted, with many Willows and specimen trees and is used by wedding guests. In 1948 the town hall was decorated for the Olympics with the logo, flags and banners; a photograph of the gardens in front at that time shows no trees as at present.'

9. To the west on Kings Drive, the boundary treatment includes a low brick wall and simple landscaping (grassed area with some mature trees and shrubs), allowing clear view of the Town Hall from Kings Drive. More recently railings have also been provided along Kings Drive frontage as part of the works associated with the change of use of the building into the school.

10. To the east on The Paddocks, the boundary treatment includes taller brick walls with stepped railings. This part of the site is more densely landscaped, with limited views of the Town Hall from The Paddocks. A more formal framed view is provided by the axial footpath from The Paddocks, which runs east-west through the site. The new annex approved as part of the listed building and planning application for the change of use of the building into a school is sited in front of the main building when viewed from The Paddocks.

Relevant Planning History

11. Since its completion in 1940, the Town Hall has been subject to a number of alterations both internal and external. However, the plan form, principal spaces and detailing have largely remained unaltered.

12. The most substantial alteration of the building in recent years, is the change of use and refurbishment of the building into a new primary and secondary French School, involving the demolition of a number of ancillary buildings and erection of a part 2/part 3 storey extension. This involved a significant amount of work to refurbish the internal areas of the building. Details of the relevant planning references are set out in the history above. There have also been a number of subsequent discharge of condition applications.

Significance of the building (heritage asset)

13. The National Planning Policy Framework requires applicants to describe the significance of the heritage asset, including any contribution made by their setting, and use this understanding to inform development proposals. The significance may be archaeological, architectural, artistic or historic interest. Each of these interests is discussed below:

Archaeological

14. In line with the Town Hall Planning Brief an Archaeological Desk-Based Assessment has been submitted. This advises that there is a low potential for archaeological remains to be discovered within the application site. This is because the construction of the Town Hall in the 1930s would have required significant ground removal to facilitate the foundations of the building and the terracing that has taken place on the site, resulting in the possible removal of any buried archaeological remains.

15. GAALS have reviewed the Desk Based Assessment and have advised that no further investigation is required.

Architectural

16. Brent Town Hall has a high degree of architectural interest. The Town Hall was an innovative and extraordinarily modern building when it was completed in 1940. Instead of being designed with a courtyard plan with neo-classical proportions and detailing, which was typical for municipal buildings of the time, it took the new architectural approach being developed on mainland Europe and Scandinavia. It was later described by Pevsner as "the best of the pre-war modern Town Halls around in London, neither fanciful nor drab".

17. The architectural interest of Brent Town Hall lies in the following:

- The building is a very good example of 20th Century municipal architecture.
- The landscaped setting of the Town Hall contributes to the special interest of the building, softening the straight lines and large expanses of brick work. The landscaping deliberately masks and frames views of the Town Hall. The framed view of the Paul Daisley Hall from The Paddocks, along the axial east-west footpath is of particular importance.
- The principal elevation of the Town Hall fronting Forty Lane, including the uninterrupted 15 bay east wing with recessed glazed tile piers at ground floor level, the cantilevered flower beds at either side of the main entrance, and the curved glazed room at roof level which counterbalances the straight lines of the remainder of the building.
- The asymmetrical T-shaped plans of the building, with a bi-axial arrangement.
- The original critical windows, with varying horizontal or vertical emphasis.
- The principal internal spaces including the entrance foyer, Paul Daisley Hall, library, committee rooms and Council Chamber.
- The internal detailing of the Town Hall, including the marble entrance and foyer, curved stair rails, circular roof lights, original Council Chamber desks, curved glazed partition to the Council Chamber, integrated air extract pipes and wood veneers.

18. This application will not directly impact on the fabric of the listed building as described above.

Historic

19. The building has a high degree of local historic interest, with close associations with the former Wembley District Council, and more recent Brent Council. The building was purpose built to accommodate the Council's municipal functions prior to them being relocated to the new Civic Centre in June 2013. There are a number of memorial trees within the lower terrace facing Forty Lane which remain.

20. The building's association with architect Clifford Strange is also of some historic interest. However, he is not a prolific architect and the former Brent Town Hall is the best known of his buildings.

Artistic

21. The internal and external detailing of the building has some artistic value. Externally, this includes the cantilevered flower beds and the glazed tiles piers at ground floor level. Internally, features of artistic interest include the decorative circular roof lights, curved silver bronze handrails and wood veneers.

22. Once again, this application will not directly impact on the internal and external detailing of the building with artistic value as described above.

Assessment of Proposed Development

23. When assessing the impact of the proposed development on identified heritage assets and their setting, consideration needs to be given to paragraphs 133 and 134 of the NPPF. These set out tests for substantial and less than substantial harm.

24. This application proposes the following works:

- Demolition of a section of the low level front boundary wall and partial demolition of the existing retaining wall adjacent to the car park and its then reinstatement and increase in height by five brick courses;
- Erection of a partial basement building to accommodate a five lane swimming pool and studio with associated storage, plant, showers and changing rooms;
- Creation of a courtyard entrance to the west of the new building with security gates;
- Associated landscaping, including replacement tree planting. Installation of a green roof on the swimming pool structure; and
- Installation of PV panels on the roof of the new Annex building

New build

25. The new swimming pool is to be sited at the front of the site within the lower landscaped terrace area. It is to be sited to the east of the main step entrance located on Forty Lane. The siting of the new swimming pool building on the eastern side of the existing steps, respects the asymmetric principal elevation of the building. The building is to be set back 1.4m from the Forty Lane frontage to allow the low boundary wall to be retained and rebuilt in section.

26. The building will be a partial basement construction and when viewed from Forty Lane it will appear as a single storey building. It has been designed so that the roof of the swimming pool building is no higher than the car park level. The sinking of the building into the landscaped area will allow the front facade of the main building to remain visible, and for the extension to read as a subordinate addition rather than compete with the main building.

27. The new swimming pool building is to be in brick. The bricks will be the same proportions as the existing building, but will be a different colour to allow the new building to be recessive rather than dominant the existing building. The overall mass and scale sustains the appearance and setting of the former Town Hall.

28. The fenestration of the proposed swimming pool building has been designed to respect the main building. The form, spacing, size and rhythm of the windows are aligned with the corresponding windows of the main building. The windows closest to the entrance of the swimming pool building have been treated in a different manner, to be merged to form one continuous window, to differentiate and signal the entrance end of the proposed building. Details of the depth of window have reveals have been indicated, which suggests two possible options. One is a deeper window reveal at 0.28m and the other is flush window reveal at 0.03m. It is recommended that further details of the window reveals are conditions to ensure that this detail is simple in its form and does not compete with the main building.

29. It is recommended that full details of external materials are conditioned to any forthcoming consent, together with full details of signage.

30. The plant room is located next to The Paddocks. This area will partially be screened by the existing retaining wall rising up along The Paddocks. A perforated brick wall is also proposed to restrict views of the louvers and doors to the plant equipment. A flue is proposed that is no higher than the retaining wall to the car park. It is recommended that further details of the flue are conditioned together with covering over the roof of the plant area.

Landscape and boundary treatment

31. As discussed above, the lower terrace level is included on the London Parks and Garden's Trust

Register. It is recommended that a condition is secured to fully record this area as it currently exists prior to commencing works on site.

32. The proposal will require sections of the existing brick retaining wall to the rear of the lawn area and the low boundary wall at the front of the site to be demolished to facilitate the construction of the swimming pool building. The low boundary wall be reinstated to match the existing one to the frontage of the new building. This will retain this visual feature and allow a band of planting at low level to the building frontage. The retaining wall to the car park will be built up by five brick courses to prevent people stepping over the car park onto the roof of the swimming pool building. This solution is preferred to guard railing which would detract from the setting of the listed building. It is recommended that full details of how the existing boundary wall will be rebuilt and the materials for the increased height of the car park retaining wall are conditioned to any forthcoming consent.

33. The swimming pool building will have a green roof. When viewed from higher levels, the green roof will reflect the former landscaped area of the lower terrace. Full details of the green roof are recommended to be conditioned to any forthcoming consent.

34. The swimming pool building will result in the loss of trees within the eastern end of the lower terrace. As discussed above, these trees have limited reference to the significance of the setting of the listed building, with the exception of more recently planted memorial trees in connection with the former Town Hall status of the building. To compensate for the loss of the memorial trees, two new trees will be planted in Chalkhill Park and two leafs will be added to the 'memorial tree; within the Civic Centre garden. New general tree planting is proposed elsewhere within the site.

Conclusions

35. In conclusion, it is considered that the works do not cause substantial harm to the significance of the heritage asset. National Planning Guidance states that 'in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.'

36. The works are to less significant elements of the building, most of which will be retained. The setting has been carefully considered and the views to the building will not be harmed. The new build has been carefully considered to reflect and complement the special interest of the listed building.

37. Subject to the conditions as set out above and within the decision notice, it is recommended that listed building consent is granted.



Brent

DRAFT NOTICE
PLANNING (LISTED BUILDING & CONSERVATION AREAS)
ACT 1990

DECISION NOTICE – LISTED BUILDING CONSENT APPROVAL

=====
Application No: 15/4141

To: Miss Hill
Nathaniel Lichfield & Partners
14 Regent's Wharf
All Saints Street
London
N1 9RL

I refer to your application dated 24/09/2015 proposing the following:
Listed building consent for the erection of a part basement building fronting Forty Lane to house a five lane swimming pool and studio with a green roof and associated works to include courtyard entrance, security gates, cycle parking, demolition and reinstatement of retaining wall, landscaping and installation of PV panels on the roof of the new Annex building.
and accompanied by plans or documents listed here:
Refer to condition 2
at Lycee International De Londres, 54 Forty Lane, Wembley, HA9 9LY

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT Listed Building Consent for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This approval does not include PLANNING PERMISSION or BUILDING REGULATIONS APPROVAL and the work should not be commenced before such permissions, if necessary, have been obtained.

DnLbcGC

SUMMARY OF REASONS FOR APPROVAL

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

The National Planning Policy Framework (NPPF)
The London Plan - The Spatial Development Strategy for London Consolidated with Alterations since 2011 (adopted March 2015)
Brent Unitary Development Plan 2004
Brent Core Strategy 2010
Wembley Area Action Plan

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

- 1 The works to which this consent relates must be begun not later than the expiration of three years beginning with the date of this consent.

Reason: To conform with the requirements of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

WFS LSI A31 SWI GA SL 000100 Rev A - Location Plan
WFS LSI A31 SWI GA SL 000101 Rev A - Existing Site Plan
WFS LSI A31 SWI ELV SL 000102 Rev A - Existing Elevations and Sections
WFS LSI A31 SWI GA GND 000200 Rev B - Proposed Ground Floor Plan
WFS LSI A31 SWI GA RF 000201 Rev B - Proposed Roof Plan
WFS LSI A31 SWI ELV SL 000202 Rev B - Proposed Elevations
WFS LSI A31 SWI SEC SL 000203 Rev B - Proposed Sections
WFS LSI A31 SWI CGI SL 000204 Rev A - Proposed 3D Visual
WFS LSI A31 SWI EXT SL 000300 Rev B - Proposed Landscape Scheme
WFS LSI A31 SWI DET SL 000400 Rev A - Proposed Parapet Detail
WFS LSI A31 SWI DET SL 000401 Rev A - Indicative Isometric View
WFS LSI A31 SWI DET SL 000402 Rev A - Proposed Window & Door Details
WFS LSI A31 SWI DET SL 000403 Rev A - Proposed Courtyard Security Gate
WFS LSI A31 SWI DET SL 000404 Rev A - Proposed Plant Equipment Details
WFS LSI A31 SWI GA SL 000500 Rev A - Proposed Demolition Plan

Supporting Documents

Archaeological Desk-Based Assessment prepared by Wessex Archaeology dated September 2013 (Ref: T17401.01)

Arboricultural Report - prepared by CBA Trees dated September 2015 (Ref: CBA10161 v 1B Pool)

Coach Management Plan - prepared by TTP Consulting dated September 2015

Community Access Plan - prepared by Bouygues UK Ltd dated 19 August 2015 (Ref: WSP BYG A0 ALL REP SL 000001 Rev A)

Design and Access Statement - prepared by LSI dated September 2015

Energy Statement - prepared by Harley Haddox dated September 2015 (amended October 2015 Issue 05)

External Lighting Assessment Rev 02 - prepared by Harley Haddox

External Noise Assessment - prepared by Aecom dated August 2015 (Ref: 60300819)

Flood Risk Assessment - prepared by Ramboll Environ dated 22 September 2015 (Ref: UK14-18934)

Foul Drainage and Utilities Statement - prepared by Bouygues UK Ltd dated 24 August 2015 (Ref: WSP BYG A0 ALL REP SL 000001 Rev A)
 Heritage Impact Assessment - prepared by NLP dated 18 September 2015 (Ref: 13349/NG/KD)
 Planning Statement - prepared by NLP dated 24 September 2015 (Ref: 13349/NG/RHi)
 Preliminary Ecological Assessment (Habitat Survey) - prepared by Middlemarch Environmental dated October 2015 (Ref: RT-MME-120792-01)
 Interim School Travel Plan - prepared by TTP Consulting dated September 2015
 Site Waste Management Plan - prepared by Bouygues UK Ltd dated 19 August 2015 (Ref: WSP BYG A0 ALL REP SL 000001 Rev A)
 Statement of Community Involvement - prepared by NLP dated 24 September 2015 (Ref: 13349/NG/JHy)
 Sustainability Statement and Checklist - prepared by Bouygues UK Ltd dated September 2015
 Transport Statement - prepared by TTP Consulting dated September 2015
 Ventilation Statement Rev 01 - prepared by Harley Haddox

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

- 3 Prior to commencement of building works on site, further details of the following external materials (with samples to be pre-arranged to be viewed on site) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (i) Details of facing bricks including a sample board showing details of the mortar
- (ii) Details of the specification and colour of the window frames and doors
- (iii) Details of the finishing material and colour for parapet roof

The works shall be carried out in full accordance with the approved details, unless alternative materials are agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development which does not prejudice the setting of the listed building.

- 4 Prior to commencement of building works on site, further details of the following shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50 as appropriate) or manufacturer's literature which show:

- (a) the window and door reveals, headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (b) measures to screen the open roof of the plant room;
- (c) details of the design, material and height of the external flue
- (d) details of the design and materials of the security gates

The development shall be completed in accordance with the details so approved before the swimming pool building is occupied.

Reason: These details are required to ensure that a satisfactory development is achieved.

- 5 Notwithstanding the plans hereby approved, within six months of commencing of works on site, further details of all hard and soft landscape works within the site shall be submitted to and approved in writing by the Local Planning Authority. The hard and soft landscaping shall be completed prior to first occupation of the swimming pool building hereby approved.

Details shall include:

- (a) all planting (including location, species, size, density) of replacement trees within the car park and along The Paddocks frontage as shown in the Proposed Landscape Scheme, details of low level planting along the front of the building, and planting within the courtyard;
- (b) specification of the green roof over the swimming pool building to include section plans and construction methodology, full details of all planting within the green roof (including location, species, size, density) that incorporating a biodiversity enhancement scheme as suggested within the Ecology Statement;
- (c) Details of bat boxes (suitable for pipistrelle species) and bird boxes (suitable for house sparrow) and

- (d) Details of ramped access for terrestrial mammals if excavations are left open overnight during the construction stages
- (e) Details of hard surface materials within the site including means of demarcated the private forecourt from the public highway
- (f) Details of external lighting including light spillage diagrams

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.

- 6 Prior to commencement of works on site, further details of the retaining walls as set out in the Proposed Demolition Plan shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (a) details of the methodology for protecting the existing retaining wall along the stepped access to the site from Forty Lane during construction works;
- (b) details of the methodology for the demolition of the retaining wall along the car park and the low boundary wall along the frontage;
- (c) details of the methodology for the rebuilding of the retaining wall along the car park (with the additional five courses) and the low boundary wall along the frontage, including details of materials and mortar (to be prearranged to be viewed on site) and elevation plans.

The development shall be carried out in full accordance with the approved details, and the swimming pool building shall not be occupied until the retaining wall along the car park and the low boundary wall along the frontage have been rebuilt to the satisfaction of the Local Planning Authority.

Reason: In the interests of the setting of the listed building.

- 7 Prior to first occupation of the swimming pool building hereby approved, further details of external signage (to be conservation style) including details of any illumination shall be submitted to and approved in writing by the Local Planning Authority. The signage shall thereafter be installed in accordance with the approved details.

Reason: In the interests of the setting of the listed building and highway safety.

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337

COMMITTEE REPORT

Planning Committee on 16 December, 2015
Item No 07
Case Number 15/1892

SITE INFORMATION

RECEIVED: 2 June, 2015

WARD: Mapesbury

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: Summit Court Garages and Laundry & Store Room nex to 1-16 Summit Court, Shoot Up Hill, London, NW2

PROPOSAL: Demolition of redundant garages, caretakers storage and residents community room and erection of a four storey block of 11 self-contained flats (4x1bed, 3x2bed and 4x3bed) with associated space for community room (Use class D1) on the ground floor and additional car and cycle parking spaces, bin stores, and landscaping

APPLICANT: Brent Housing Partnership

CONTACT: Baily Garner

PLAN NO'S: See condition 2

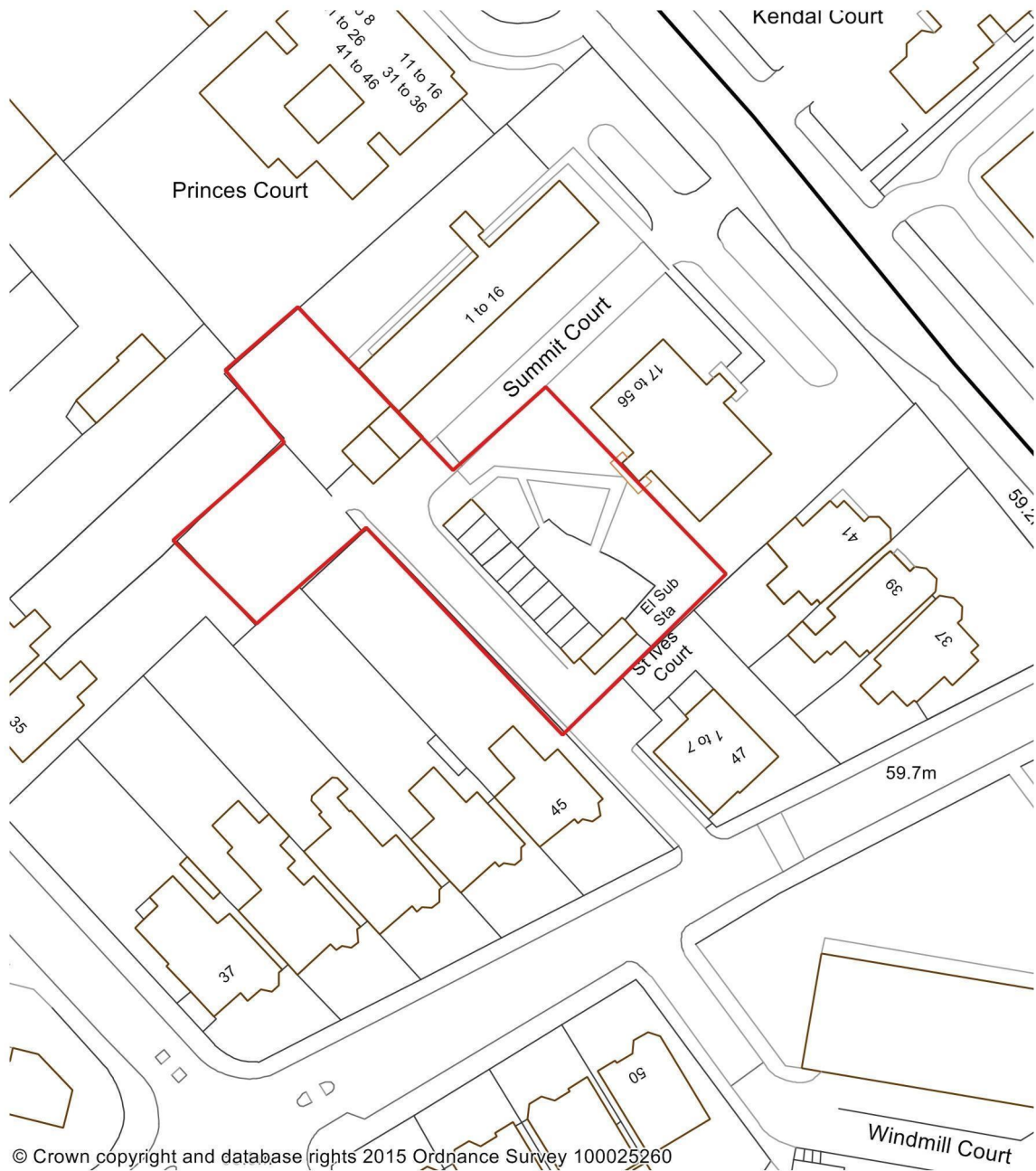
SITE MAP



Planning Committee Map

Site address: Summit Court Garages and Laundry & Store Room nex to 1-16 Summit Court, Shoot Up Hill, London, NW2

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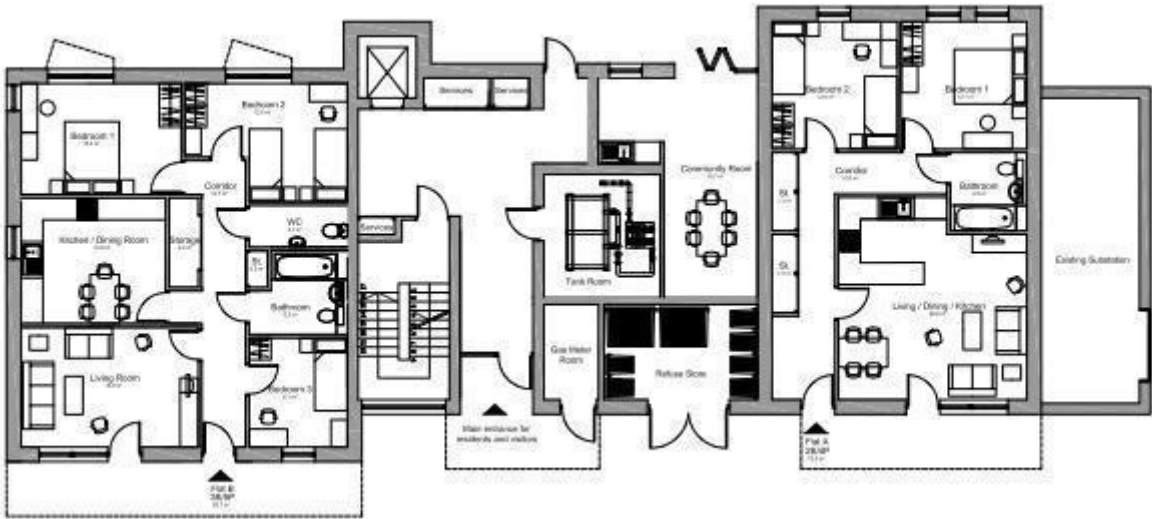
This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

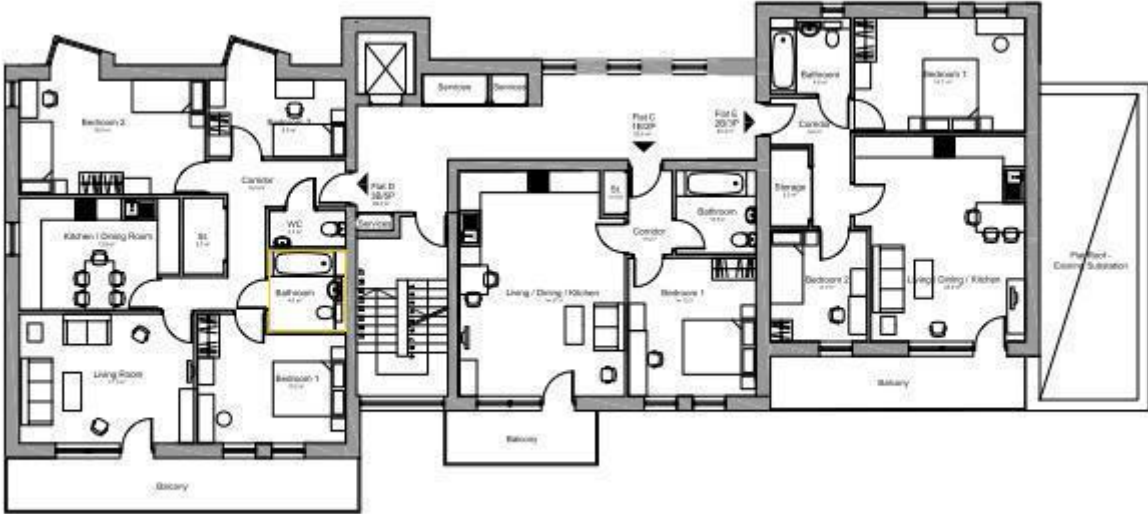
Site Plan



Ground floor plan



First and second floor plan



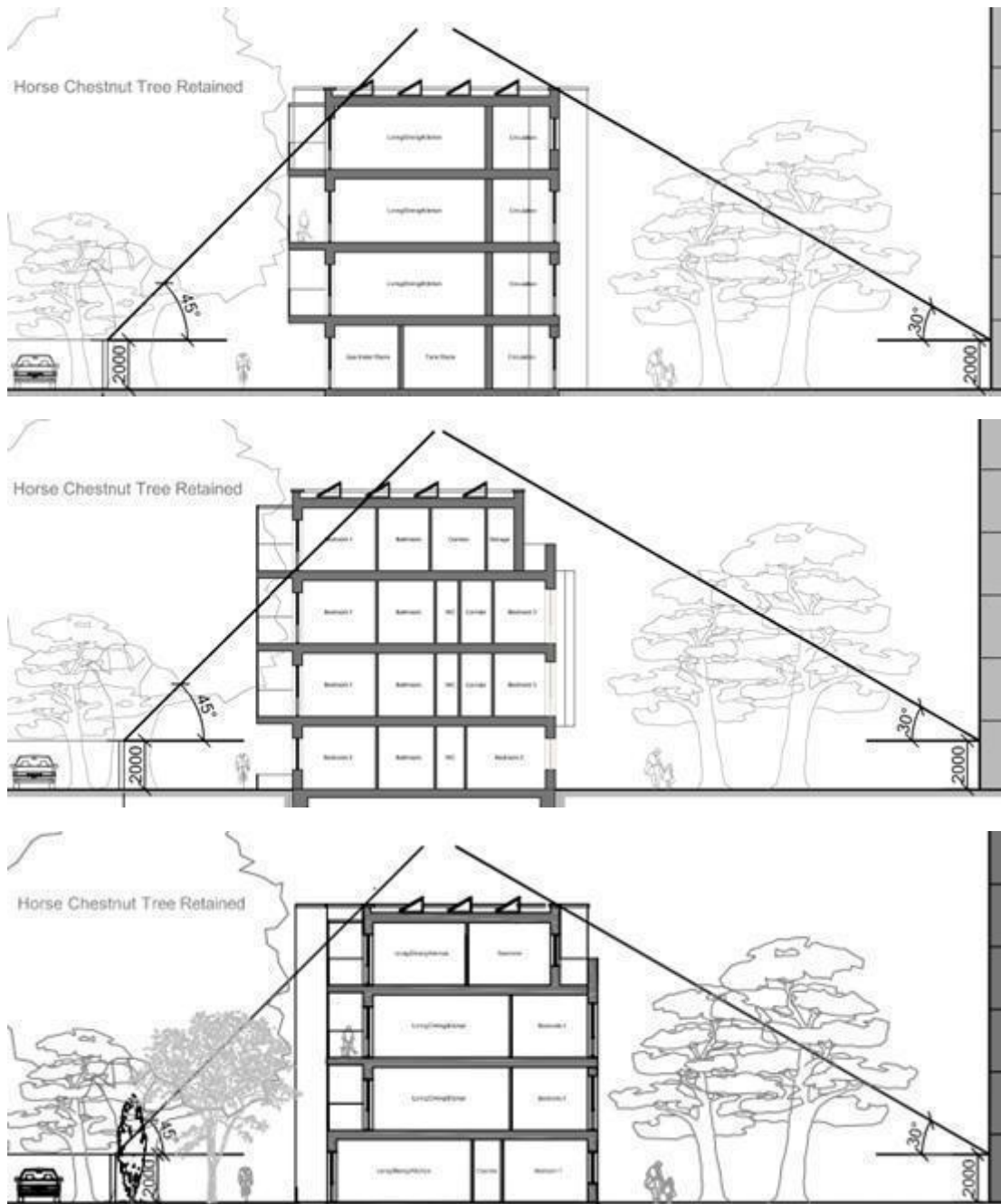
South west elevation



North east elevation



Sections



RECOMMENDATIONS

Grant planning permission subject to 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., subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The application seeks permission for a four-storey block of 11 dwellings comprising three one-bedroom, four two-bedroom and four three-bedroom flats and a community room on the ground floor. All 11 dwellings would be affordable housing.

The new block would be essentially rectangular in footprint and replace the current garages. The design is contemporary with a flat roof. A main entrance is provided for upper floor dwellings and individual street-level entrances are provided from ground floor dwellings.

An unused drying area to the west of the northern block of Summit Court will be given over to car parking for

10 vehicles.

B) EXISTING

The site is currently occupied by a row of 10 unused garages and a sub station in a single storey block in the south-west corner of Summit Court, a 1960s development of 56 dwellings in two separate blocks of 4 and 10 storeys on the western side of Shoot Up Hill. To the south lies St Ives Court, a block of seven dwellings, 4 storeys high and constructed in 2006/7.

The garages do not have a street frontage as they are separated from Shoot Up Hill by Summit Court and from Mapesbury Road by St Ives Court. To the southwest of the site the application site abuts 45 Mapesbury Road, a two-storey detached Victorian house converted into five flats and located within the Mapesbury Conservation area.

The site is generally flat and level. The garages are situated between tarmacked hardstanding to the front and to the rear a mix of hard and soft landscaping providing amenity space to the residents of Summit Court.

Public transport accessibility is good with a PTAL rating of five and Kilburn underground station located approximately half a kilometre (6-7 minutes walk) to the south along Shoot Up Hill, which itself is well served with bus routes north and south.

These 10 garages make up a significant part of the total of 39 parking spaces provided for Summit Court however they are currently not used.

C) AMENDMENTS SINCE SUBMISSION

- Change in the unit mix to 4x1bed, 3x2bed and 4x3bed
- Removal of windows in proposed south east elevation facing St Ives Court and set in at third floor
- Introduction of landscaping in front of the proposed building (south western side)
- Amended bin store location

D) SUMMARY OF KEY ISSUES

E) MONITORING

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 (sqm) |
|---------------------------------------|----------|----------|------|-----|----------------|
| 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 | 0 | |

Monitoring Residential Breakdown

| Description | 1Bed | 2Bed | 3Bed | 4Bed | 5Bed | 6Bed | 7Bed | 8Bed | Unk | Total |
|------------------------------------|------|------|------|------|------|------|------|------|-----|-------|
| EXISTING (Flats û Social Rented) | | | | | | | | | | |
| PROPOSED (Flats û Social Rented) | 3 | 4 | 4 | | | | | | | 11 |

RELEVANT SITE HISTORY

No relevant planning history

CONSULTATIONS

Both a site notice and press notice were published to advertise the application. Initial neighbour consultation was carried out on 3rd June 2015, 9 objections and 1 petition in opposition to the proposal have been received raising the following concerns:

- Blandness of the building lacking interest and adjacent to a conservation area, particularly the roof line – the roof line should be improved.
- Contribution should be secured to replace recently removed trees from Mapesbury and Shoot Up Hill
- Reduction in daylight/sunlight for St Ives Court not justified by the argument of the site's 'underdevelopment', and this will worsen the existing condensation issue.
- Impact on privacy and outlook of St Ives Court
- Scale, height and position of proposed building – the top floor should be smaller
- The garages were in use until the end of 2014
- There is no indication of the build timescale or how the site would be accessed during construction.
- No information of the depth of the foundations and the impact pilings would have on neighbouring buildings
- St Ives Court were not included in initial consultation with the applicant and some summit court residents weren't either
- Private Road adjacent to St Ives court suffers from non-residents parking
- New residents, with no access to on site parking, may use the private road
- BHP should show evidence that this is the only suitable site
- What mix of shared ownership and social housing is proposed
- Impact on light to Summit Court
- Loss of parking spaces during building works and once completed
- Loss of softlandscaping and limited space for children in summit court
- Loss of drying area will deny residents the ability to dry clothes by natural means
- Impact of buildings works and dust on health.
- Overcrowding and may lead to higher crime
- Additional pressures on waste/refuse
- Dispute the claim that the development rejuvenates a brownfield site – the garages were only vacated to support his proposal.
- Bike stands would need to be secure
- It would be much better if the garages were transformed into a playground

A petition was also received signed by 41 residents of Summit Court, the objections raised included:

- loss of light, overshadowing, privacy and outlook,
- noise and disturbance
- possible loss of trees
- crowding of buildings.

Following the submission of revisions a further two week re-consultation of all neighbours originally consulted was undertaken from 18th November to 2nd December.

No additional comments have been received in response to this to date.

Statutory Consultees

Environmental Health - conditions recommended regarding demolition and construction works in an AQMA, and informatives are recommended regarding asbestos and contaminated land.

Highways - Sought improvements including i) improved pedestrian access, ii) natural drainage, iii) cycle parking. These points are discussed in the remarks section.

Sustainability - comments raised and discussed

Tree officer - submission is acceptable with additional condition.

BHP consultation

BHP held a consultation event on 31st March. Having invited all properties within Summit Court, individuals from 14 households attended. BHP have informed your officers that the issues discussed included concern about additional demand for car parking, welcoming the replacement community room, welcoming the landscaping improvements and requesting facilities for toddlers.

Alongside Brent's reconsultation on the revised scheme BHP held a further consultation event on 25th November, attended by 10 individuals from within Summit Court and from neighbouring properties including St Ives Court. BHP have informed your officers that discussions included the: logistics of building work and ensuring that lorries do not block the private road; play area location in relation to ground floor windows of Summit Court; and expression of support for the scheme from the Chair of the Summit Court Residents Association.

POLICY CONSIDERATIONS

Brent's UDP 2004

Core Strategy 2011

London Plan 2015 (Further Alterations)

SPG17 Design Guide for New Development

DETAILED CONSIDERATIONS

Background

1 Brent Housing Partnership (BHP) has been looking at ways in which it can increase its stock of affordable housing across the Borough. 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.

Principle

2 The site on which the development is proposed is situated to the rear of 17-56 Summit Court. The surrounding area is residential in character and there are no other conflicting land uses, as such the introduction of the proposed affordable residential units is appropriate in terms of the character and use.

Design, Layout & Impact on Street Scene and Conservation Area

Layout

3 The proposal envisages a four-storey block containing 11 flats. The site is located on the west side of Shoot Up Hill on the northern side of Mapesbury Road. Summit Court consists of two blocks, that containing flats 1-16 being a four-storey block on the northern side of the site perpendicular to Shoot Up Hill and that containing flats 17-56 a 10-storey block fronting Shoot Up Hill though set back from it by about 20m. The rest of the the space around the blocks largely consists of soft landscaping (lawn and trees) with parking bays within the frontage and along the access road. To the rear of the site there is a drying area, car park, community space and row of garages and sub station.

4 The new building is 29m in length and between 9.8 and 11m in depth, with a footprint of about 308sqm, and is proposed to be accommodated on the existing garages and will project approximately a further 4m into the communal amenity space. It would be between 16.1m and 17.7m from the rear elevation of 17-56 Summit Court and 16m from 1-16 Summit Court, although only the last 3.5m of this block directly faces the proposed building. ,

5 The development is to the southwest of 17-56 Summit Court and to the southeast of 1-16 Summit Court. The area between the blocks is to remain as communal amenity space but with enhanced with a landscaping scheme and informal play equipment.

6 St Ives Court, otherwise known as 47 Mapesbury Road, is 17.6m to the southeast of the proposed development, and the garden boundary of 45 Mapesbury Road is 8.2m from the proposed front elevation.

7 The existing drying area is to be removed while the community space is to be relocated to within the new block and this area, to the northwest of the site, is proposed to re-provide the parking spaces lost through the development of the garages.

8 While the garage site does not have a street frontage it will be partly visible from the private access road from Mapesbury Road and from Shoot Up Hill between the two blocks.

Design

9 The new building would be faced with grey brick at ground floor and a mixture of brown brick and grey cladding above. There are also a range of window sizes and styles though their uniform height creates a clear rhythm through the floors. Your officers consider that the range of materials and fenestration creates interest without being complicated or cluttered.

10 The building is mainly four-storeys, though the top floor is recessed at the southeast end of the block closest to St Ives Court, with a flat roof and a small lift overrun and solar panels.

11 The building is oriented so that its front elevation is to the southwest and its rear elevation backs onto the communal amenity space. The two ground floor units have private entrances and all other units share a centrally positioned communal entrance. The entrance door is proposed to be recessed, whilst this offers shelter officers consider that this creates an overly tucked away space, a condition is recommended for detail of the door to be relocated to be in line with the rest of the elevation; the door would still be sheltered by the balcony above.

12 The more active side of the building is to the southwest towards 45 Mapesbury Road; this elevation accommodates balconies and the majority of the habitable rooms. The elevation facing the communal amenity space and 17-56 Summit Court contains some bedroom windows but these are designed in certain ways to avoid creating a sense of the privacy of existing residents being harmed. This includes angled windows and obscure glazing.

Street scene & Conservation Area

13 While the application site does not have a street frontage there are points around the site where it will be visible from the street. From Mapesbury Road the front elevation will be visible, perpendicular to the road, behind St Ives Court. The front building line would be slightly recessed behind the flank wall building line of St Ives Court so its appearance would not be overly prominent.

14 The neighbouring property to the west of the site is within the Mapesbury Conservation Area. Passers-by will be able to view the front elevation of the development which has privacy panels and balconies creating an interesting elevation and the landscaped frontage will also enhance this view. Whilst it is adjacent to the conservation area boundary, the site is set well back from the road and will not have a direct impact on the character of the Conservation Area.

15 The element of the building which would be visible from Shoot Up Hill is the northern most corner of the building rear elevation. An existing tree adjacent to the vehicular route into the site will frame the view of the building.

Unit mix

16 The proposed mix of units is four one-bedroom, three two-bedroom and four three-bedroom flats. Brent's adopted Core Strategy seeks 25% of new units to be family sized (three or more bedrooms). In this instance the proposal is for 36%, meeting the requirements of the policy.

Quality of Accommodation

17 All units meet and exceed the National minimum standards in terms of internal floor area.

| Floor | Unit | Beds | Size (sqm) | Technical standards (sqm) |
|--------|------|------|------------|---------------------------|
| Ground | A | 2b4p | 72.9sqm | 70 |
| | B | 3b5p | 89.7 | 86 |

| | | | | |
|--------|---|------|------|----|
| First | C | 1b2p | 50.6 | 50 |
| | D | 3b5p | 92 | 86 |
| | E | 2b3p | 62.4 | 61 |
| Second | C | 1b2p | 50.6 | 50 |
| | D | 3b5p | 92 | 86 |
| | E | 2b3p | 62.4 | 61 |
| Third | F | 3b4p | 78 | 74 |
| | G | 1b1p | 39.2 | 39 |
| | H | 1b2p | 50.6 | 50 |

18 At ground floor the units have a private front curtilage. Front gardens are usually considered primarily to act as a landscaped setting to a development and given the limited privacy they have, on road frontages, are not normally considered to constitute amenity space. In this instance given the wider landscaped setting within which the space is located, no vehicular activity and only residents walking past the value of the space is more significant. Unit A has 10sqm and unit B has 15sqm.

19 On the first and second floors the three-bedroom units have balconies of 14sqm, the two-bedroom units have 10sqm balconies and the one-bedroom units have 6sqm. The units above are the same other than the one-bedroom unit which has a 5sqm balcony. All balconies are 1.5m deep providing a good level of usability.

20 The units achieve the guidance of the London Housing SPG in terms of amenity space but fall short of SPG17's recommended 20sqm for flats and more for ground floor family units. The development also introduces the improvement of the space to the southwest of the building, creating a space which will not be accessed by vehicles and will be of some additional amenity value.

21 Officers are of the opinion that the proposal provides a good quality of accommodation and while falling short quantitatively in terms of amenity space each unit has a good quality private space and will have access to the improved communal amenity space across the estate. The communal amenity space is discussed in more detail below.

22 All but 3 units are dual or triple aspect, the 3 single aspect units are south west facing so will benefit from good levels of light. For the ground floor units with windows which are not protected within private space, the proposal is to provide a landscaped buffer which will create defensible space around the windows instead of encroaching into the communal space with a private garden.

Impact on neighbouring amenity

1-16 Summit Court

23 1-16 Summit Court is four-storeys in height and there is a 16m separation between this block and the northwest elevation of the proposed block, although only the last 3.5m of this block directly faces the proposed building. Near the mid point of the proposed northwestern elevation there will be kitchen windows at all floors, and as this is offset from the Summit Court units the relationship is acceptable. At the first and second floors, bedrooms are located with a window in the northwest elevation; this will need to be obscure glazed to above eye level to prevent the loss of privacy for neighbouring residents. These same rooms at first and second floor also have an angled bay window on the northeastern elevation which would allow outlook to the north towards 1-16. They are not conventional windows as they do not enable outlook from all parts of the room though they still enable light for the occupier, they also look across the estate road to front elevation rooms of 1-16 which expect a different degree of privacy to rooms located on the rear elevation facing more private space and as such this relationship is considered to be acceptable. The daylight and sunlight assessment of this relationship shows that all windows pass the minimum standard.

17-56 Summit Court

24 The separation between the proposed development and this 10-storey block is between 16.1m and 17.7m. Towards the southern end of the proposed building there are three bedroom windows on the rear elevation, one of which does not directly face the neighbouring building, the second of which does and is proposed as obscure glazed and the third is proposed as a clear window: your officers are minded that, as the separation is only 16.1m at this point, this third window must be obscure glazed.

25 The inclusion of fenestration to create a positive sense of activity is important however must be balanced with maintaining acceptable levels of privacy for neighbours. Accordingly, the windows to the circulation

space at each level are proposed to be clear at the lower level and obscure glazed to the upper part, discouraging a direct line of sight between the blocks.

26 The application is supported by a daylight/sunlight report. . The impact on the vertical sky component measurement was more significant than recommended for windows at ground floor in 17-56, the assessment however points out that these include open plan living areas which also have a window on their respective flank wall, thus providing an additional source of light. Your officers note that two bedrooms on the ground floor of 17-56 experience a greater reduction in daylight distribution than recommended. In determining whether this impact can be accepted, it is necessary to consider that the existing site is very open and therefore any scale of development would have a notable affect, but this does not necessarily mean that the end result would be unacceptable. It is also important to note that since the submission of this report, the development has been revised to improve this relationship. The section drawings now show that with the exception of the lift shaft, which is only 2.4m in width, the building falls at or below an angle of 30 degrees set at a height of 2m at the rear elevation of 17-56 Summit Court and therefore meets the guidance of SPG17, which is established to ensure that new development does not result in unacceptable levels of harm.on light and outlook for neighbouring properties

St Ives Court

27 The proposed building is over 17m from the rear elevation of St Ives Court and is stepped in by a further 1.1m at third floor. There are no windows in this elevation so there is no concern regarding privacy and the separation distance is sufficient to avoid harming neighbouring residents' outlook.

28 The daylight distribution assessment which is part of the daylight/sunlight report identified two windows which would be affected by the original design by a greater reduction than recommended by the BRE guidance however amendments have now resulted in the building being set below an angle of 30 degrees as described above. As St Ives Court is located to the south of the proposed development there will not be a direct impact on sunlight.

45 Mapesbury Road

29 This building has historically been converted into five flats and the end 20m of its garden is a car park. The siting of the proposed building is such that the separation distance is maximised where adjacent to the amenity space, stepping in slightly next to the car park.

30 45 Mapesbury Road has numerous windows in the flank wall of its rear projection, however the proposed development begins just beyond its rear elevation and therefore there are no directly facing windows. The separation distance would be 13.5m. Officers have nevertheless considered overlooking of the amenity space. At the point closest to the building the development is set in 8.3m from the boundary; SPG17 sets out that where rear elevations face one another each building is recommended to be 10m away from the joint boundary and where flank walls have habitable rooms they should be set in 5m from a boundary. As this site is a combination of the two, consisting of the main habitable rooms but facing towards a side rather than rear boundary, the proposed separation is reasonable.

31 To provide further protection to neighbouring privacy the proposed landscaping scheme includes trees along this boundary and the balconies, which project further towards the neighbour, would have etched glass privacy screens partially limiting outlook. Towards the northern end of the block, where the building is adjacent to the car parking area, the separation reduces to 7m.

Summary

Officers acknowledge that the separation distances between the existing and proposed buildings fall below the recommendations of SPG17 which are set out to provide good levels of outlook and privacy. The development does propose mitigation measures to limit any potential conflicts and to achieve good levels of privacy and the specific characteristics of the site have enabled the development to be accommodated without undue harm to existing residents. However officers have also afforded considerable weight to the proposed development consisting of 11 affordable units and the value that they have in providing accommodation required to meet Brent's specific housing needs.

Landscaping & communal amenity

32 The existing estate provides a good quantity of communal amenity space totalling 2210sqm, or 40sqm per existing dwelling. It largely consists of grassed area with some hard standing and though usable is not of

particularly good quality or visual amenity value. The proposed development, as discussed above, intrudes slightly into the communal amenity space, marginally reducing the quantity of the central area.

33 In order to mitigate this, significant improvements to the quality of the landscaping of the communal space are proposed to enhance its usability and its visual amenity. The proposed site plans indicate what this would involve, with a mixture of hard and soft landscaping and informal play for young children. Another element of improvement is the space in front of the proposed block which is currently hard standing and laid out for access to the garages, which is proposed to be soft landscaped. While this is primarily a route to the site rather than usable amenity space it is still a significant addition to the soft landscaping on site.

34 Whilst any loss of communal amenity space is unfortunate the existing and future dwellings would have 34sqm of space each and this, combined with the mitigation proposed leads your officers to conclude that the amenity of existing occupiers will not be unduly harmed and this is not, therefore, considered a reason to refuse planning permission.

Trees

35 A tree from the centre of the communal amenity space is proposed to be removed as its proximity to the new building could be of future concern and it enables an entirely new landscaping scheme to be created. This proposal is acceptable as numerous new trees are proposed in the amenity space and around the site mitigating this.

36 There are other significant trees around the site, particularly at the edges of the proposed and amended car parks, that are to be retained. In order to ensure that this can be done successfully an arboricultural method statement has been submitted and the Council's tree officer is happy with the recommendations. Your officers note that the document incorrectly refers to Barnet and Haringey but is otherwise accurate in its detail. A condition is recommended that the works be undertaken in accordance with this document, should Members decide to grant planning permission.

37 The Council's tree officer also recommends an additional condition requiring site supervising during demolition and construction activities within the root protection areas (RPAs) of Trees T1 and T2. This is to ensure that activities in the RPAs are carried out in strict accordance with the approved and conditioned method statement and tree protection plan. A written record should be kept of these visits and should any problems arise, the Council's tree officer should be contacted accordingly.

Highways

Parking Capacity

38 The site has a very good PTAL rating of 5 as Kilburn Station and Brondesbury Station are both within walking distance of the site, and six bus routes are locally available.

39 The D&A sets out that there are currently 39 parking spaces on the estate which includes the 10 garages which were vacated prior to the submission of the application. The proposal seeks to utilise the drying area as an additional parking area and the layout of the 2 parking areas to the rear of the site re-provides the 10 spaces lost from the garages as car park spaces.

40 The intention is that residents of the proposed units would not be allowed to park within the estate, managed through permits issued by BHP. A permit-free agreement would also be applied to the new units to prevent overspill parking on the nearby streets which do not have spare capacity. In a location with a PTAL of 5 this proposal is acceptable.

41 To address the concerns of St Ives Court the applicant has offered to extend the estate's parking permit scheme and management to the private road to prevent overspill parking occurring there.

Layout & Accessibility

42 The vehicular access into the site is existing from Shoot Up Hill and there is sufficient turning space within the site to allow vehicles to leave in forward gear onto a London distributor road.

43 There is a second access from Mapesbury Road near St Ives Court which is currently gated and not used. There is no proposal to open this and it is to be utilised only in relation to servicing the substation; this access is however available to pedestrians.

Refuse storage and collection

44 The access into the site is sufficient for refuse and emergency vehicles. The demolition of the storage and community room provides a hammerhead, approximately 6m-8m wide, which will allow larger vehicles to turn around when leaving the site. This is a significant improvement and your Transportation officers suggest that double yellow lines around the hammerhead are provided to ensure that the turning circle is not obstructed.

45 A waste and recycling storage room is proposed in the ground floor of the block, the landscaping layout currently shows that a refuse vehicle would be able to stop 12m from the store. Officers understand that the pull distance should not exceed 10m and therefore a condition is recommended which will require the soft landscaping to be amended in order to allow the collection vehicle to come slightly closer.

46 The store is of sufficient size to accommodate the storage required for 11 units. The existing estate does not currently have a well organised bin store area. The proposal initially sought to accommodate the bin stores for the existing flats within what is currently the drying area. While in terms of visual amenity this may be positive, it would actually move the store notably further away from the flats. Also, in terms of security, this space is not well overlooked and the bins could provide a way of accessing the adjacent gardens.

47 The bins for the existing estate are proposed to be relocated at the rear of the site at the corner of the existing car park and 45 Mapesbury Road. While a bin store in a more centralised area may be preferable this would have resulted in the loss of more amenity space and soft landscaping.

Other

48 The minimum standard for bicycle parking is at least one secure space per flat. In this case these are proposed to be located in external but secure and covered stores. Their final location is likely to be in front of the proposed block but it remains to be confirmed. A condition is recommended to address this and ensure a sensible location which is accessible and minimises its impact on amenity space and landscaping.

Community Use

49 It is understood that the small existing community space is used for residents meetings and the proposal will replace the area within the new building, fronting the communal amenity space. There are no concerns regarding this proposal and no objections have been raised.

Conclusions

50 The proposal replaces the parking capacity of the site and in not offering parking to future residents will acceptably manage this situation, the site is in a sustainable location with a very good level of accessibility for residents. While there is a reduction in the quantity of communal amenity space per unit, significant landscaping improvements are proposed and the development will secure 11 affordable homes for Brent.

Neighbour Comments

| Comment | Officer Response |
|---|--|
| Blandness of the building lacking interest and adjacent to a conservation area, particularly the roof line – the roof line should be improved | The elevational design has improved since the original submission and consultation, para's 9-11. The flat roof is characteristic of Summit Court. |
| Contribution should be secured to replace recently removed trees from Mapesbury and Shoot Up Hill | The development does not impact on trees outside of the site and therefore this contribution cannot be reasonably required. The landscaping proposal does however enhance tree provision within the site |
| Reduction in daylight/sunlight, privacy and outlook | Para's 23-31 |
| Scale, height and position of proposed building | The scale of the building in terms of its footprint and height is considered to be appropriate within the context of the site and |

| | |
|--|---|
| | does not unduly impact on neighbouring amenity para's 23-31 |
| The garages were in use until the end of 2014 | Noted para 39 |
| No information of the depth of the foundations and the impact pilings would have on neighbouring building | The applicant will need to comply with building regulations |
| St Ives Court were not included in initial consultation with the applicant and some summit court residents weren't either | It appears that BHP's initial consultation focussed on Summit Court residents though this was corrected in their re-consultation. Brent's consultation has included the wider area ensuring all residents have the opportunity to comment |
| Private Road adjacent to St Ives court suffers from non-residents parking | Para 41 |
| BHP should show evidence that this is the only suitable site | Para 1 |
| What mix of shared ownership and social housing is proposed | The units are proposed for social rent |
| Loss of parking spaces during building works and once completed | A condition is recommended for detail as to how this would be managed to minimise disruption |
| Loss of softlandscaping and limited space for children in summit court | Para's 32-34 |
| Loss of drying area will deny residents the ability to dry clothes by natural means | Noted, however site visits reveal this is a very underused space. |
| Impact of buildings works and dust on health | A condition is recommended regarding the construction method. |
| Overcrowding and may lead to higher crime | Officers are of the opinion that the proposed reduces the concealed areas of the site i.e. around the garages and will create an attractive and active frontage |
| Additional pressures on waste/refuse | Para's 44-47 |
| Bike stands would need to be secure | Para 48 |
| Dispute the claim that the development rejuvenates a brownfield site – the garages were only vacated to support his proposal | Noted, para 41 |
| It would be much better if the garages were transformed into a playground | The improvements to the communal amenity space will be funded through the construction of the new affordable homes |

SUSTAINABILITY ASSESSMENT

The proposal achieves a 36% reduction in carbon emissions above Building Regulations Part L.

The applicant has considered a communal heating system but has not found it to be viable for the small size of the scheme and individual boilers and PV panels are proposed instead.

S106 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
- 35% carbon reduction beyond Part L Building Regulations
- The development shall be 100% affordable housing
- Parking permit free development

And, to authorise the Head of Area 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

The development is proposed as affordable housing meaning that the applicant will be able to apply for a CIL exemption.

This application is liable to pay **£203,919.14*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 750 sq. m.

| Use | Floorspace on completion (Gr) | Eligible* retained floorspace (Kr) | Net area chargeable at rate R (A) | Rate R: Brent multiplier used | Rate R: Mayoral multiplier used | Brent sub-total | Mayoral sub-total |
|-----------------|-------------------------------|------------------------------------|-----------------------------------|-------------------------------|---------------------------------|-----------------|-------------------|
| Dwelling houses | 750 | | 750 | £200.00 | £35.15 | £173,437.50 | £30,481.64 |

| | | |
|--|-------------|------------|
| BCIS figure for year in which the charging schedule took effect (Ic) | 224 | 224 |
| BCIS figure for year in which the planning permission was granted (Ip) | 259 | |
| Total chargeable amount | £173,437.50 | £30,481.64 |

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 15/1892

To: Mrs Michelle Minogue
Baily Garner
146-148 Eltham Hill
London
SE9 5DY

I refer to your application dated 06/05/2015 proposing the following:
Demolition of redundant garages, caretakers storage and residents community room and erection of a four storey block of 11 self-contained flats (4x1bed, 3x2bed and 4x3bed) with associated space for community room (Use class D1) on the ground floor and additional car and cycle parking spaces, bin stores, and landscaping
and accompanied by plans or documents listed here:
See condition 2
at Summit Court Garages and Laundry & Store Room nex to 1-16 Summit Court, Shoot Up Hill, London, NW2

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 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

- 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):

PL00
PL02C
PL04B
PL09C
PL10B
PL16C
PL21
PL22

Tree protection plan
Working within root protection areas – method statement
Arboricultural method statement
Energy strategy report

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

- 3 A strategy to ensure privacy between existing and new residents identifying which windows on the northeast and northwest elevations require mitigation i.e. obscure glazing to at least 1.8m from floor level, shall be submitted to and approved in writing prior to the completion of the development. The approved details shall be implemented prior to the occupation of the development and retained for the lifetime of the development.

Reason: To minimise interference with the privacy of the adjoining occupier(s).

- 4 The parking spaces shown on the approved plans shall be constructed prior to the occupation of the development and be used solely in connection with 1-56 Summit Court and retained for the lifetime of the development.

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

- 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:-during the first available planting season following completion of the development hereby approved.

Such scheme shall also indicate:-

- (i) Boundary treatments(indicating materials and heights)
- (ii) Planting to create defensible space around windows
- (iii) A layout of the proposed planting on the south western side of site (in association with the refuse storage condition), creating a practical pedestrian route whilst maximising the soft landscaping and usability of the space as well as including substantial screen planting along the south western boundary
- (iv) Informal children's play equipment located at a suitable distance from residential windows
- (v) A pedestrian route to Shoot Up Hill
- (vi) Maintenance arrangements for the proposed landscaping

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 adequate arrangements for the storage and collection of refuse and recycling for the new development, with a maximum pull distance from the store to the vehicle of 10m, shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to the occupation of the development and retained for the lifetime of the development.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties

- 8 No works shall commence unless the details of a scheme showing those areas to be treated by means of hard landscape works have been submitted to and approved in writing by the Local Planning Authority, such details to demonstrate the use of SUDS. The approved scheme shall be implemented in full prior to first occupation of the development and retained for the lifetime of the development.

Reason: To ensure a satisfactory standard of development in the interests of local visual amenity.

- 9 The development hereby approved shall be completed in accordance with the approved Tree Protection Plans, RPA Method Statement and Arboricultural Method Statement. Furthermore a watching brief is required so that any activity within the RPA's of trees T1 and T2 shall only take place under the site supervision of a qualified arboriculturalist. A written record must be kept of these visits and made available to the LPA on their request and should any problems arise with respect to the retained trees the LPA tree officer should be immediately contacted.

Reason: To ensure that the trees are protected

- 10 No works shall commence unless revised plans which show the communal entrance flush with or closer to the front elevation of the building have been submitted to and approved in writing by

the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a safe and welcoming entrance.

- 11 Details of the provision of a minimum of 11 secure cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work on site. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained for the lifetime of the development. The cycle storage shall be located to maximise accessibility and minimise any impact on the visual amenity and usability of soft landscaping.

Reason: To ensure satisfactory facilities for cyclists.

- 12 Details of the location and design of any signage for the community use shall be submitted to and approved in writing by the local planning authority prior to the occupation of the building and the development shall be completed in accordance with the approved plans.

Reason: In the interest of the design quality of the building.

- 13 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall include details of:

- i. Measures that will be taken to control dust, noise and other environmental impacts of the development.
- ii. Specification of construction works at each phase of the development including the provision of car parking for existing residents
- iii. Construction Logistics Management
- iv. Erection and maintenance of security hoarding
- v. Wheel-washing facilities
- vi. Parking of vehicles of site operatives and visitors
- vii. Arrangements for the loading and unloading of plant and materials
- viii. Storage of plant and materials used in constructing the development
- ix. Scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

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

COMMITTEE REPORT

Planning Committee on 16 December, 2015
Item No 08
Case Number 15/4484

SITE INFORMATION

RECEIVED: 16 October, 2015

WARD: Queen's Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 31 Montrose Avenue, London, NW6 6LE

PROPOSAL: Proposed excavation of basement, installation of front lightwell, internal glass panels to form rear lightwells, insertion of three rear rooflights to existing single storey addition and replacement and enlargement of first floor rear facing window and alteration to first floor side facing window to dwellinghouse

APPLICANT: Mr Adrian Taylor

CONTACT: Pelican Architecture & Design

PLAN NO'S: See condition 2.

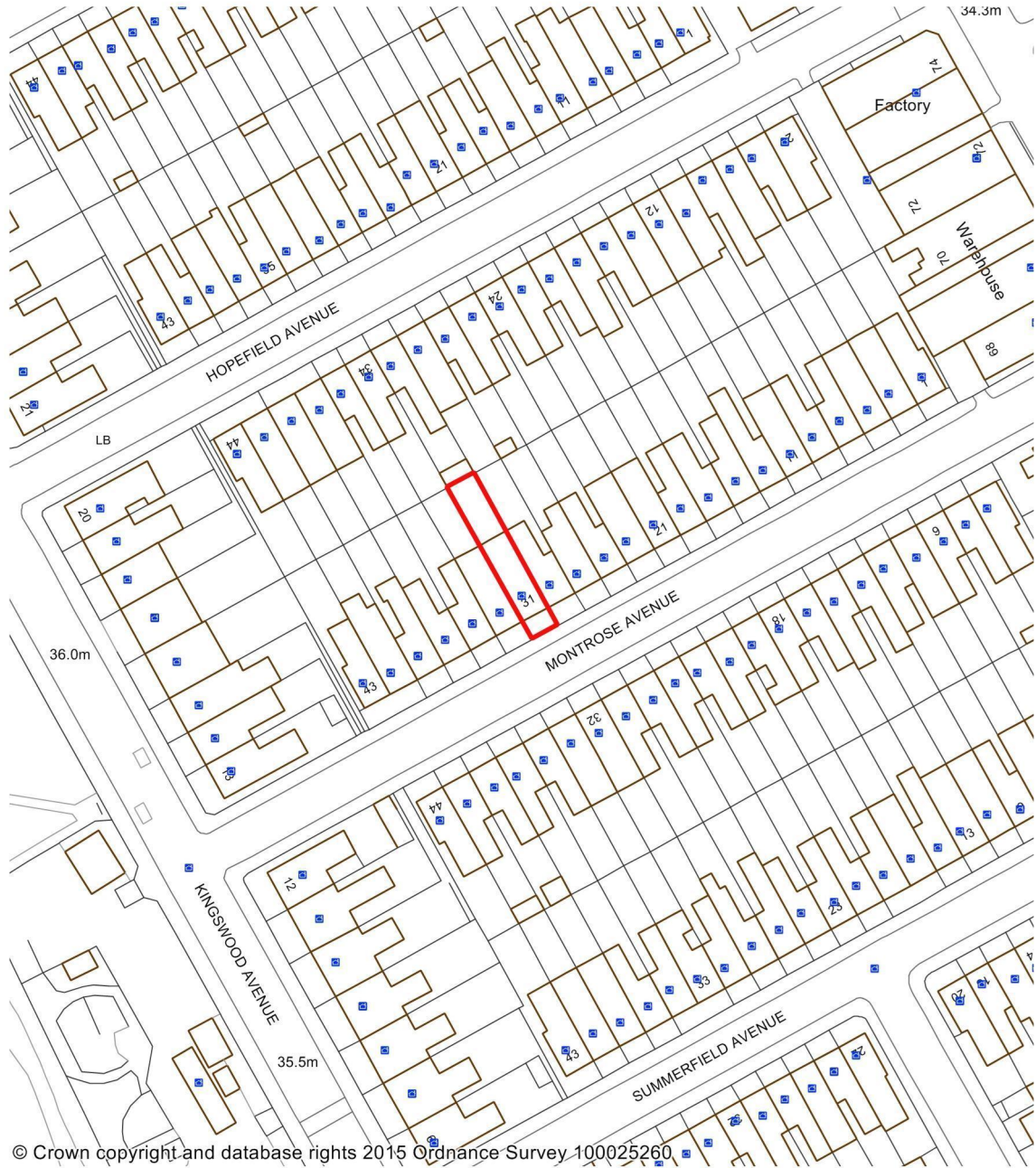
SITE MAP



Planning Committee Map

Site address: 31 Montrose Avenue, London, NW6 6LE

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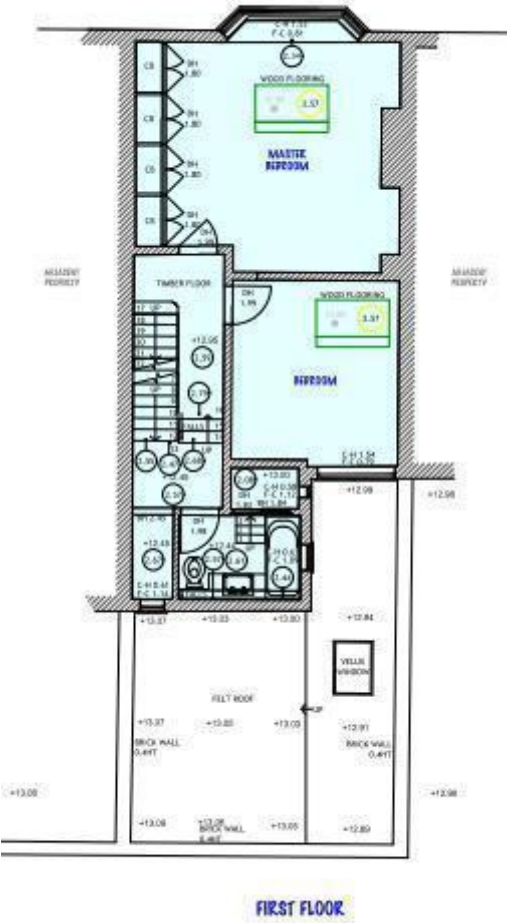
This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

Existing ground floor plan



Existing first floor plan

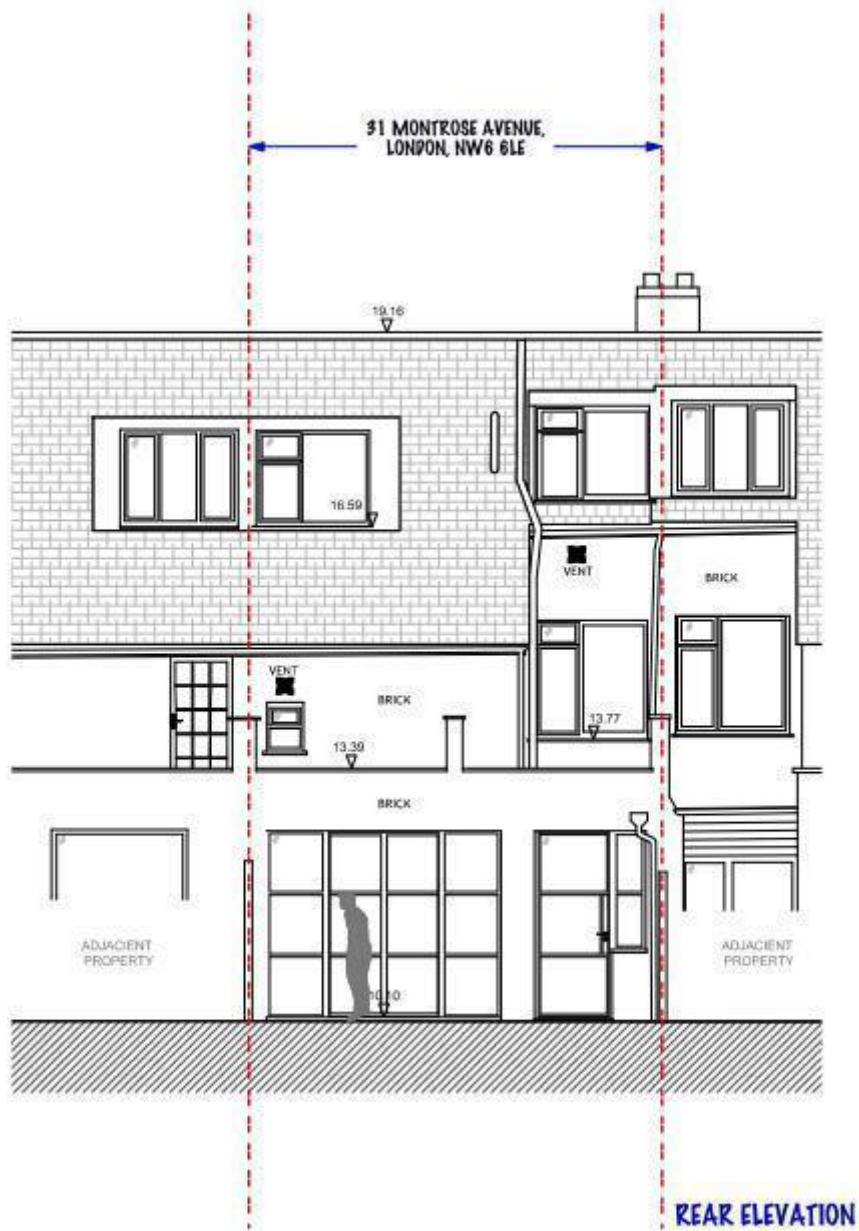


Existing front elevation.

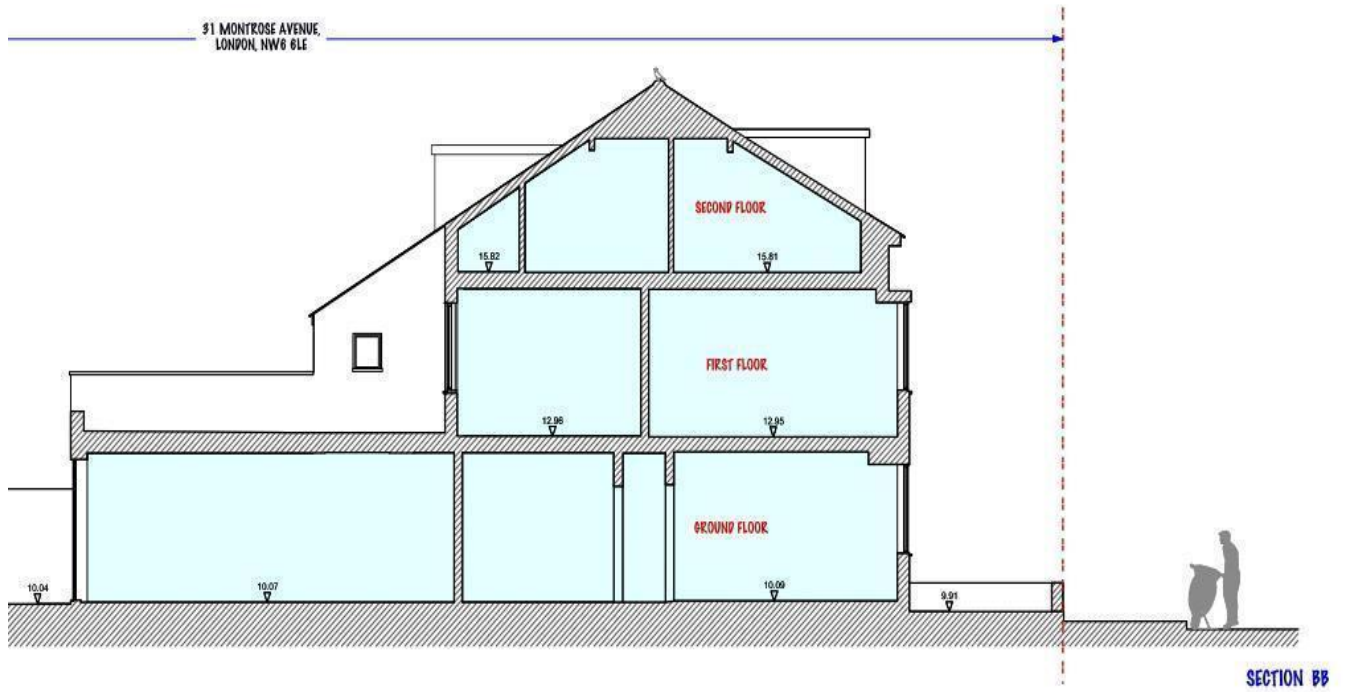
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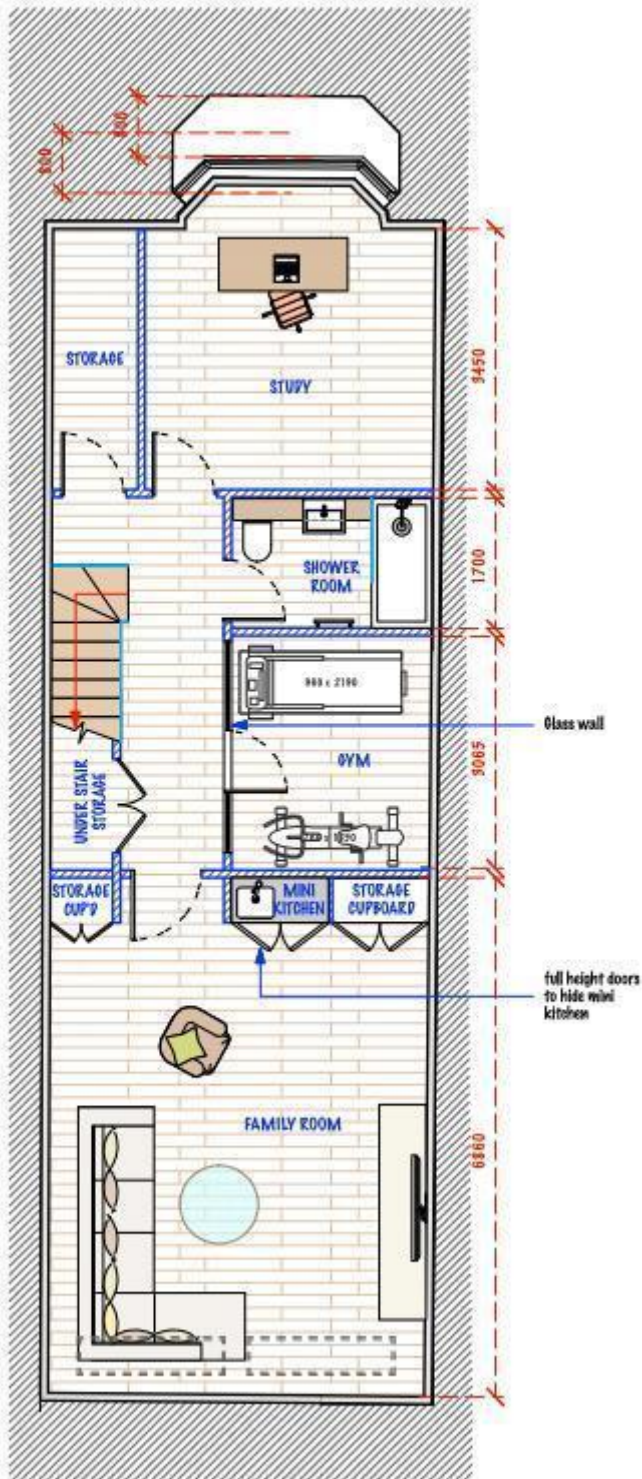
Existing rear elevation.



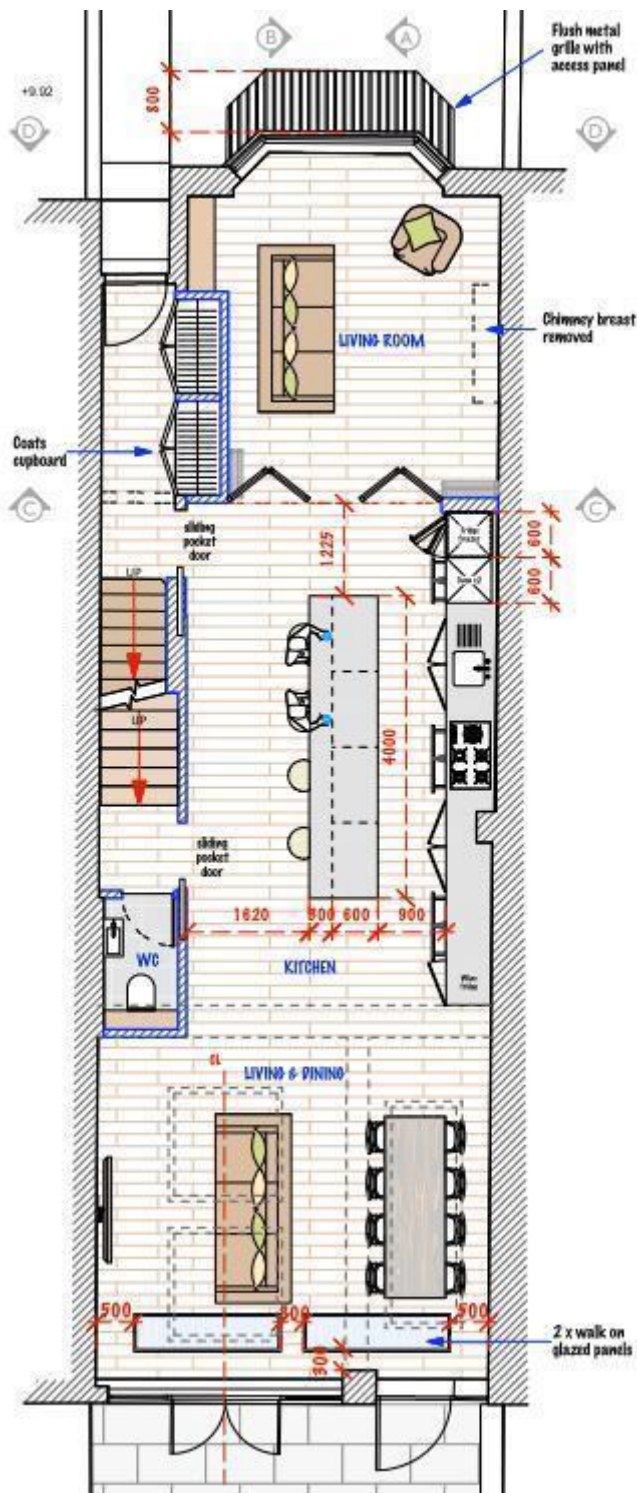
Existing section B-B



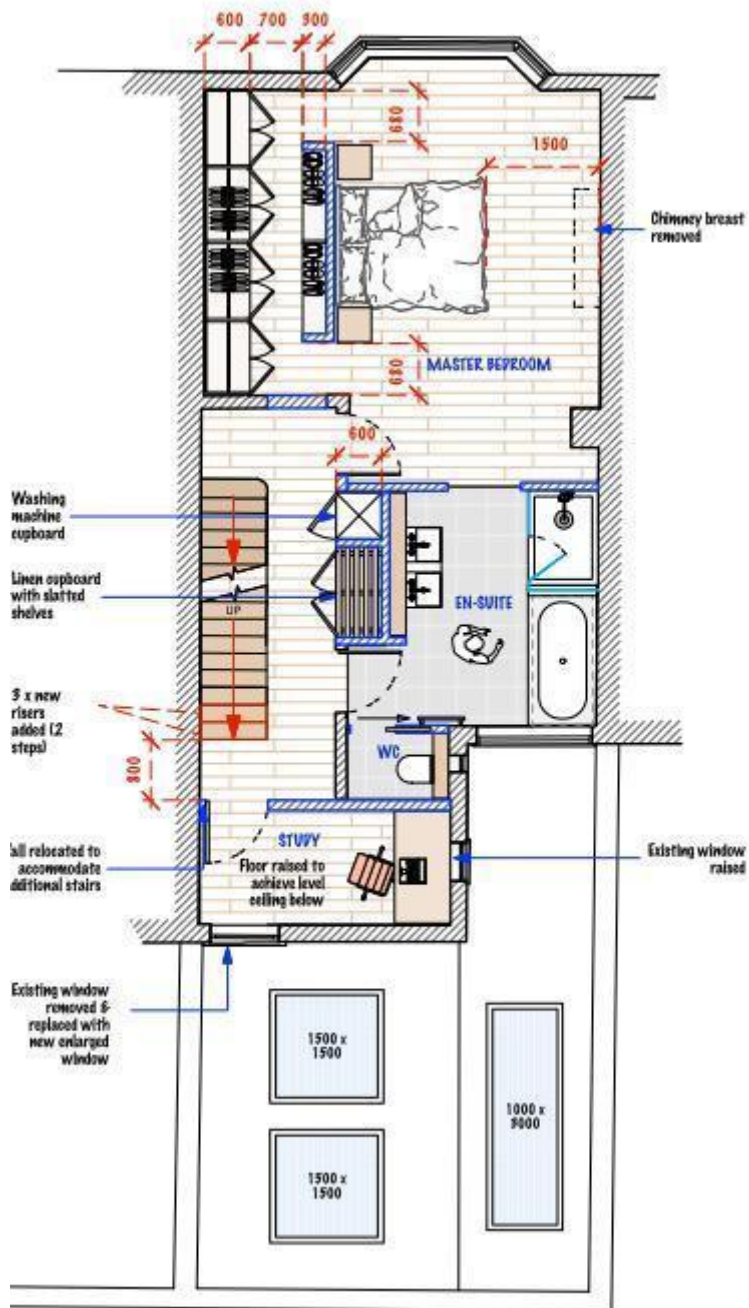
Proposed basement floor plan



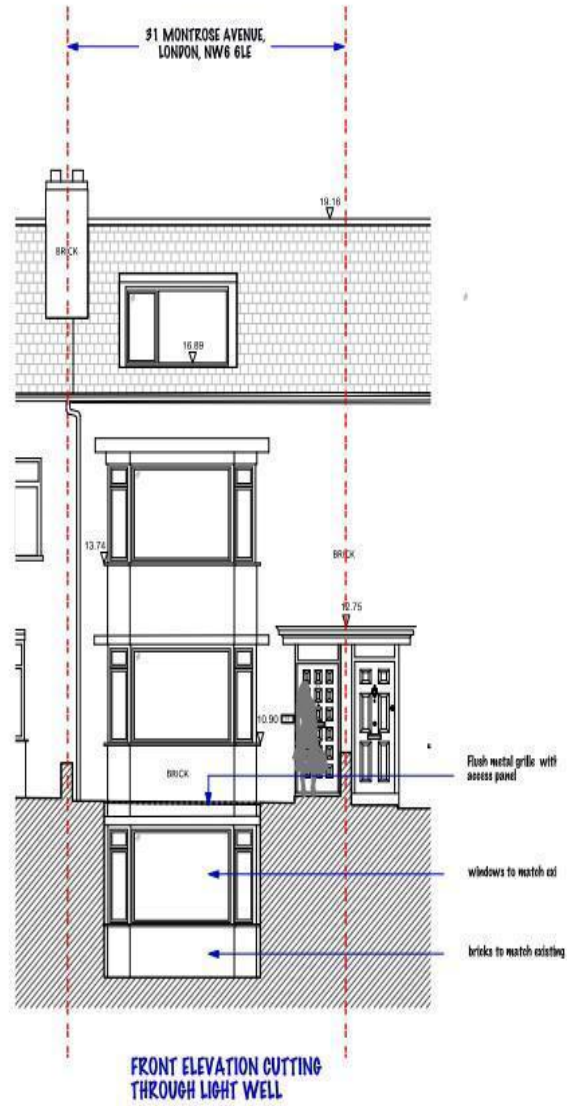
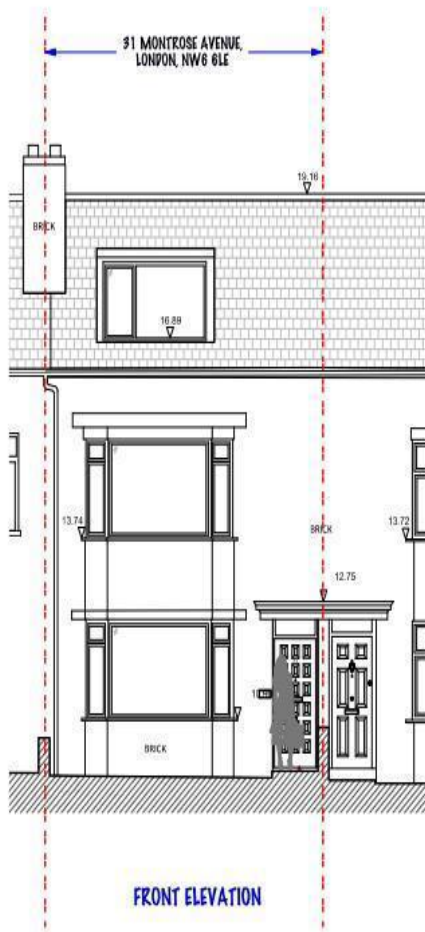
Proposed ground floor plan



Proposed first floor plan



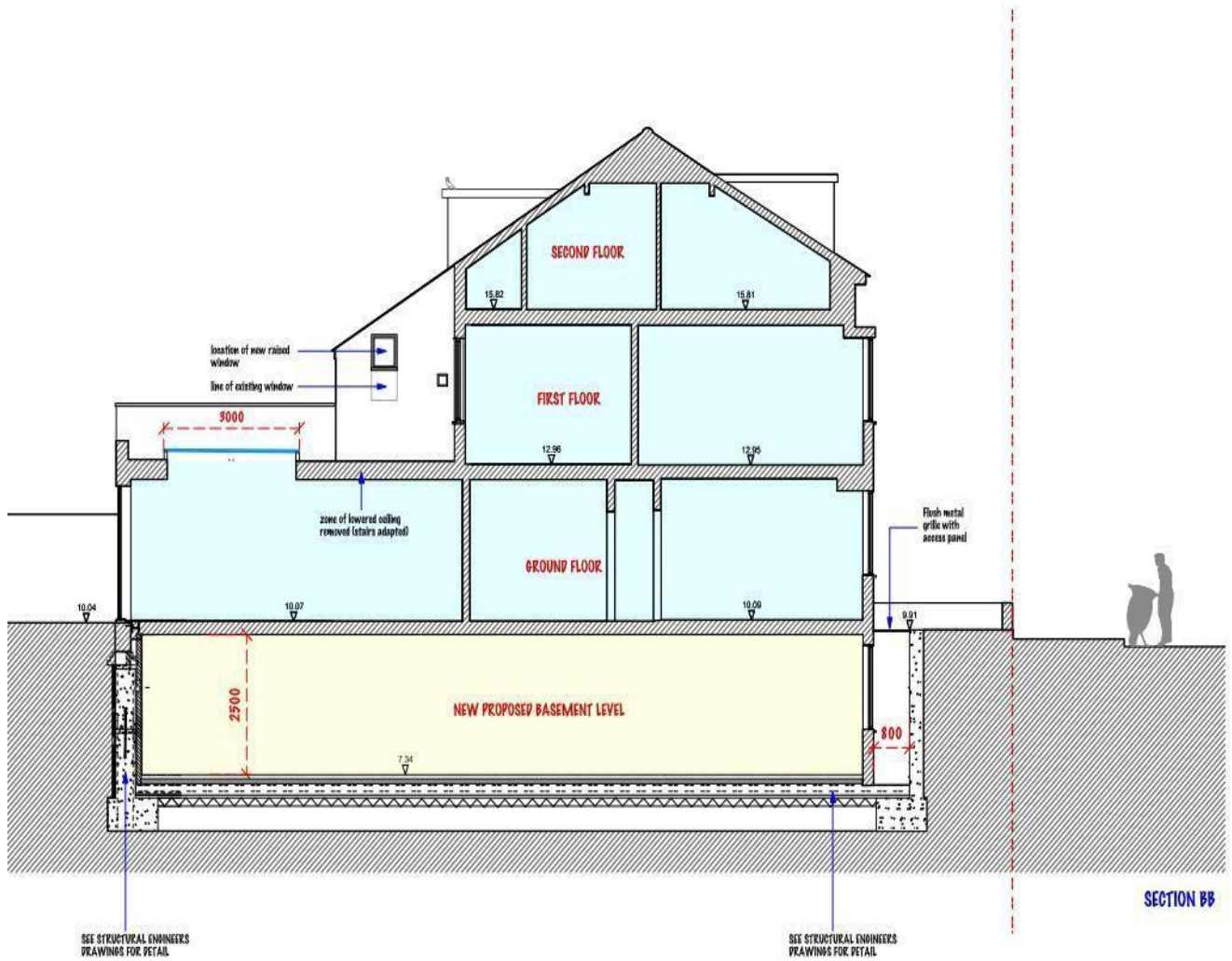
Proposed front elevation



Proposed rear elevation



Proposed section B-B



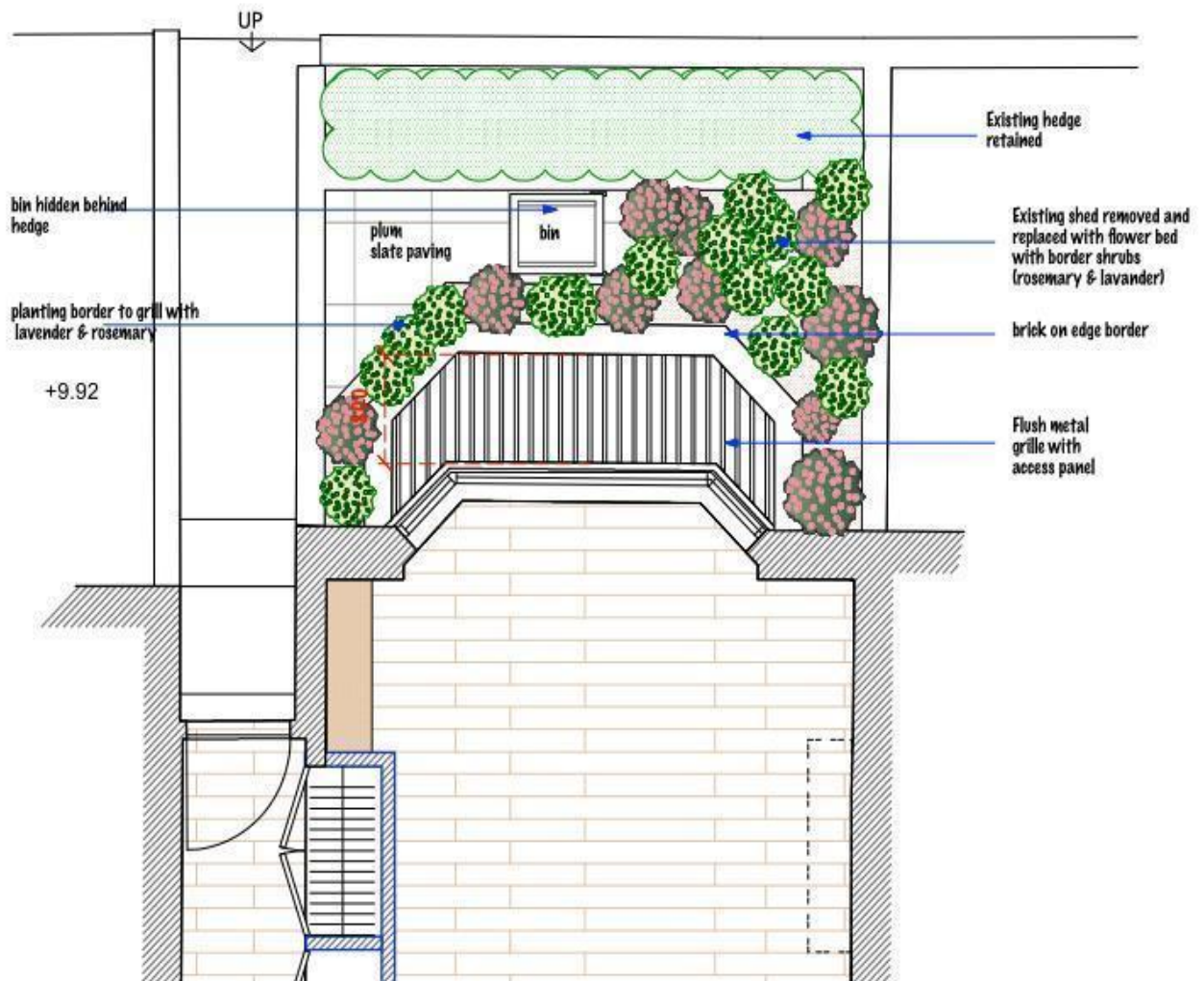
Proposed front garden layout



BORDER SHRUB
rosemary



BORDER SHRUB
lavander



RECOMMENDATIONS

Approval with conditions, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The proposal is for the excavation of a basement level directly beneath the existing house with the exception of a light well which extends to the front of the property, following the profile of the existing bay window.

The application also proposes minor changes to the rear of the property including two glass panels set into the ground to form rear lightwells and three rear rooflights to the existing single storey addition. Minor alterations are also proposed to two existing first floor windows, one facing to the rear and the other to the side.

B) EXISTING

The property is a two storey mid terrace house from the post-war era and is situated on the northern side of Montrose Avenue.

This part of Montrose Avenue is characterised by similar post-war properties. The proposal site is not a listed building but is within the Queens Park Conservation Area.

The house has a single storey rear extension similar to its adjoining neighbours and it is likely that this is a later addition although planning records do not show when this occurred.

C) AMENDMENTS SINCE SUBMISSION

- The front lightwell has been amended to follow the profile of the ground floor bay window. (Amendments received 25/11/2015).

The front garden has been amended to include additional soft landscaping (Amendments received 30/11/2015)

D) SUMMARY OF KEY ISSUES

The key planning considerations in this case are as follows:

- Impact on Character – The proposal is considered to result in a visually acceptable development which has an acceptable impact on the character of the area and preserves the special Character of the Conservation Area
- Impact on Neighbouring Amenity – The proposal is not considered to have an unacceptable effect on neighbouring amenity both during the construction works and the completed development
- Impact on Trees – Officers are awaiting a tree survey from the applicant to demonstrate how the impact on a street tree to the front will be mitigated however a condition will be imposed requiring its replacement should it be lost.

RELEVANT SITE HISTORY

No relevant planning history.

CONSULTATIONS

Statutory neighbour consultation period (21 days) started on 23/10/2015, in total 35 properties were consulted.

There were seven representations received objecting to the original proposal including objections from Ward Councillors Nerva, Southwood and Denselow. Objections have also been received from the Queens Park Residents' Association and a tree representative on behalf of the Queens Park Residents' Association.

The representations raised the following concerns.

| Objection raised | Response |
|--|-------------------------|
| Excessive development to the detriment of the conservation area and architectural harmony of the street | See paragraph 1.2-1.6 |
| Lack of reassurance that applicant is aware of the scale of the development and concern about damage during construction and after to neighbouring properties | See paragraph 2.1-2.4 |
| Dirt, noise and nuisance caused by building work especially as there has been development on Montrose Ave recently with 2 being basements | See paragraph 2.1-2.4 |
| Traffic congestion caused by builders. | See paragraph 2.1-2.4 |
| Lack of information regarding the impact to a mature cherry street tree to the front of the dwelling and how the applicant intends to mitigate any damage to this tree | See paragraph 1.11-1.14 |

A Site Notice was displayed on 24/10/2015 and a press notice published on 05/11/2015 as the site is within a Conservation Area.

POLICY CONSIDERATIONS

National Planning Policy Framework (2012):

Section 7 – Requiring Good Design

Section 12 – Conserving and Enhancing the Historic Environment

Core Strategy (2010):

CP17 – Protecting and Enhancing the Suburban Character of Brent

Brent's UDP (2004)

BE2 – Townscape: Local Context and Character

BE7 – Public Realm: Streetscape

BE9 – Architectural Quality

BE25 – Development in Conservation Areas

BE26 – Alterations and Extensions to Buildings in Conservation Areas

Supplementary Planning Guidance:

SPG5 – Altering and Extending Your Home

Queens Park Conservation Area Design Guide (2013)

Basements Practice Guide

DETAILED CONSIDERATIONS

Key considerations:

The main planning considerations when assessing this application are:

1. Whether the proposed development preserves or enhances the character of the property and the Conservation Area.
2. Whether the proposed development would have an unacceptable impact on the amenity of neighbouring residents.

1. Impact on Character:

1.1 The proposed development would need to have an acceptable impact on the character of the property and surrounding area and would need to preserve or enhance the special character of the Queens Park Conservation Area in order to be considered acceptable. Each part of the proposed development is assessed below:

Basement:

1.2 The proposed development would involve the excavation of a basement level under the footprint of the existing dwelling (including the single storey rear addition). Light would reach the basement level via a front lightwell and two internal glass panels set into the floor of the existing single storey rear addition. As the basement would predominately follow the footprint of the house, your officers consider it to be of an acceptable scale and proportion and raise no objection to the principle of a basement of this nature.

1.3 The front lightwell would be the only externally visible feature of the basement. It would follow the profile of the ground floor bay window and would have a depth of 800mm which complies with the guidance contained within the Queens Park Conservation Design Guide. (Section 3.7 pg. 20-21). It would be screened by the existing and proposed landscaping and the front boundary wall. Your officers consider the front lightwell to be a relatively discreet and unobtrusive addition to the front elevation.

1.4 Light to the rear of the extension is to be provided by glass panels set into the ground close to the glazed rear elevation.

1.5 The basement would only be accessed from inside the existing dwelling and is identified as a gym, study, family room and shower room. The uses described are considered ancillary to the residential use of the main dwelling and a condition can be attached to ensure that the proposed development is not occupied

separately.

1.6 Overall the proposed basement, front light well and internal glass panels to the rear are considered to sustain the special character of the Conservation Area.

Other basements on Montrose Avenue:

1.7 To date two basements have been approved to dwellings on Montrose Avenue, nos. 13 and 15 (LPA references 14/4653 and 14/4281 respectively). Both involved excavating basements underneath the entire footprint of the dwelling with front and rear lightwells. Both properties differ to the application site in that they date from the Edwardian era.

Rooflights:

1.8 To maximise light to the basement and the existing single storey rear addition; the applicant proposes to remove the existing single rooflight and install three rooflights. 2 of the rooflights would be 1.5m x 1.5m and would be located directly above the 'living' area. The longer rooflight would be 1m x 3m and would be located above the 'dining' area. Given the size of the rooflights proposed a condition could be placed to ensure the rooflights are obscurely glazed to mitigate against light spillage to neighbouring occupiers.

First floor rear and side facing windows:

1.9 The proposed development would involve removing and replacing a first floor window with a larger window to the existing two storey projection. The existing rear window is relatively small measuring 0.7m x 0.4m. The proposed window would be 1m x 0.8m and would be located just below the parapet of the sloping roof. The plans indicate it would match the existing first floor windows in material and type. In principle there is no objection to enlarging the window. Officers note no.30 also has a larger first floor window though this differs in style and material.

1.10 The side window would be moved 0.5m in height directly above its current position and would maintain its existing dimensions. The window alterations are not considered to have a significant impact upon neighbouring amenity as additional windows are not proposed.

Landscaping

1.11 There is an existing mature cherry street tree to the front of the property. The applicant has instructed a tree specialist to conduct a tree survey and develop a plan to mitigate any damage to this tree during construction, which would be secured by planning condition. Further information on this will be included in the supplementary planning report; however, should the survey indicate that the tree would not survive the proposed works, your officers consider that it would be acceptable for a replacement tree to be provided once works are complete, subject to further approval under a planning condition.

1.12 Whilst it would be preferable for mature planting to be retained, your officers propose a further planning condition be imposed such that a replacement tree of sufficient stature be planted should the development result in the loss of the tree over a reasonable time period.

1.13 The front garden also has a rather tall privet hedge with the remaining front garden mostly hard standing. A shed is situated along the boundary with no. 33 Montrose Road. The proposed front garden layout would involve the removal of the shed, retaining the front privet hedge and additional soft landscaping in the form of lavender and rosemary shrubs. There would be a small area of plum-coloured slate paving to accommodate the bins. This is an increase in soft landscaping and is considered an improvement on the existing situation and would help soften the appearance of the front lightwell.

1.14 Considering the points discussed above, your officers consider the proposed development would have an acceptable impact on the character of the host dwelling and would sustain the special character of the Conservation Area.

2. Impact on Neighbours:

2.1 Your officers recognise that basement excavations can affect neighbouring amenity during construction through dust, noise and vibrations. Your officers also appreciate the concerns surrounding the impact of basement excavations on structural and soil stability for example. Brent's approach to such development

proposals is to seek to minimise these impacts and applicants are expected to provide a Construction Method Statement as required by Brent's 'Basements Practice Guide'.

2.2 The applicant has provided a Construction Method Statement which details how the potential impacts of the proposal during construction will be mitigated and details of build methodology. This includes for example establishing hoarding around the site and precautions in terms of soil stability and structural stability of neighbours. In terms of nuisance, some disruption is unavoidable but limited to usual hours of working for construction sites. Should Members decide to grant consent your officers propose a condition be attached requiring the contractor to be a member of the Considerate Constructors Scheme.

2.3 Ward Councillors have raised concerns about the proposal on the grounds of impact of construction on quality of life and longer term fears as to the impact of subterranean constructions on stability and integrity of neighbouring properties and questioned whether a long term bond could be secured against potential negative consequences. Your officers have investigated this and have been advised that a bond is unlikely to be a practical solution, notwithstanding that it would not be possible to secure it via the planning process.

2.4 In addition the alterations to the two first floor windows are not considered to affect neighbouring amenity in terms of overlooking given that what is proposed is not too dissimilar to what is there currently.

2.5 In summary, the applicant has shown due consideration to the construction and building process of the basement in relation to neighbouring amenity and as such your officers do not consider the effect of the development on the amenity of adjoining neighbours to be a reason for refusing planning permission.

3. Conclusion:

3.1 Considering the points discussed above and subject to conditions, your officers consider the proposal would not have an unacceptable impact on the character of the property and on the amenities of neighbours and would sustain the special character of the surrounding Conservation Area.

3.2 The proposal therefore accords with relevant policies and your officers recommend that planning permission be granted.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/4484

To: Mr Baines
Pelican Architecture & Design
5 Kings Parade
Oakhampton Parade
London
London
NW10 3ED

I refer to your application dated 16/10/2015 proposing the following:
Proposed excavation of basement, installation of front lightwell, internal glass panels to form rear lightwells, insertion of three rear rooflights to existing single storey addition and replacement and enlargement of first floor rear facing window and alteration to first floor side facing window to dwellinghouse

and accompanied by plans or documents listed here:
See condition 2.
at 31 Montrose Avenue, London, NW6 6LE

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

Brent Unitary Development Plan 2004

- \$ Central Government Guidance
- \$ Council's Supplementary Planning Guidance 5 - Altering and Extending Your Home
- \$ Queens Park Conservation Area Design Guide

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

- 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):

7100 01
7100 02
7100 03
7100 04
7100 05
7100 06
7100 08 C
7100 09 B
7100 11 B
7100 14 D

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

- 3 No development shall be carried out unless the person carrying out the works has signed up to the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details shall be 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.

- 4 The basement hereby approved shall only be used for purposes incidental to the use of No.31 Montrose Avenue as a single family dwellinghouse and shall not be used as separate residential accommodation at any time.

Reason: To ensure the basement is not subject to unregulated intensification of use.

- 5 The soft and hard landscaping, including the hedge to the frontage, identified on approved plan numbered 7100 -14 D shall be provided in full prior by the end of the first planting season following completion of the development or by the end of the first planting season following first occupation of the development, whichever is sooner. 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 with others of a similar size and species and in the same position, 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 Queens Park Conservation Area.

- 6 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

- 7 Details of the front garden layout shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby approved. All detailed works shall be carried out as approved prior to the first occupation of the development. Such details shall include:

- (i) soft landscaping of the front garden area with shrubs;
- (ii) the retention of existing hedges and shrubs;

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 with others of a similar size and species and in the same position, 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 Queens Park Conservation Area.

- 8 Prior to the demolition and replacement of the front boundary wall hereby approved, details of the proposed wall, including elevations at scale 1:50 and a full specification of the materials to be used including bricks, caps and coping, shall be submitted to and approved in writing by the Local Planning Authority. The work shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

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

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
- 2 The applicant is advised that that construction and demolition work is controlled by the Council under Section 60 and 61 of the Control of Pollution Act 1974, and the British Standard Codes of practice 5228:1997 Parts 1 to 4. In particular, building work that is audible at the boundary of the site shall only be carried out between the following hours:
- Monday to Friday - 08.00 to 18.30
Saturdays – 08.00 to 13.00
Sundays and Bank Holidays – No noisy works at all
- 3 The application has demonstrated that appropriate consideration in terms of build methodology in relation to the basement has been undertaken by the qualified Engineer in accordance with the Councils Good practice guidance for basement construction. The Council has used its best endeavours to determine this application on the basis of the information

available to it, however the granting of planning permission does not provide any warranty against damage of adjoining or nearby properties, and the responsibility and any liability for the safe development of the site rests with the developer and/or landowner.

- 4 The applicant is reminded that the proposal site is included within an Article 4 Direction which means that any alterations to the frontage of the property, including lightwells for example, would require further planning permission.

MEMBERS CALL IN PROCEDURE

In accordance with Part 5 of the Constitution and Section 10 of the Planning Code of Practice, the following information has been disclosed in relation to requests made by Councillors for applications to be considered by the Planning Committee rather than under Delegated Powers

Name of Councillor

Councillor Denselow

Date and Reason for Request

18/11/2015, concerns relating to impact of construction on quality of life and longer terms fears as to the impact of subterranean constructions on stability and integrity of neighbouring properties in the absence of a long term bond against potential negative consequences.

Details of any representations received

Representation received from 30 Montrose Avenue

Name of Councillor

Councillor Nerva

Date and Reason for Request

18/11/2015, as above

Details of any representations received

As above

Name of Councillor

Councillor Southwood

Date and Reason for Request

18/11/2015, as above

Details of any representations received

As above

Any person wishing to inspect the above papers should contact Katrina Lamont, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1905

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COMMITTEE REPORT

Planning Committee on 16 December, 2015
Item No 09
Case Number 15/4104

SITE INFORMATION

RECEIVED: 22 September, 2015

WARD: Dudden Hill

PLANNING AREA: Willesden Consultative Forum

LOCATION: 222 Church Road, London, NW10 9NP

PROPOSAL: Change of use of vacant shop (Use class A1) into funeral services (Use class Sui Generis) to also include the demolition of rear extension and erection of a new single storey rear extension

APPLICANT: Mr Zubair

CONTACT: AW Architecture Ltd

PLAN NO'S: See condition 2

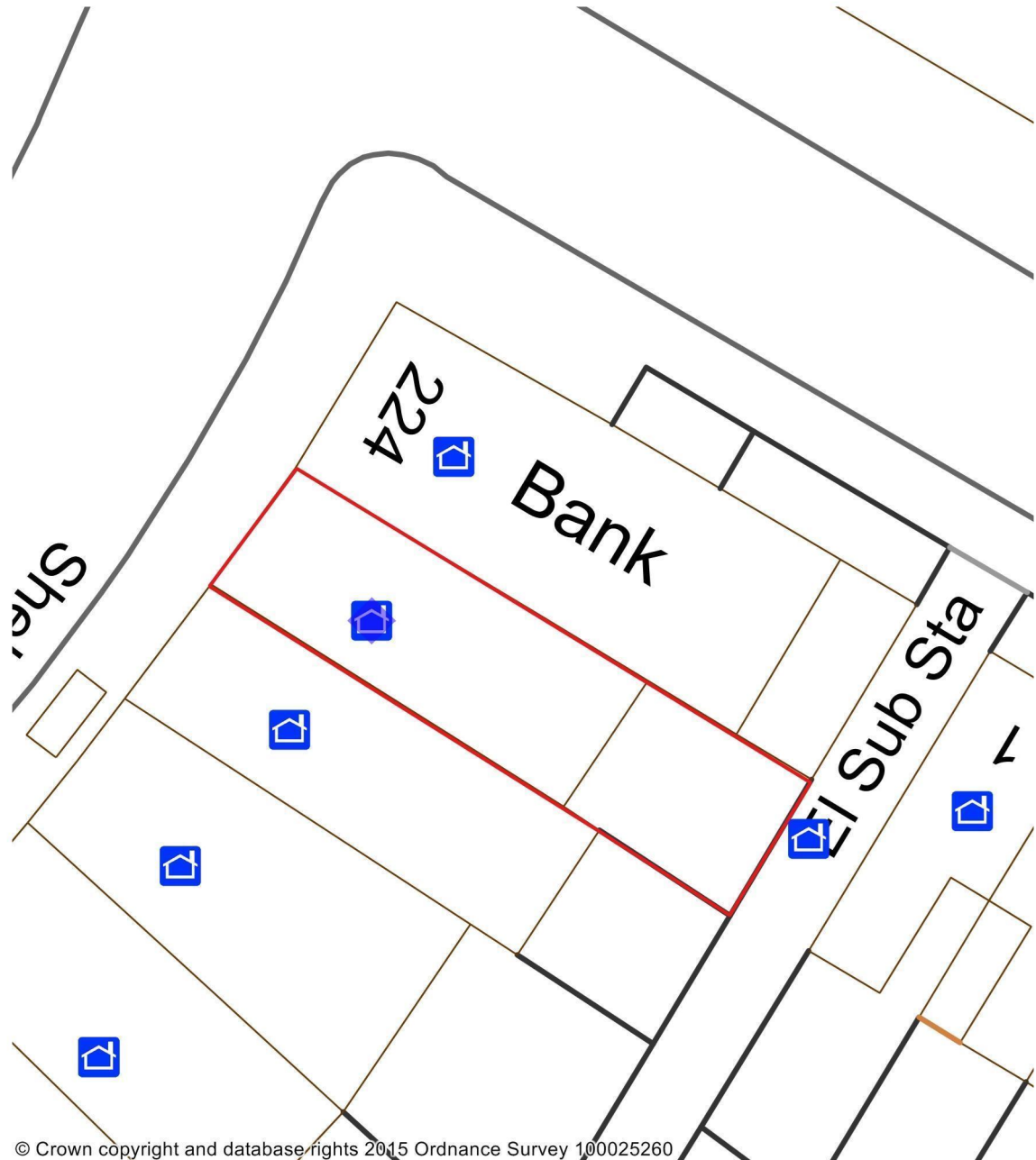
SITE MAP



Planning Committee Map

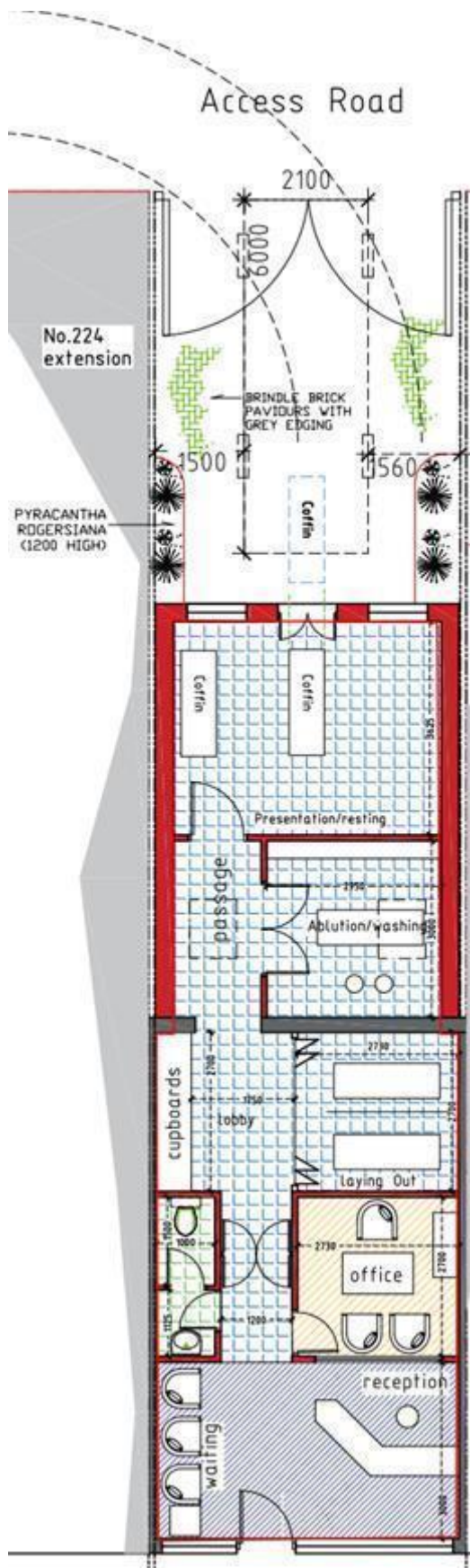
Site address: 222 Church Road, London, NW10 9NP

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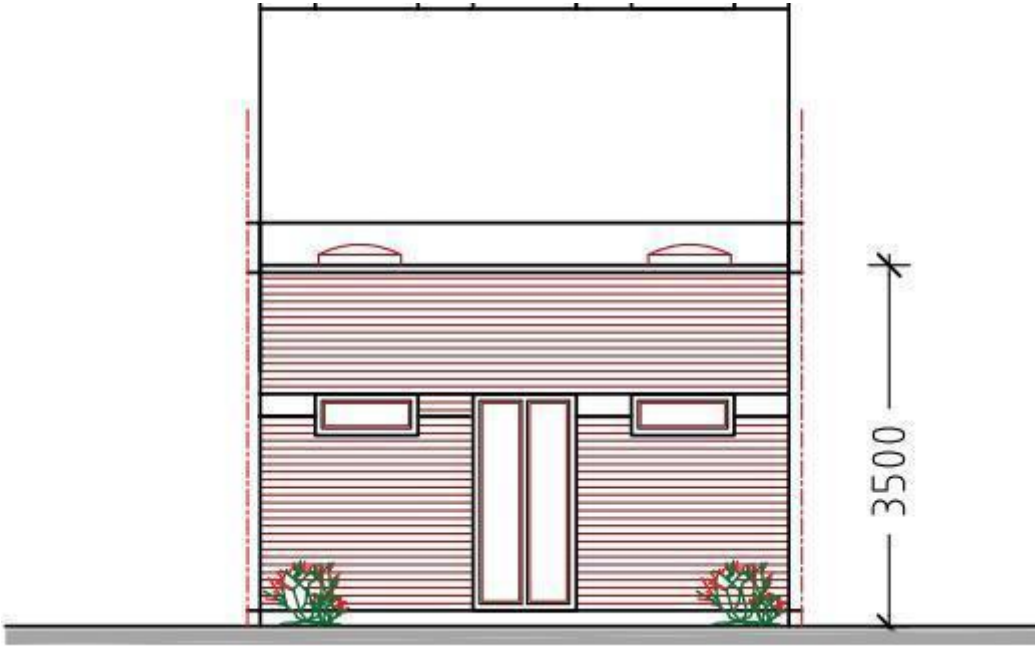


This map is indicative only.

SELECTED SITE PLANS
SELECTED SITE PLANS
Ground floor plan



Proposed rear elevation



RECOMMENDATIONS

Approval

, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The proposal is for the change of use of vacant cafe (Use class A3) into funeral services (Use class Sui Generis), the demolition of the existing rear extension and replacement with a new single storey rear extension of equal floor area.

The proposal also includes rear servicing accessible from the rear service road.

B) EXISTING

The site consists of a single storey building on the south east side of Church Road. The site is one of four single storey units on the end of the shopping parade otherwise characterised by three-storey terrace buildings which are commercial at ground floor and residential above.

The site has most recently been in use as a cafe/restaurant, use class A3.

It is accessible from the rear via the service road to which the property has a right of access.

The site is not currently within a designated shopping frontage as identified on the Policies Map: the Local Centre extends only to 132-192 Church Road; however, the Draft Development Management policies map has proposed new town centre boundaries extending around the whole of Church Road and the site is within the this proposed primary frontage.

C) AMENDMENTS SINCE SUBMISSION

Since the submission the application has demonstrated that they have a right of access to use the service road and have amended the layout of the extension so that servicing can take place without obstructing the service road.

D) SUMMARY OF KEY ISSUES

- Principle of the use in the shopping frontage is found to be acceptable as it maintains an active frontage and the uses to the rear can be considered ancillary to the funeral parlour frontage.
- The provision of rear servicing to avoid an obstruction to Church Road.

E) MONITORING

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 (sqm) |
|---------------------------------------|----------|----------|------|-----|----------------|
| 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 | | 80 | -80 | |

| | | | |
|--------------------------|---|---|---|
| Storage and distribution | 0 | 0 | 0 |
|--------------------------|---|---|---|

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

No relevant history

CONSULTATIONS

Neighbouring occupiers were consulted on 5th October 2015, 3 objections have received raising the following comments:

- The use will cause more disruption in terms of overcrowding on the pavement and traffic at a standstill.
- There are parking restrictions in the vicinity so how will this affect residents in surrounding streets.
- The access road shown on the plans does not exist – no vehicle access is permitted along the gated alleyway.
- There is a bus stop to the front
- Access to the rear is not available as permission will not be given to cross land owned by neighbour.
- Has UK Power Network who own the sub station to the rear of 224 Church Road been notified?
- An additional storey will block light to the neighbours to the rear

Cllr Long has objected to the proposal for the following reasons:

- Due to the location of the bus stop deliveries cannot be managed from Church Road without affecting the bus service or reducing the amount of car parking spaces.
- Turning space needs to be shown so vehicles do not reverse into Ilex Road.
- Hours of access may be 24/7 – not ideal as the service road backs onto residential properties.
- Probably a civil matter but believe the property does not have a right of way down the service road.
- There is no proposed front elevation – there are too many shuttered shops on Church Road.
- There should be a condition limiting the number of people in the premises and it should not hold public ceremonies.
- Impact of the loss of an A3 or A1 use on the economic viability of Church Road and the limited footfall this use would have.

Highways officers requested evidence that the site has a right of access to use the servicing road.

Environmental health officers commented that a condition regarding building methods should be attached in the interest of air quality during the construction of the extension.

POLICY CONSIDERATIONS

Brent's UDP 2004

DETAILED CONSIDERATIONS

1. Principle of the use

1.1 The proposal seeks permission for the change of use of the single storey building from A3 to Sui Generis.

1.2 Funeral parlours are often considered to be use class A1 (shops), whilst a funeral undertaker's chapel is classed as Sui Generis unless it is ancillary to an undertaker's shop, in which case it would be also be use class A1. Other differences between similar uses identified as A1 or Sui Generis use can include processes such as embalming.

1.3 Based on Use Class information and case law there is some doubt as to the specific use class this proposal should fall into but in this instance as the majority of the floor space (70% being behind the front reception and office) would be taken up by functions other than the public face of the funeral parlour your

officers consider that the use should be classed as Sui Generis.

1.4 Notwithstanding this, your officers are of the opinion that the fact an active frontage is to be maintained, the use at the front of the site will be sufficiently characteristic of an A1 funeral parlour or undertaker's shop in the level of activity it attracts for it to be considered as an appropriate town centre use.

1.5 As set out in the Existing section above, the unit is not currently in the adopted designated shopping frontage (though it would become primary frontage if the draft policies map is adopted). The proposal does not result in the loss of a retail unit as its most recent use was A3 and while being considered a Sui Generis use the proposal has some characteristics of an A1 use with a service being provided to visiting members of the public. The applicant advises that the use would be open to the public from 10am to 8pm which is reasonable in a shopping frontage.

1.6 Concerns have been raised about the frequency of use of the premises and the likely turnover. The layout provides space for two coffins in the presentation/resting room, one within the ablution/washing room and two within the layout room. The agent has confirmed that the likely scale of use would be one or two bodies a week and they would arrive during the day time and only by appointment. Following this bodies would be washed, prepared and sent for burial. The use is considered to be of a sufficiently small scale and unlikely to exceed such a level that it would cause harm to neighbouring amenity in respect of vehicular movements at unusual hours and vehicles queuing to gain access to the service yard.

1.7 No amendments are proposed to the existing shop front and if in the future the applicant sought to replace this a separate planning permission would be required.

2. Impact of the Extension

2.1 The proposal includes a replacement extension, equal in depth to the existing structure but increased in height to 3.5m to create a more usable space in line with the original unit. The adjacent uses at ground floor are commercial so this enlarged extension can be accommodated without harm to neighbouring amenity.

2.2 The neighbouring building to the north, 224 Church Road, located on the corner of Church Road and Ilex Road, has a residential dwelling at first floor and this has a terrace set in its rear corner adjacent to the application site. The extension will not directly conflict with the neighbouring dwelling however it is recommended that the proposed rooflights be obscure glazed in the interest of privacy and neighbouring amenity. Also in order to protect neighbouring amenity a condition is recommended which would require an application be submitted for the addition of any plant (e.g. air conditioning) so that noise and visual amenity can be assessed.

2.3 The separation distance between the rear elevation of the extension and the neighbouring Ilex Road property remains the same as the existing layout. The site is perpendicular to the rear projection of 1 Ilex Road but is separated by the servicing road and as such your officers are satisfied that the replacement extension would not effect the amenity of closest neighbour.

3. Transportation

3.1 The existing and the proposed use both require a transit sized van so there is no change to the minimum servicing standards.

3.2 The proposal does, however, include the provision of a new parking/loading space to the rear of the site, accessed via the existing rear service road. The principle of this arrangement is welcomed to avoid an obstruction Church Road where there is an existing bus stop.

3.3 Whilst there is restricted manoeuvring space at the rear of the site, the servicing arrangements will be able to accommodate a hearse and will allow the business to function without effecting traffic on Church Road. The applicant advises that at this stage they would be hiring a hearse when required for funeral services so a vehicle would not permanently be at the site.

3.4 In terms of parking standards the adopted standards would allow up to one off-street space for both the existing and proposed uses. In this case, no parking is proposed other than specifically for servicing and this is considered to be acceptable. For visitors to the business, there is limited public parking in the vicinity of the site and a CPZ operates between 8.30am to 6.30pm Monday to Friday and pay and display parking operates on Church Road during this time. Staff and visitors would need to use permits or pay and display parking as no other parking provision is made.

4. Conclusion

4.1 Whilst the proposed use has the same servicing and parking requirements as other retail uses the applicant has proposed an individual solution to enable the use to operate in an appropriate way, specific to its needs and preventing any obstruction on Church Road. The use is accepted by case law as being acceptable in shopping frontages.

Neighbouring comments

| Comments | Officer response |
|---|---|
| The use will cause more disruption in terms of overcrowding on the pavement and traffic at a standstill | The proposal does not create a large capacity venue and services will not be held here, as such the use should attract footfall similar to retail uses. Servicing and parking is set out in para's 3.1-3.4 |
| There are parking restrictions in the vicinity so how will this affect residents in surrounding streets | Para's 3.1-3.4 |
| The access road shown on the plans does not exist – no vehicle access is permitted along the gated alleyway | The property has a right of access to use the rear service road confirmed by the Land Registry |
| There is a bus stop to the front | A condition is recommended requiring all servicing of the use to take place from the rear to avoid an obstruction to Church Road. |
| Access to the rear is not available as permission will not be given to cross land owned by neighbour | The property has a right of access to use the rear service road confirmed by the Land Registry |
| Has UK Power Network who own the sub station to the rear of 224 Church Road been notified? | Neighbouring properties with addresses are consulted, this does not usually include substations. The proposal does not affect the substation. |
| An additional storey will block light to the neighbours to the rear | This is a misunderstanding of the proposal - a single storey rear extension is proposed and there is not increase in height to the existing building. |
| Turning space needs to be shown so vehicles do not reverse into Ilex Road. Hours of access may be 24/7 – not ideal as the service road backs onto residential properties | Manoeuvring space to the rear is tight but the agent has confirmed that it is usable and would enable vehicles to turn around. The applicant confirms that public access to the site will be 10am-8pm and delivery of bodies will be during the day and by appointment only. |
| There is no proposed front elevation – there are too many shuttered shops on Church Road | Para 1.7 |
| There should be a condition limiting the number of people in the premises and it should not hold public ceremonies | An informative is recommended advising that the use hereby approved does not entail holding public ceremonies. |
| Impact of the loss of an A3 or A1 use on the economic viability of Church Road and the limited footfall this use would have | Para's 1.1-1.6 |

CIL DETAILS

The proposal involves a change of use but does not involve any increase in floor area as the footprint of the proposed extension is like for like.

This application is liable to pay **£0.00*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.
 Total amount of floorspace on completion (G): 80 sq. m.

| Use | Floorspace on completion (Gr) | Eligible* retained floorspace (Kr) | Net area chargeable at rate R (A) | Rate R: Brent multiplier used | Rate R: Mayoral multiplier used | Brent sub-total | Mayoral sub-total |
|-------------|-------------------------------|------------------------------------|-----------------------------------|-------------------------------|---------------------------------|-----------------|-------------------|
| Sui generis | 80 | 80 | 0 | £35.15 | £0.00 | £0.00 | £0.00 |

| | | |
|--|-------|-------|
| BCIS figure for year in which the charging schedule took effect (Ic) | 224 | 224 |
| BCIS figure for year in which the planning permission was granted (Ip) | 259 | |
| Total chargeable amount | £0.00 | £0.00 |

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/4104

To: Mr Wajid
AW Architecture Ltd
15 RICHARDS WAY
SLOUGH
Berkshire
SL1 5EU

I refer to your application dated 22/09/2015 proposing the following:
Change of use of vacant shop (Use class A1) into funeral services (Use class Sui Generis) to also include the demolition of rear extension and erection of a new single storey rear extension and accompanied by plans or documents listed here:
See condition 2
at 222 Church Road, London, NW10 9NP

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 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
Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness
Transport: in terms of sustainability, safety and servicing needs

- 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):

Site plan
Proposed Plans Revision D
Proposed Elevations

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

- 3 The development hereby approved shall not be occupied unless the rear parking space shown on the approved plans has been laid out as approved and made available for use. The parking space shall be retained for the lifetime of the development and used solely for servicing in connection with the premises hereby approved, and at no time for any other purpose including staff or visitor parking.

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

- 4 The reception shall be maintained for the lifetime of the development and no obstruction, including obscure glazing, shall be installed in or behind the shopfront.

Reason: In the interest of maintaining an active shop frontage within the town centre.

- 5 All new external work shall be carried out in materials that match, in colour, texture and design detail, those of the existing building.

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

- 6 The premises shall not be open to the public except between the hours of 10am and 8pm.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

- 7 The applicant must employ measures to mitigate the impacts of dust and fine particles generated by the demolition and construction work. This must include:
(a) damping down materials during demolition and construction, particularly in dry weather

conditions,

- (b) minimising the drop height of materials by using chutes to discharge material and damping down the skips/ spoil tips as material is discharged,
- (c) sheeting of lorry loads during haulage and employing particulate traps on HGVs wherever possible,
- (d) ensuring that any crushing and screening machinery is located well within the site boundary to minimise the impact of dust generation,
- (e) utilising screening on site to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area,
- (g) the use of demolition equipment that minimises the creation of dust.

Reason: To minimise dust arising from the operation.

- 8 Rooflights in the extension shall be obscure glazed and maintained as such for the lifetime of the development.

Reason: In the interest of neighbouring amenity.

INFORMATIVES

- 1 The applicant is advised that the use hereby approved does not include the holding of public ceremonies, such activities may result in a use in the D1 use class and would have different impacts on neighbouring amenity and the highway.
- 2 The applicant is advised to note that if changes to or the replacement of the shopfront are proposed this will require planning permission in its own right.
- 3 The installation of air-conditioning or ventilation plant, extraction equipment or other roof structure would require permission in its own right.

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