



## Planning Committee

**Monday 9 May 2016 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](mailto: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](http://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.  |   |                          |
| Members are invited to declare at this stage of the meeting, any relevant personal and prejudicial interests and discloseable pecuniary interests in any matter to be considered at this meeting. |   |                          |
| 2.  |   |                          |
| <b>Minutes of the previous meeting (to follow)</b>  |   |                          |
| <b>Extract of Planning Code of Practice</b>   |   |                          |
| <b>NORTHERN AREA</b>  |   |                          |
| 3.  | Apex House, Fulton Road and Albion House, Albion Way, Wembley, HA9 (Ref. 15/4708)   | Tokyngton 5 - 46         |
| 4.  | MAHATMA GANDHI HOUSE, 34 Wembley Hill Road, Wembley, HA9 8AD (Ref. 15/4714)   | Tokyngton 47 - 90        |
| 5.  | Elsley Primary School, Tokyngton Avenue, Wembley, HA9 6HT (Ref. 16/0223)  | Wembley Central 91 - 126 |
| 6.  | 1C Carlyon Road, Wembley, HA0 1HP (Ref. 15/3950)  | Alpertton 127 - 158      |
| <b>SOUTHERN AREA</b>  |   |                          |
| 7.  | Stonebridge Primary School Annexe, Twybridge Way, London, NW10 0ST (Ref. 16/0073)   | Stonebridge 159 - 184    |
| 8.  | The Stonebridge School Site & Adventure Playground, Shakespeare Avenue, Stonebridge Estate Open Space, Hillside and Open Space, Milton Avenue, NW10 | Stonebridge 185 - 224    |
| 9.  | The Stonebridge School and Playground, Shakespeare Avenue, London, NW10 8NG (Ref. 16/0079)  | Stonebridge 225 - 238    |

2.

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 Visit - 7 MAY 2016

## SITE VISITS – SATURDAY 7 MAY 2016

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

| REF.    | ADDRESS   | ITEM | WARD            | TIME    | PAGE      |
|---------|---|------|-----------------|---------|-----------|
| 15/4708 | Apex House, Fulton Road and Albion House, Albion Way, Wembley HA9   | 3    | Tokyngton       | 9:45am  | 5 - 46    |
| 14/4931 | Land Surrounding Wembley Stadium Station, South Way, Wembley HA9  |      | Tokyngton       | 10:10am |           |
| 15/4714 | MAHATMA GANDHI HOUSE, 34 Wembley Hill Road, Wembley, HA9 8AD  | 4    | Tokyngton       | 10:30am | 47 - 90   |
| 16/0223 | Elsley Primary School, Tokyngton Avenue, Wembley, HA9 6HT   | 5    | Wembley Central | 11:00am | 91 - 126  |
| 15/3950 | 1C Carlyon Road, Wembley, HA0 1HP   | 6    | Alperton        | 11:35am | 127 - 158 |
| 16/0073 | Stonebridge Primary School Annexe, Twybridge Way, London, NW10 0ST  | 7    | Stonebridge     | 12.05pm | 159 - 184 |
| 16/0077 | The Stonebridge School Site & Adventure Playground, Shakespeare Avenue, Stonebridge Estate Open Space, Hillside and Open Space, Milton Avenue, NW10 | 8    | Stonebridge     | 12:30pm | 185 - 224 |
| 16/0079 | The Stonebridge School and Playground, Shakespeare Avenue, London, NW10 8NG   | 9    | Stonebridge     | 12:30pm | 225 - 238 |

**Date of the next meeting: Wednesday 11 May 2016**

The site visit for that meeting will take place on 7 May 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 9 May, 2016  
Item No 03  
Case Number 15/4708

### SITE INFORMATION

RECEIVED: 29 October, 2015

WARD: Tokyngton

PLANNING AREA: Brent Connects Wembley

LOCATION: Apex House, Fulton Road and Albion House, Albion Way, Wembley, HA9

PROPOSAL: The demolition of the existing buildings and redevelopment of a part 8-, part 9- and part 28-storey building comprising 558 student accommodation units with associated ancillary facilities at ground floor level, landscaping works, and cycle parking spaces, and a 49sqm cafe (Use Class A3) at ground floor level.

APPLICANT: HTA Design LLP

CONTACT: HTA

PLAN NO'S: Please see condition 2.

### LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

#### When viewing this on an Electronic Device

Please click on the link below to view **ALL** document associated to case

[https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR\\_124816](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124816)

#### When viewing this as an Hard Copy .

Please use the following steps

1. Please go to [pa.brent.gov.uk](https://pa.brent.gov.uk)
2. Select Planning and conduct a search tying "15/4708" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

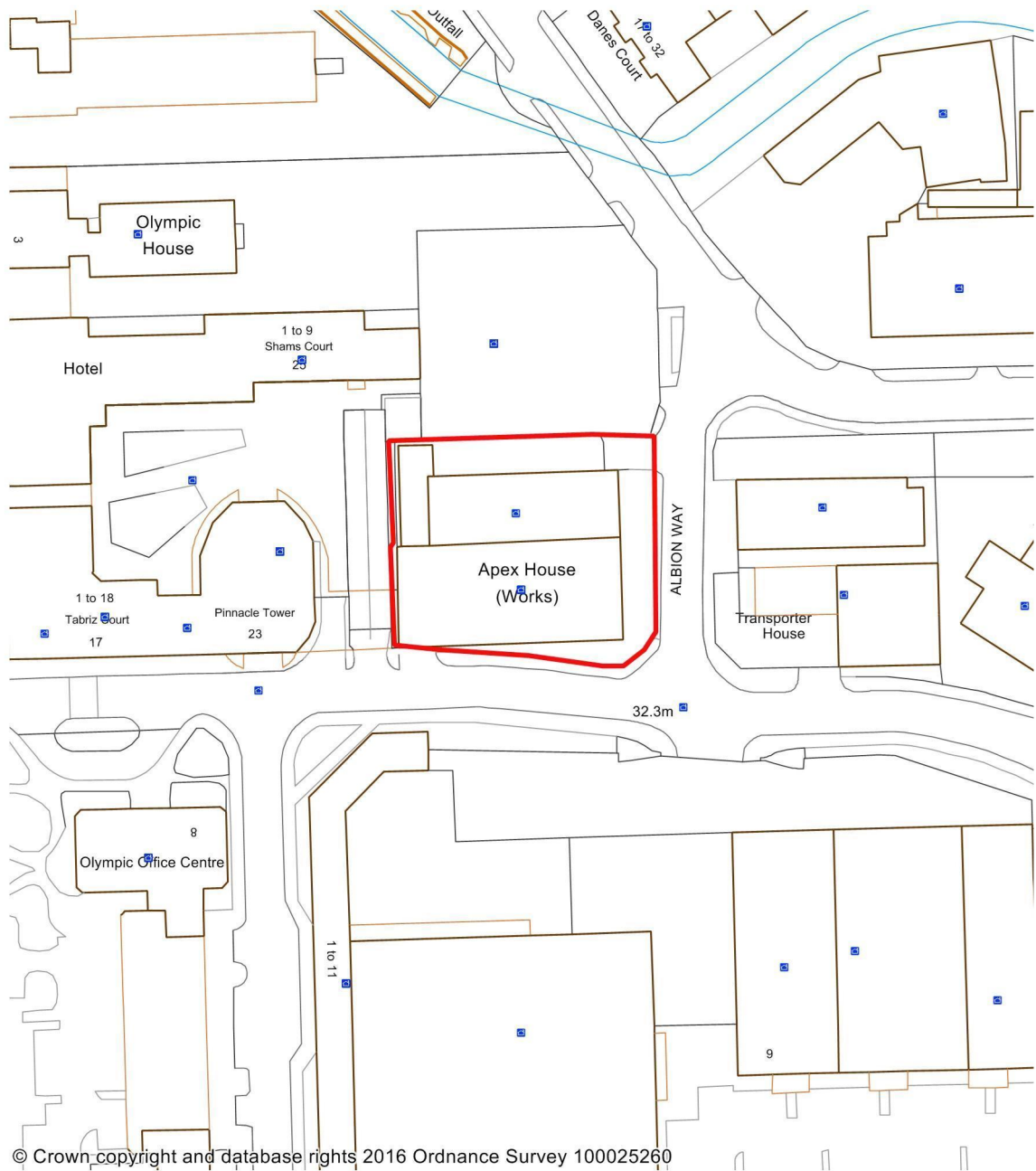
# SITE MAP



## Planning Committee Map

Site address: Apex House, Fulton Road and Albion House, Albion Way, Wembley, HA9

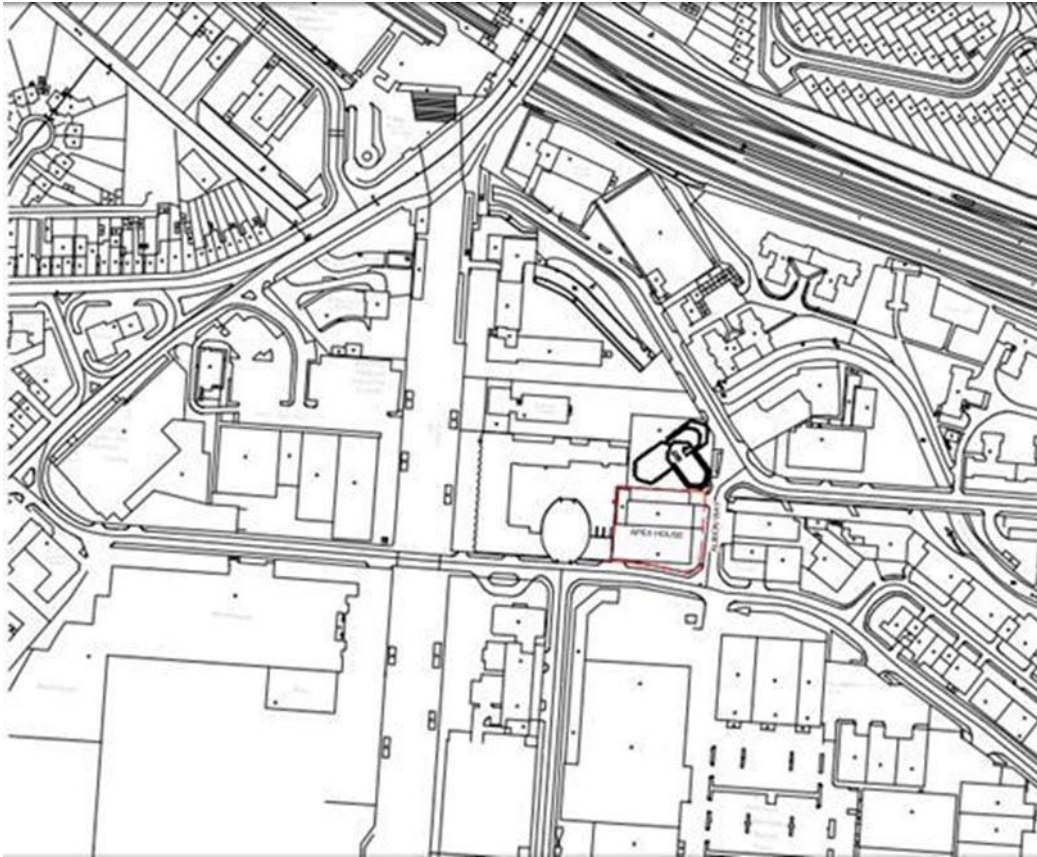
© Crown copyright and database rights 2011 Ordnance Survey 100025260



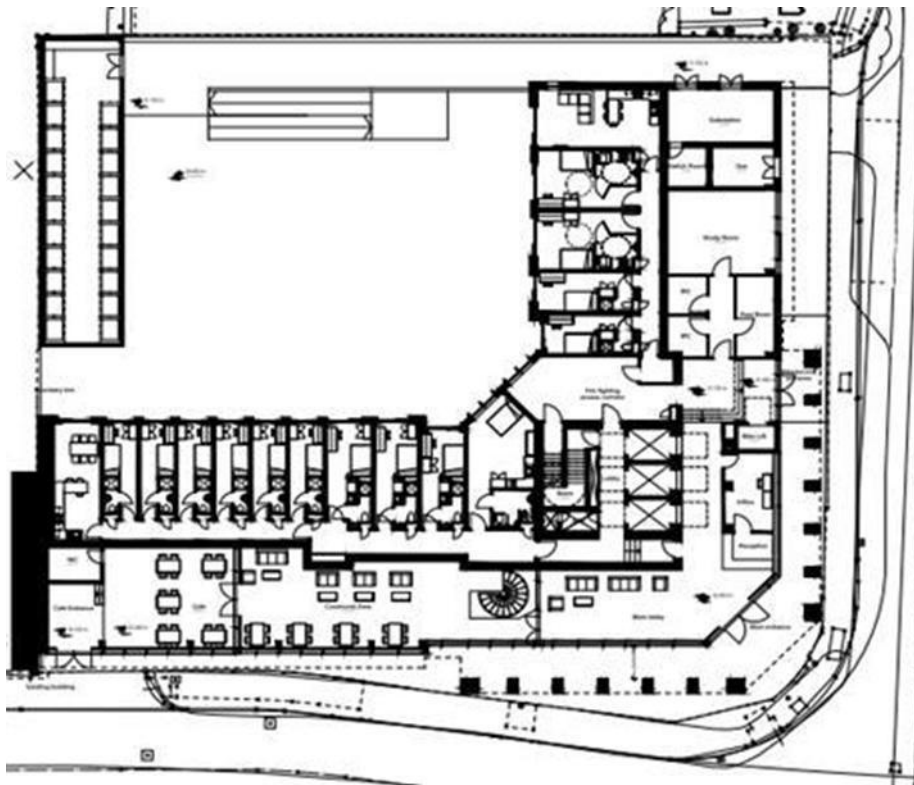
This map is indicative only.

# SELECTED SITE PLANS

## SELECTED SITE PLANS



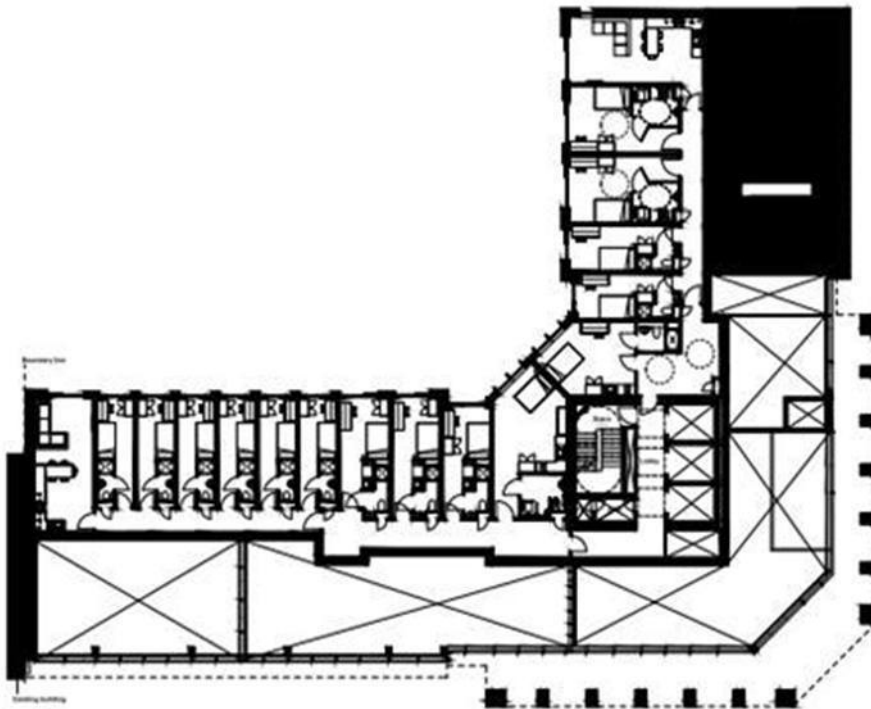
Site location plan



Ground Floor Plan



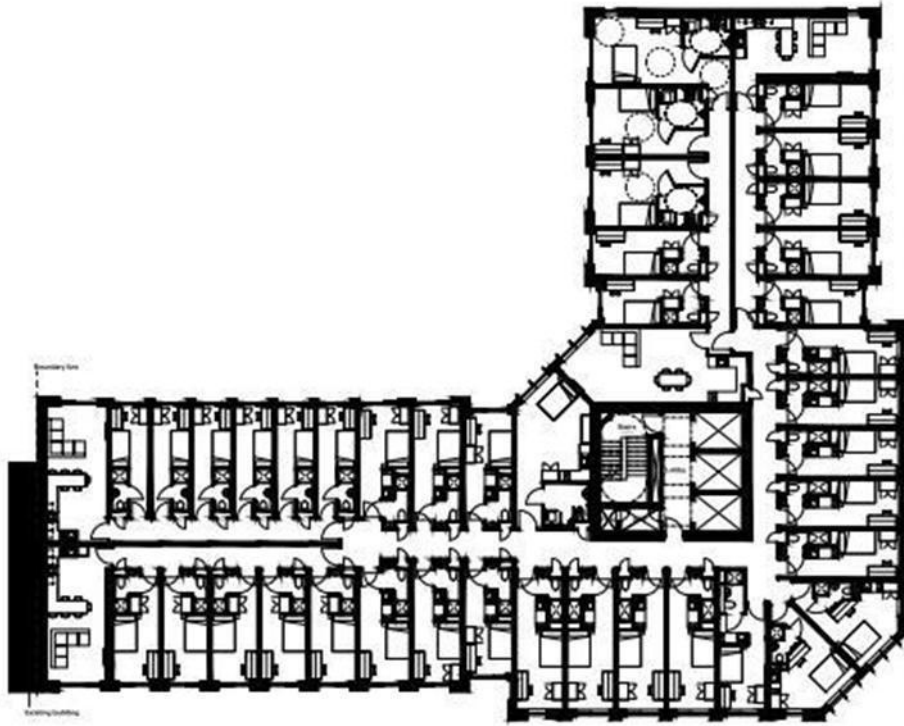
Landscaping Plan



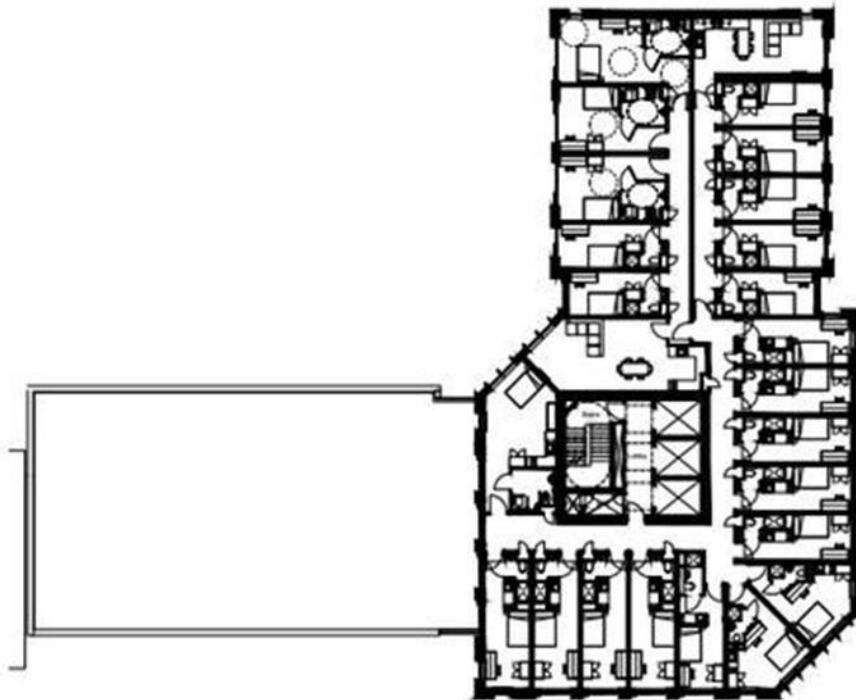
First Floor Plan

Document Imaged

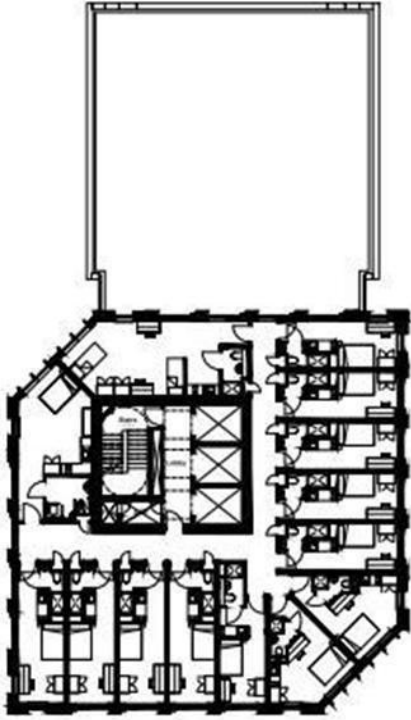




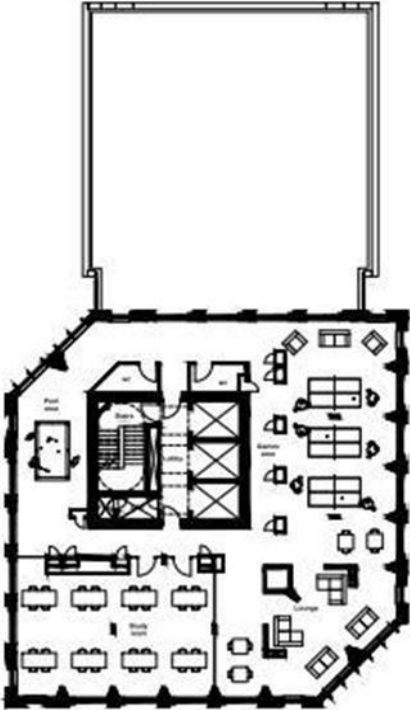
Floors 3-7



Floor 9



Floor 10-21



Top floor



West Elevation



South Elevation



East Elevation





North Elevation



View from Olympic Way



View from Fulton Road





View from North End Road



View from Wembley Park Station

## RECOMMENDATIONS

Resolve to grant planning permission, subject to the Stage 2 referral to the Mayor of London, and subject to the completion of a satisfactory Section 106 or other legal agreement and to delegate authority to the Area Planning Manager or other duly authorised person to agree the exact terms thereof on advice from the Chief Legal Officer, subject to the conditions set out in the Draft Decision Notice.

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

### **A) PROPOSAL**

The application seeks full planning permission for the demolition of the existing building to provide a part 8-, part 9- and part 28-storey building, which will comprise 558 student accommodation units. Associated ancillary facilities at ground floor, which include common rooms, games room/study area, entry lobby/lounge, gym, cinema room and a laundry. Landscaping works will be undertaken as well as the provision of cycle parking spaces and a 49sq.m. cafe that will be available for public use.

### **B) EXISTING**

The application site is located on Fulton Way, situated on the corner of Fulton Road and Albion Way in Wembley. Fulton Road runs along the south of the site and Albion Way to the east. To the north of the site is the recently completed Karma House which comprises approximately 450 student rooms. To the west of the site is Pinnacle Tower (formally Shubette House), completed in 2012, which is a mixed-use development comprising residential, retail and a hotel and fronts on to Olympic Way.

The site is currently occupied by a two storey building which is used as a car repair garage and a bakery/cafe. Car parking is currently provided along Albion Way out the front of the existing building. The site has a public transport accessibility level (PTAL) of 5, on a scale of 1 to 6b, where 6b is the most accessible. The nearest London Underground station is Wembley Park, located approximately 375 metres north of the site.

### **C) AMENDMENTS SINCE SUBMISSION**

The applicant has redesigned the internal layout to include a wider range of room sizes and now includes cluster flats with single bedrooms, and shared rooms which has increased the overall number of rooms to 558 (580 bed spaces). This has also led to an increase in height of the tower element of the scheme from 27 storeys to 28 storeys.

Additional information has been provided confirming that all entrances into the building, as well as each floor within the building, will have level access. Furthermore the application is now providing wheelchair units across a variety of room sizes.

The rear courtyard has been altered as this space is not particularly useable, and will now provide more of a visual benefit to the scheme and surrounding development. Planting species have been carefully selected to ensure that they can tolerate heavy shade and will provide year round visual amenity.

The roof terrace has been introduced to the scheme to provide some amenity space for the students and to maximise the usable areas of the development.

Alterations have been made to the layby directly outside of the application site on Albion Road in order to ensure this is policy compliant and can be used appropriately.

### **D) SUMMARY OF KEY ISSUES**

The key issues for consideration are as follows

- Providing new student accommodation. The proposal for 558 student units at Apex House is acceptable in policy terms, taking into consideration the existing permissions for student accommodation already consented in the Wembley Growth Area.
- The impact of a tall building in this location. The approach to the height, massing and material palette has been supported by GLA officers and CABE Design Review Panel who consider it will provide a high architectural quality that is appropriate for a building of this height. Council officers also support this view.
- Layout and make up of development The proposals include wheelchair units in cluster rooms, as well as studio units in response to the comments made by the GLA. The scheme includes an element of student rooms at affordable rents, as a result the internal layout has been redesigned to include a wider range of room sizes to allow for a wider range of rental values.
- The transport impacts of the proposed development. The site is in a area of excellent public transport accessibility and is considered to be acceptable in these terms.
- The impact of the development on the living conditions of neighbouring occupiers. The application has

demonstrated that neighbouring residential units will mostly receive good levels of daylight and sunlight. This is considered to be a normal outcome of a high density, large scale development in a built up urban area.

## 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) |
|------------------------|----------|----------|------|-------|----------------|
| Businesses and offices | 1990     |          | 1990 | 0     | -1990          |
| Restaurants and cafes  | 0        |          | 0    | 49    | 49             |
| Sui generis            | 0        | 0        | 0    | 15685 | 15685          |

### Monitoring Residential Breakdown

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

## RELEVANT SITE HISTORY

No relevant site history.

## CONSULTATIONS

### Initial consultation

Site Notice displayed on 16/11/15

The owner/occupier of 486 different properties were notified of the application 12/11/2015. This included properties in the following locations:

*Wembley Retail Park*  
*Olympic Office Centre*  
*Tabriz Court*  
*Pinnacle Tower*  
*Shams Court*  
*Danes Court*  
*Felda House*  
*Olympic Way*  
*Rutherford Way*  
*Watkin Road*

### Additional consultation

The same properties were notified of additional information being submitted with the application 23/12/2015.

### Further consultation

Site Notice displayed on 31/03/2016  
 Press Notice 07/04/2016

The same properties listed above were notified of the amended description 31/03/2016.

23 representations were received from 9 different properties and 3 un-specified properties, objecting to the proposal.

A petition containing 47 signatures was also received objecting to the proposal.

The grounds of objection were as follows.

| Grounds for objection  | Response   |
|--|--|
| Increase in noise as a result of the development                             | Council’s Environment and Regulatory officers were consulted. They recommend that subject to appropriate conditions the proposal is considered acceptable in these terms.  |
| Increased traffic as a result of the development                             | The Transport Assessment does not show this to be the case. No parking is proposed therefore the number of vehicles associated with the building will be very limited. This is supported by TfL and your Transportation officers. See paragraphs 112-121 of the report.  |
| Loss of privacy and impacts on surrounding residential properties            | Separation distances and relationships with surrounding properties has been duly considered, and as set out in paragraphs 67-72. The separation distances will exceed the minimum required by SPG17.   |
| Loss of daylight and sunlight to surrounding properties                      | Daylight / sunlight report was commissioned and submitted with the application. The report found to result in acceptable impact on surrounding properties. This is elaborated on in paragraphs 74-88 of the report.  |
| Properties already suffer from construction noise and disturbance            | It is inevitable that there would be some degree of disruption, as there would with any large development of this sort of magnitude. A Construction Logistics Plan will be secured by condition, and there is other legislation (outside of planning control) that can be used to control working hours, and minimise noise and disturbance should this be required. |
| Impact on residents from event days are already poor this will make it worse | The management of event days is not the responsibility of the developer or site operator. However, restrictions will be put in place on the operation of the building of event days, for example deliveries.   |
| Useful to understand the need for student accommodation in the area          | Document submitted with application demonstrates the need for student accommodation in London and its appropriateness in the borough. Paragraphs 17-21 of the report elaborates on this.   |
| Exceeds approved masterplan heights  | The policy context and height of the development is addressed in paragraphs 23-29.   |
| Proposal will be an over-development   | The principle of providing student accommodation in this highly accessible location is supported as  |

|   |   |
|---|---|
|   | outlined in paragraphs 14-18. The scale of development is supported as outlined in paragraphs 23-31.  |
| Will result in increased anti-social behaviour                                  | There is no justification that the proposals will result in anti social behaviour, any such instances should be reported to the Police.   |
| Lack of landscaping contained in the proposal                                   | There are not many opportunities for soft landscaping within the site due to the restricted nature of the site. Roofs will be maximised and used. New park in close proximity coming forward for development.   |
| Student housing does not provide any affordable homes for the borough           | As the scheme is not for C3 residential units, affordable housing provision is not required as part of the development. The scheme does propose lower than average rents for students though which will help with the accessibility of he rooms to students from all backgrounds.   |
| Proposal significantly taller than surrounding buildings                        | The context of the subject site and the cluster of tall buildings that it will form part of are discussed in paragraph 29.  |
| Proposal will impact on microclimate, wind turbulence, overshadowing and noise. | These issues are assessed in paragraph 94-98 and are found to be acceptable.  |
| Inappropriate land use / loss of existing use at the site                       | This is discussed in paragraphs 2-6 of the report. The proposed development considered acceptable in principle and in policy terms.   |
| Insufficient consultation by the applicant                                      | This point is noted, however, the consultation carried out by the applicant is out of the control of the Council.   |
| Cumulative impact of student uses / over-concentration                          | This issue is addressed in the principle section of the report, paragraphs 12-16.   |
| Proposed units are all self contained and regarded as C3 not sui-generis        | The students use of the site will be secured through any planning permission and will be tied in via legal agreement and conditions. A standard level of facilities for student accommodation is provided within the development as outlined in paragraphs 53-54.   |
| Proportion of student housing will be too high in policy terms                  | This matter of student population is covered by the Wembley Area Action Plan policy which looks to ensure that no more than 20 % of the new residents are students. In the short term it is possible that the proportion of students who reside within Wembley are above this level if the student housing schemes come forward before the development of the other sites in the locality. However, this policy looks to ensure that an appropriate balance is achieved in the medium to long term. |

## Wembley National Stadium Limited

*A representation was received from Wembley National Stadium Limited raising the following concerns over the proposed height of the tower element of the application and the implications of its location in relation to the stadium.*

The applicant has explored the potential of the tower on protected views of the stadium and the only view that could potentially be affected by the proposal is that from Barn Hill. Images demonstrating the impact of the tower on this view have been included within the submission. The development is outside of the viewing corridors from the locations identified in the Wembley AAP (Policy WEM 6 and Maps 4.5 and 4.6) to the stadium and its arch.

*The applicant has made an assessment of the student population on the minimum new homes in the growth area and the existing consented schemes. The rooms proposed by this application do not exceed the limitations set out in policy but do not take into account the 90, 000sqm of student accommodation proposed by the recently submitted Quintain application 15/5550 or the Quintain application at South West Lands 14/4931 which proposes 500 student rooms.*

This scheme for Apex House has been demonstrated as complying with policy in terms of student numbers and if approved will be added to the overall figure for Wembley. Conditions will be attached to the two schemes mentioned above to ensure the number of student rooms permitted do not exceed the restrictions set out in policy, taking into account the outcome of this current application.

## **Statutory consultees**

### **Environment and Regulatory Services**

The application submitted information including a Contaminated Land assessment, Asbestos survey report and Noise Impact Assessment. Officers were happy with the findings, however, recommended conditions be attached to any planning permission relating to: Contaminated land Investigation, remediation and verification; Asbestos; Noise tests prior to occupation; Construction dust and noise management.

A CHP system is proposed, however, no air quality assessment report has been submitted in relation to this. A condition requiring one to be carried out prior to the commencement of development is therefore recommended.

### **Transportation**

Revised drawing number AHW-HTA-A-SK160324-003 proposes a 12m long and 2.5m wide loading bay which is acceptable. The footway behind the loading bay will be 2m wide which is also acceptable. Additional footway will also be offered for adoption at the junction of Albion Way/Fulton Road which is acceptable. There are no transportation objections subject to appropriate conditions, legal agreement and informatives.

### **Sustainability Officer (internal)**

The report is quite thorough and has taken careful consideration to achieve the three measures required by the London plan. The calculations have been updated to baseline on Part L 2013 rather than 2010 which makes the 36.8% reduction exceed the 35% requirement and no financial contribution is required.

### **Thames Water**

No objection raised subject to appropriate conditions being attached to any decision, relating to drainage infrastructure.

### **Greater London Authority**

The application is referable to the Mayor of London under the provisions of the Town & Country Planning (Mayor of London) Order 2008. The application is referable under categories 1A and 1C of the Schedule to the Order 2008, namely the development comprises or includes the provision of more than 150 houses, flats or houses and flats, and includes the erection of a building more than 30 metres high, and is outside the City



of London.

The Stage 1 report is dated 28/01/16. In their report it is stated that the principle of student housing in this highly accessible location is supported in strategic terms. However, further information and discussion, as stated below, will be required to ensure the proposal complies with the London Plan:

- **Principle of development:** Given the sites location and the low quality of the existing industrial building on site, the principle of the loss of industrial accommodation does not raise any strategic planning concerns. The principle of providing student accommodation in this highly accessible location is supported in principle. However, Brent Council should be satisfied that the quantum of student housing proposed will not negatively impact on existing services and is appropriate on this site given the recent proposals for student accommodation within the immediate vicinity of the site. If there is no agreed undertaking with an educational institution to take up the student accommodation the applicant should deliver an element of accommodation that is affordable for students.

- **Urban design and tail buildings:** The 'L' shaped floorplate has resulted in a simple form and an efficient clustering of student rooms. The provision of communal amenity space for the students is also supported. The height and massing of the proposal is welcome and responds to the adjacent development.

- **Inclusive access:** The applicant should provide further details of how disabled people will access the building and courtyard space. It is disappointing that wheelchair units have not been provided in the cluster rooms. The applicant should provide typical room layouts for the wheelchair units.

The additional information submitted by the applicant addresses GLA officers comments raised in the stage 1 report. The proposal is now considered to be in accordance with London Plan Policy 7.2 'An inclusive environment'. No further information is required.

- **Sustainable development:** Further information and discussion are required before the proposals can be considered to be acceptable and the carbon dioxide savings verified. The proposal complies with London Plan policies 5.12 and 5.13. Conditions securing commitment for climate change adaption measures should be included within the application when it is referred back to the Mayor.

The applicant has provided further assessment and clarification on these matters, particularly in relation to carbon dioxide savings in order to satisfy these comments from the GLA

- **Transport:** Further information regarding transport matters are required for assessment prior to the application being referred back to the Mayor.

The applicant has addressed the number and location of cycle spaces to be provided, and the proposal is in accordance with London Plan policies. The applicant has completed both PERS and a cycling audit which are acceptable to TfL.

Officers consider that these matters have been adequately addressed. Indeed, secondary correspondence from the GLA confirm that 'the applicant has addressed all of the issues/recommendations that TfL raised during stage 1.'

Once Members have resolved to determine the application it is necessary to refer the application back to the Mayor for a decision as to whether to direct refusal, take it over for determination or allow the Council to determine the application itself. This is known as the Stage 2 referral.

**Ward Councillors for Tokyngton ward;-**

No comments have been received at the time this report was written.

## **POLICY CONSIDERATIONS**

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

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)

- London Plan 2015
- Mayors Housing SPG 2012
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Unitary Development Plan 2004 ('saved' policies)
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development
- Brent's 106 Supplementary Planning Document
- Brent's Site Specific Allocations Development Plan
- Wembley Area Action Plan 2015

## DETAILED CONSIDERATIONS

### 1. Principle of development

#### 2. Loss of existing light industrial accommodation

3. The site is located in the Wembley Opportunity Area. Policy 2.13 'Opportunity Areas and Intensification Areas' and Table A1.1 of the London Plan identify the Opportunity Area for a minimum of 11,500 new homes and indicative employment capacity of 11,000 and seeks to better integrate the world class stadium and other facilities with the surrounding development context. Development should contribute to the regeneration, vitality and viability of Wembley as a town centre. Proposals in the Opportunity Area should enhance permeability and connectivity to the wider hinterland. Development within this area should also exceed minimum guidelines for housing and employment requirements, should maximise public transport access, deliver social and economic inclusion and promote high quality design.

4. The Wembley Area Action Plan (WAAP) identifies the development site as an area that can benefit from higher densities and is suitable for hotel or residential development, provided commercial uses are located at ground floor. Policy 2.16 and Tables 2.1 and A2.1 of the London Plan identify Wembley as a town centre with the potential to develop strategic functions in leisure/tourism/arts/culture/sports.

5. The site is also listed within the borough's adopted Site Specific Allocations (SSA) (2011) as allocation W4, along with Shubette House and Karma House - both of which have now been developed. The allocation notes that this grouping of sites is a 'major opportunity for a mix of uses' including residential, retail and affordable work space, amongst other uses.

6. Given these points and the low quality of the existing industrial building on site, the principle of the loss of industrial accommodation is considered acceptable.

#### 7. Providing new student accommodation

8. The need to provide student housing is acknowledged within the London Plan at Policy 3.8 Housing Choice which states at part (h) that: 'strategic and local requirements for student housing meeting a demonstrable need are addressed by working closely with stakeholders in higher and further education and without compromising capacity for conventional homes'.

9. The provision of higher density residential development for specialist needs such as those of students is supported by the London Plan (paragraph 2.72F).

10. In response to the London Plan, Brent's Core Strategy Policy CP21 seeks to make locally appropriate provision for Brent's wide range of specific and special housing needs, including hostels for households without children (including key workers and students).

11. The site is located within a Strategic Cultural Area and the principle of student accommodation with shared student and commercial uses at ground floor level is generally acceptable for this location.

12. The WAAP Policy WEM23 Student Accommodation seeks to ensure that there is not an over

concentration of purpose-built student accommodation, and therefore allows for an element of student accommodation to be built at locations where major mixed use development is appropriate, subject to consideration of whether it would undermine the delivery of conventional housing. The Plan also says that in order to maintain a balanced community the development of purpose-built student accommodation will be controlled: student accommodation will not be allowed once the total number of approved student bedrooms exceeds 20% of the projected increase in the Wembley Growth Area population.

13. Based on the assumption that the Wembley Growth Area will have a minimum of 11,500 new homes, which is established in the WAAP and the London Plan, and using the national average household size of 2.3 people (Core Strategy, ONS Census 2011) and taking into account consents granted prior to the adoption of the Wembley Masterplan, the expected increase in population of Wembley is 27,223. Therefore the student population of the area could be 5,444.

14. Since 2011 there has been consent for 4,525 student bedrooms within Wembley, however, not all of these have been completed and occupied.

15. Assuming that all of the permissions are built out, there are a further 919 student rooms which could be granted permission, based on the population projections outlined above.

16. Therefore the proposal for 558 student rooms at Apex House is acceptable in policy terms, taking into consideration the existing permissions for student accommodation already consented in the Wembley Growth Area. It should be noted that outline consent is sought for the Quintain Masterplan (15/5550) and South West Lands (14/4931) proposals, with student accommodation sought as optional floorspace within those applications. When those applications are put forward to the planning committee for determination, the number of student rooms within Wembley will take into account the 558 student rooms proposed within this application and conditions will be attached restricting the provision of student accommodation within those consents (if granted).

17. The location of the site within Wembley can play an important role in delivering lower priced accommodation to London students, whilst still offering an accessible location for those studying at the City's universities. Cushman Wakefield who have carried out the market demand report for Apex House, suggest that Apex House rents will be considerably below the London average of £233 and can be deemed "affordable" to a large number of London students.

18. There is policy support to develop the site for student accommodation: the WAAP and Masterplan identify that Wembley is a suitable location, and it has been demonstrated that the proposed development will not exceed the 20% of the proposed population growth in the area, which itself is based on a minimum proposed increase in dwellings.

19. London Plan policy requires proposals for Student Housing to demonstrate that there is sufficient demand for the proposed accommodation and a Student Housing Demand Report has been submitted with this application. The assessment highlights that student numbers in London have increased by 10% over the last five years. It is specified that the proportion of students living in purpose built accommodation in London is below proportions in other regions and the average for England, and that the student accommodation that is in the pipeline in London is not sufficient to meet demand.

20. The report states that there is still scope for at least 16,000 new purpose-built bed spaces within London. Wembley is a developing student accommodation location, but is still home to less than 2% of London supply. As a hub of regeneration there is considerable scope for development, especially given the ease of access to a large number of London universities. The assessment also highlights that the proposal does not result in an exceedance of the policy level set out in the WAAP. Your officers consider that the assessment provides sufficient reassurance regarding the demand for Student Accommodation.

21. The S106 agreement that will be secured through this consent will restrict the use of the accommodation so that it can only be occupied by full time students enrolled on UK accredited and based further education courses for not less at 80% of the time. The other 20%, (outside term time,) the Council is content that the units may be rented out on short-term lets, perhaps assisting tourism within the summer vacation period.

**22. Urban design**

23. Height and massing

24. London Plan Policy 7.7 covers the location and design of tall and large buildings. It requires that tall and large buildings should not have an unacceptably harmful impact on their surroundings.
25. The criteria state that tall buildings should be located in suitable sites in places such as opportunity areas, or areas of intensification or town centres that have good access to public transport. The criteria also advise that tall buildings should not have an adverse impact on the character of the area, should relate well to the scale and character of the area especially at street level, have ground floor activities that have a positive relationship to the surrounding streets, enhance legibility and permeability, and contribute to local regeneration.
26. Relevant Local Policy is contained in saved policy BE10 of the Adopted UDP (2004). This policy confirms that high buildings, i.e. those over 25 metres are most appropriate in locations where their visual and other impact can be accommodated and the Wembley Regeneration Area is specifically confirmed in the policy as a preferred location for such buildings.
27. Greater London Authority (GLA) officers as well the CABA Design Review Panel consider that the principle of a tall building of the scale proposed at this highly accessible location within the Wembley Growth Area is acceptable in planning terms and your officers are of the same opinion.
28. In terms of height, it should be noted that the WAAP identifies the site as 'sensitive to tall buildings', defined in the associated Tall Buildings for Wembley document as having 'some scope for the development of tall buildings' with 'clear constraints'. It should also be noted that the WAAP states that tall buildings in its area of coverage need to 'demonstrate the highest architectural quality'. It is considered that the height of the tower this scheme proposes at the corner of Fulton Road and Albion Way is acceptable because a tall building is a suitable way to mark and frame the north end of the linear park proposed in the emerging masterplan to the south of the site. Whilst the site is located outside of the park itself, it acts as a clear visual marker and will be seen from within the park from a number of views.
29. The subject site is located within an area where tall buildings have been developed, and the proposal would add to the cluster effect of these tall buildings. Notwithstanding this, the site is relatively small and the proposed building height is taller than the surrounding context. The massing of the building, with a tower element and two plinths is supported as it ensures the building relates well to the surrounding context. The two plinths relate directly to the adjacent development and help to create an urban block. The materials have been chosen to reflect and compliment those on the surrounding buildings whilst the mass is concentrated at the corner of Fulton Road and Albion Way, terminating key views along Fulton Road.
30. The applicant has proposed glass reinforced concrete (GRC) as the predominant cladding material with variations in colour palette to distinguish between the three elements of the building and to provide appropriate transition to the adjacent buildings. The tower element will also be clad in aluminium panels which creates varied texture and vertical proportions. The Fulton Road frontage will be clad in GRC and terracotta planks and the Albion Way frontage will be clad in GRC and porcelain planks. Both these frontages are recessed from the building line of the tower which provides distinction between the two plinths and the tower element.
31. The approach to the height, massing and material palette has been supported by GLA officers and CABA Design Review Panel who consider it will provide a high architectural quality that is appropriate for a building of this height. Council officers also support this view.
32. Notwithstanding this, the final choice of material and quality of detailing is critical to ensuring the final design is appropriate, and as such it is recommended to include a clause in the section 106 agreement that will ensure the same calibre of architects are retained to produce all construction drawings, or a budget is allocated to allow them to review these when they are produced.
33. It has been identified within the WAAP that views of the Stadium contribute a significant amount to the perception of Wembley as a whole, performing a range of functions that add a layer of depth to the visual experience of the area. Views shown within the submitted documentation demonstrate that the proposal would be subordinate in height compared to the Wembley Stadium arch, and would not detract from the appreciation of views towards the stadium.
34. Within the Design & Access Statement it is clearly shown that there is no significant detrimental impact on the protected views to the Stadium from Wembley Park Station and Barn Hill Open Space. It has also been shown that the protected views of the borough's UDP are not interrupted by this proposed development.

35. Appearance and finish

36. The tower is designed as a broadly symmetrical building with two chamfered corners. The design of the elevation is organised into a base colonnade, intermediate groupings of windows into vertical stacks and a crown where the colonnade on the ground floor is reflected at the roof.

37. The tower will be characterised by strong vertical lines, created by light grey stone-coloured GRC clad columns, and metal elements. There are GRC clad horizontal divisions at three, four and five storeys; the divisions are larger as the height increases. Visual separation between each storey is created by a dark metal panel. Full height windows are proposed with perforated metal panels that allow the windows to be opened for ventilation.

38. Amendments have been made to the scheme which originally proposed a uniform approach for each elevation, mirrored around the chamfered corners. The current proposals have two approaches derived from the preliminary thermal and daylight assessments.

39. Working within the regular grid of the major structural components the windows and ventilation panels will vary depending on orientation and storey height, to create facades that are responsive to achieving the best levels of daylight whilst minimising the risk of overheating within a consistent design response.

40. The colonnade at the base of the tower is considered to be a positive element of the proposal. To maximise the opportunities presented by the inclusion of the ground floor café, a generous covered outdoor space has been created and the colonnade and wider footway which will encourage pedestrian activity in this location. Additionally, it provides a sheltered arrival that significantly reduces wind speeds to protect pedestrians and create a more comfortable microclimate. It offers a degree of shading to the larger areas of glazing around the entrance which may otherwise overheat.

41. The scheme proposes double height space at the entrance of the building, which eases the ground level, pedestrian feel of the building into the overall scale of the development as the proportions increase with the height of the tower. This helps create an appropriate human scale to the tower at the lower levels whilst still relating to the surrounding pattern of development and creating an appropriate articulated finish for the tower itself.

42. The main entrance on the corner is clearly defined and creates an attractive approach to the building, however, the remaining building frontages are not lost as a result of this, the active frontages and types of uses proposed help to articulate the street and ground floor level of the building as it wraps around the corner.

43. Overall, the elevational treatment of the proposed scheme is considered to be high quality. The detailing is considered to provide a vertical emphasis which visually grounds the mass of the building to its site.

44. The wing adjacent to Pinnacle Tower of the Shubette House site is eight storeys high, maintaining the building height along the Fulton Way elevation. The gap between the tower and this wing creates a visual separation between the two elements. The external frame is again GRC, with terracotta panels which will relate to the existing terracotta panels on Pinnacle Tower. The positioning of storey heights and horizontal detailing on Pinnacle Tower is echoed in the proposed design for Apex House, with the upper floors on both buildings set back

45. The ten storey block fronting onto Albion Way is also characterised by a GRC frame, in a colour which is intended to work well with the light grey of the tower, and Karma House to the north. The gap between the tower and this part of the building creates a visual separation between these two elements of the proposed development.

46. Layout

47. The overall approach to the layout is accepted by council officers and has been supported by the GLA as well as the CABE Design Review Panel.

48. As mentioned previously, the building is arranged in an L shaped configuration around a central courtyard. The principle access to the building is from the corner of the site at the junction of Albion Way and

Fulton Road.

49. The building is subdivided into three separate elements; the principle tower and then the two shoulder blocks. These are designed to integrate with Karma and Shubette House, both in their overall massing and their materiality.

50. The ground floor is designed to maximise active frontage to the street particularly along Fulton Road. The common room and a cafe are both located along this frontage with the main entrance located recessed behind a colonnade at the junction of Fulton Road and Albion Way. Along Albion Way secondary uses including study spaces, a potential shop and ancillary accommodation are located. Student rooms all face into the new courtyard.

51. The student's rooms are all accessed off a central core within the tower. The tower is designed to be symmetrical around a diagonal line. The South East and North West corners are both chamfered to reduce the building scale and reference the forms of Karma House.

52. Following an initial response from the GLA, the applicant has submitted a revised layout which has altered the number and type of rooms proposed. The scheme now includes an element of student rooms at affordable rents, as a result the internal layout has been redesigned to include a wider range of rooms sizes to allow for a wider range of rental values. The building now includes cluster flats with single bedrooms, and a small number of shared rooms, which has resulted in an increase in the number of rooms, 558 rooms (as opposed to 520) - or 580 bed spaces. The proposals now include wheelchair units in cluster rooms, as well as studio units in response to the comments made by the GLA. It should be noted that the Area Action Plan policy restricts the maximum number of student bedrooms and not beds. In this instance, a small number of twin rooms (12 rooms) is proposed to address affordability comments from the GLA. Whilst officers consider that the inclusion of a small number of twin rooms is acceptable as it provides lower priced student accommodation, officers may have concerns regarding the provision of significantly higher proportions of twin rooms.

The proposed composition of the development is now as follows:

| Room Type         | Number of bed spaces | % of development |
|-------------------|----------------------|------------------|
| Cluster en-suite  | 1.                   | 25%              |
| Studios           | 334                  | 57%              |
| Accessible rooms  | 56                   | 10%              |
| Double twin rooms | 44                   | 8%               |
| <b>Total</b>      | <b>580</b>           | <b>100%</b>      |

53. Apex House has been designed to include a wide range of large communal spaces for students. Students spend key parts of their time in their place of accommodation, this means that these spaces are key to delivering a successful and fulfilling time at university. Social interaction is important in residential accommodation, with students cooking, relaxing and now studying with each other (as group study becomes a more important part of learning - replicating the work place).

54. The current practice in constructing student accommodation is for developers to create larger social spaces and a wide range of room sizes, including some smaller rooms, to encourage social interaction and to meet student demand. This is reflected in recent London developments such as Angel Lane and Stratford One. Students are provided with a wider range of larger social and amenity spaces such as gyms, cafes, study and cinema rooms. These types of amenities are becoming the standard in new private sector developments across the UK, especially in locations not in immediate reach of university campuses such as the application site.

55. Landscape

56. It is acknowledged that the courtyard will be shaded for the majority of the time, however, it remains an important element of the overall design of the development. The courtyard has been designed as a visual amenity for the residents not just of the proposed building but also of Karma House and Shubette House, offering a significant improvement from the current poor quality industrial warehouse roof. The courtyard offers access to the bike storage whilst also allowing refuse to be stored discretely.

57. The planting species have been carefully selected to ensure that they can tolerate heavy shade. The retaining walls that form the handrail to the ramps that form the north and western boundary of the courtyard

will be clad in natural stone, the specification of which will be light in colour to maximise light and reflections within the courtyard.

58. The seating edge around the grove of trees will be formed from either granite or acid etched finish precast concrete. A light coloured resin bound aggregate is proposed as the main surface material in the courtyard. This will assist in the courtyard appearing as bright as possible while also complimenting the main building elevations.

59. The roof terrace at the top of the tower will enjoy views over Wembley Park. The student common room is located in close proximity to the roof terrace, in order to be close to an external break out space. It will provide outdoor amenity space where students can socialise or find some quiet space to study. The raised planters will contain a mix of shrub planting and small trees.

60. The landscape approach has been supported by the Council officers and is considered to be appropriate for the locality. Further details of all of the materials and planting species and specimens will be secured via condition to ensure that the finished appearance and longevity of the area are considered to be appropriate.

61. *Inclusive access*

62. Inclusive design principles, if embedded into the development and design process from the outset, help to ensure that everyone, including older people, disabled and Deaf people, children and young people, can use the places and spaces proposed comfortably, safely and with dignity.

63. It is proposed that the development will include 558 rooms of which 10% will be spatially designed to be wheelchair accessible. The applicant has provided an additional accessibility statement in support of the application setting out the approach and continued work to try and improve the accessibility and movement in and around the building.

64. There will be a ramp to the sunken courtyard at basement level. This is primarily for access to the cycle parking and is not intended to be used for disabled access, for which dedicated lifts are to be provided within the building.

65. The application documents confirm that inclusive and convenient access for all will be achieved throughout the rest of the development, with all public realm spaces designed to ensure inclusive access with level, wide and smooth surface approaches and minimal obstacles. Level access will be provided to all non-residential uses, within all buildings and to external amenity areas. This is supported, however, it is felt necessary secure details of landscaping and site levels by condition, to ensure that inclusive design objectives are met.

**66. Impact on neighbouring properties**

67. *Impact on neighbouring amenity*

68. The closest dimension between the proposed tower and that of Shubette/Pinnacle House is over 38m which is significantly more than that between the existing tower and the hotel to the west. It should also be noted that the windows in this elevation of the tower on the west side are secondary windows to the relevant rooms with their primary windows to the south or angled away in the chamfered North West corner. This will result in an acceptable relationship between the units in terms of overlooking and privacy.

69. Brent's SPG 17 in section 3.3 includes a minimum privacy separation distance of at least 20m - this is significantly exceeded in the proposed relationship between the existing apartments in Shubette House and the proposed Apex Tower, and therefore the proposal meets the required standards in the guidance.

70. Whilst at the lower level of the development, the projection of the west wing of the Apex House development does extend partially to the north beyond the rear building line of Shubette house. It is worth noting that this was accommodated for in the plan of Shubette house with the projection of the existing stair case on the west side of the tower similarly projecting from the main building line but actually a little closer to the tower than the proposed projection. This distance is still over 13.7m which also meets the standards in the SPG.

71. It should also be noted that the screened balcony structure of Shubette house was designed with the completion of the wider urban block (including Apex House) in mind as well as maintaining appropriate levels

of privacy around the courtyard of the overall urban block.

72. The separation of the subject building to surrounding properties is considered to be appropriate in this locality and results in an appropriate relationship with the existing surrounding development.

73. Sunlight and daylight

74. A report has been prepared by Malcom Hollis LLP which has been submitted with the application to assess the impact upon the daylight and sunlight amenity of the existing surrounding buildings which may arise from the proposed development at Apex House.

75. Building Research Establishment (BRE) Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (BRE, 1995) also known as the BRE Guide, was used to establish the extent to which the proposed development meets current best practice guides. The submitted Daylight, Sunlight and Shadow Assessment considers the effects of the proposal on the levels of daylight and sunlight received by nearby residential properties based on three analyses: Vertical Sky Component (VSC), Daylight Distribution (DD) and Annual Probable Sunlight Hours (APSH).

| BRE Test                              | BRE Criteria   |
|---------------------------------------|--|
| VSC Vertical Sky Component (VSC)      | The loss of daylight to a window will be noticeable if the VSC will be reduced to less than 27% and less than 0.8 times its former value.  |
| Daylight Distribution (DD)            | The loss of daylight to a room will be noticeable if the area of the working plane which can receive direct skylight will be reduced to less than 0.8 times its former value.  |
| Annual Probable Sunlight Hours (APSH) | A window should still receive enough sunlight if it receives at least 25% APSH for the whole year including 5% during the winter months. If the available sunlight hours will be less than this and less than 0.8 times their former value, either during the winter or over the whole year, it will be noticeable except where the reduction annually is no greater than 4% APSH. |

76. Assessment of Daylight Impacts

77. In accordance with the BRE guide the following buildings required assessment: Victoria House; Danes Court; Karma House; and 5 Olympic Way.

78. Of the 298 windows tested 252 (85%) will continue to meet the target values as set out in the BRE guidelines. Therefore, with the proposed development in place the majority of the windows surrounding the site will continue to receive adequate daylight.

79. Karma House and Apex House are high rise buildings and so the effects are equitable. While Apex House will be taller, the tower is set back from the boundary which means that there is more light available to neighbouring buildings. Additionally, the use of Karma House is student accommodation and this type of use is less sensitive to daylight than residential usage, as the length of tenure is temporary. Consequently, the impact of the proposal on the occupants of this building is considered to be acceptable.

80. In relation to 5 Olympic Way (Tabriz Court, Pinnacle Tower, Shams Court) the results show that the majority of the receptors tested will meet the BRE guidelines. Whilst some transgressions are noted, however, the same mitigation applies as stated above in relation to the taller elements of the two schemes. Where taller, high density developments are planned, some effects on daylight are unavoidable and the BRE guide recommends that a flexible approach is taken to the application of numeric targets. The greatest impacts are experienced by the residential units within Shams Court, situated to the north-west of the site. Shams Court is a low-rise block containing intermediate housing situated to on the northern side of the recent mixed use development at 5 Olympic Way site. It is directly to the north of Pinnacle Tower, the 20-storey residential building. A number of the windows within this block will fall to levels below BRE Guidance. However, this block was constructed as a part of a high density residential development, whereby the high density development of the adjoining sites was expected and supported by planning policy. The lower element of the proposed building fronting Fulton Road is set at a similar height to the lower parts of the existing 5 Olympic Way development. The taller element of the proposal is significantly higher than the



height shown within the masterplan, but has a slender plan-form, reducing its visual mass and the level of overshadowing. Nevertheless, it is considered that some reductions in levels of daylight beyond BRE Guidance levels should be expected in such situations. Therefore, officers consider the results to be appropriate and in keeping with high rise urban situations and that the reduction in levels of daylight does not warrant the refusal of planning permission.

81. The study has also undertaken daylight distribution tests to better assess the rooms in Karma House, and of the 13 rooms tested all but 3 will continue to meet the target values as set out in the BRE guidelines.

82. Further Average Daylight Factor (ADF) tests have been undertaken to a sample of rooms served by the windows which did not meet the BRE target for daylighting, known as Vertical Sky Component (VSC). Of the 13 rooms tested all but 1 will continue to meet the target values as set out in the BRE guidelines.

83. **Assessment of Sunlight Impacts**

84. The study also undertook an assessment of the Annual Probable Sunlight Hours (APSH) of: Victoria House; Danes Court; Karma House; and 5 Olympic Way.

85. Of the 297 windows tested 225 (76%) will continue to meet the target values as set out in the BRE guidelines.

86. A review of the results for Karma House shows that while some of the units will not achieve the full BRE criteria for sunlight, each unit will receive some sunlight and in most cases, a reasonable amount will be received. This corresponds to the BRE's guidance on sunlight availability within higher density developments. Those surrounding the site will continue to receive adequate sunlight as defined by the BRE guidance. Of those that fail all but 3 of the 13 rooms tested will continue to meet the target values as set out in the BRE guidelines.

87. In relation to 5 Olympic Way, the vast majority of units will meet the BRE criteria. Where they do not, this is usually because the orientation of the windows means they receive low levels of sunlight to start with. Therefore it is a result of the situation more than the proposed development's design and therefore the results are considered appropriate.

88. The results indicate that with the proposed development in place the majority of the windows within neighbouring units will receive good levels of daylight and sunlight.

89. **Overshadowing**

90. In accordance with the BRE guide the applicant has undertaken overshadowing assessments to the three roof terraces on 5 Olympic Way. The results demonstrate that all of the gardens and amenity areas tested meet or exceed the BRE target criteria for sunlight because at least 50% of their area receives at least two hours of direct sunlight on 21 March, or the reduction in area receiving sun on that date is less than the permitted 20%.

91. Officers stress that the BRE standards are guidance only and can be applied flexibly especially in denser urban areas. The numerical figures within the report should not be rigidly applied but used as part of a full evaluation of the site including the site context, the proposed massing, the scale and wider objectives of the development plan.

92. In summary, the assessment demonstrates neighbouring units will mostly receive good levels of daylight and sunlight. The resulting overshadowing is considered to be within appropriate limits also. As referred to above there will be some instances where the BRE daylight guidelines will not be achieved, in relation to neighbouring properties. However, it is accepted that this is a normal outcome of a high density, large scale development in a built up urban area.

93. **Microclimate and wind study**

94. An assessment of the likely wind microclimate conditions as a result of the development and the suitability of these in terms of pedestrian comfort for locations within and around the site has been undertaken. This was done using the Integrated Environmental Solutions (IES) Virtual Environment (VE). This software is a well-established advanced computer modelling technique for numerically simulating wind Flows in complex environments. It provides the means to identify Flow patterns and areas of potential high winds.

95. The assessment of wind conditions requires a standard against which the measurements can be compared. The Lawson Comfort Criteria have been established and widely used on building development across the UK. The criteria set out six pedestrian activities: sitting, standing, entering/leaving a building, leisure walking, business walking and roadway/car park.

96. For each category, an upper threshold is defined, beyond which conditions are described as unacceptable for a stated activity. If conditions are below the threshold, then they are described as tolerable.

97. The wind results on the surrounding existing external spaces show that all the sensitive receptors have acceptable wind conditions. Most of them have a negligible impact, whereas two of them have a negative impact of minor effect. Although these 2 points will have slightly higher velocities than the current condition, they will be suitable for standing and entrance, therefore no mitigation measures are required for them. The residual effect is negligible.

98. The assessment of the spaces surrounding the new development shows that 8 spaces out of 41 will have a negligible impact and the remaining 33 will have a positive impact of minor effect. For the spaces no mitigation measures are required.

99. Within the submitted study it has been demonstrated that the proposal either meets or exceeds the requirements for wind conditions at these locations. Therefore the entrance and exit points of the building are considered to provide a suitable standard of environment for their use, this is the same for the rear amenity space where pedestrians will spend time standing, sitting etc, as well as for areas around the building in the public realm.

100. The development therefore is considered to accord with the planning policy and best practice guidance set out in the London Plan Policy 7.6 and BE12 of the Brent UDP.

#### **101. Climate change and flooding**

##### **102. Energy**

103. The applicant has broadly followed the energy hierarchy. Sufficient information has been provided to understand the proposals as a whole.

104. A range of passive design feature and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. The building will be constructed to high thermal performance levels in order to achieve an efficient and airtight envelope which will result in minimised heat losses.

##### **105. District heating**

106. There is currently no existing district heating network within the vicinity of the proposed development, however, the development is situated within the Wembley Central district heating opportunity area. The Proposed Development will therefore be provided with the capacity for future connection to a District Energy Network. This will be secured via S106 legal agreement.

##### **107. Flooding**

108. A Flood Risk Assessment (FRA) has been undertaken by Peter Brett Associates. The FRA confirms that the majority of the site is within Flood Zone 1, with the north east corner of the site within Flood Zone 2. The FRA also confirms that the site is within a critical drainage area and the FRA states that the ground floor has a minimum of 400 millimetre freeboard above the EA's predicted 1 in 100 year flood level.

109. The application proposes student units (i.e. sleeping accommodation) located at basement level, i.e. below the modelled flood levels. The FRA confirms that despite the Environment Agency fluvial and surface water flood risk mapping indicating that any basement accommodation would be vulnerable to flooding, the basement level accommodation is hydraulically separated from any wider fluvial or surface water flood risks by higher ground on Fulton Road and Albion Way. The FRA also confirms that there will be internal access from the basement accommodation to upper floors in the event of any flooding.

110. Given this confirmation, the proposals are acceptable in principle and are considered to comply with

relevant policies.

**111. Highways and Transportation**

112. Parking

113. Car parking and servicing allowances for the existing building is given in the Wembley Area Action Plan. The lower parking allowances are applicable, as the site has very good access to public transport services.

114. The existing building as a whole has an overall floor area of approximately 1,240m<sup>2</sup> and with a parking allowance for employment uses B1 of 1 space per 400m<sup>2</sup>, up to three parking spaces would be permitted (increasing to five spaces if the building sub-divided into five units as property records suggest). The ground floor warehouse would be permitted a parking allowance of 2 parking spaces and 'transit' sized loading bay.

115. The existing presence of three parking spaces and 2 'transit' sized loading bays along the Albion Way therefore accords with standards.

116. In terms of car parking, standard PS13 allows up to one parking space per sixteen bedrooms and per five staff for student housing, giving a maximum allowance of 36 spaces. The proposed omission of any car parking from within the site would therefore accord with standards.

117. However, consideration also needs to be given to the potential impact of any overspill parking on traffic flow and road safety in the area. With limited opportunities for safe on-street parking available nearby and good options for travel by public transport to the identified colleges and universities taking students, it is anticipated that car ownership amongst students would be negligible.

118. The adjoining property (Karma House) is similar to this proposal and has recently been built and occupied (although the associated S278 works have yet to be signed off as substantially complete). Any future Controlled Parking Zone in the vicinity (as proposed to support wider redevelopment proposals) would help to prevent potential overspill parking on nearby residential streets and a 'car-free' agreement should be attached to any permission removing the right of future students to on-street parking permits (in the event of a Controlled Parking Zone ever being introduced in the area in future) and ensuring that they are fully notified of the permit restriction prior to moving into the building. Funding towards the potential implementation of a CPZ would therefore be welcomed.

119. With no off-street parking proposed within the site, it is difficult to provide any allocated disabled parking spaces. Any residents that do have a car and a Blue Badge would be able to use future parking bays in the surrounding area, although parking directly outside the site would only be possible for up to three hours with a Blue Badge. The scheme does however include the provision of a disabled bay directly outside of the subject building.

120. The proposed café (A1 use) will have a parking allowance of one space and a full sized servicing bay in compliance with standards PS7 and PS17. The café does have access from Fulton Road and would therefore be open to the public. No parking has been provided for this café however, a loading bay is proposed on Albion Way to satisfy servicing standards PS17.

121. The development does include a gym which will be restricted to use by students otherwise separate parking standards would have to be applied.

122. Cycle Parking

123. Drawing number AHW-HTA-A-0200 proposes 310 cycle parking spaces, 16 of the cycle spaces will be proposed in Sheffield stands on Albion Way. There is ramp from the basement up to Albion Way allowing easy access for cyclists. The cycle store will be secure and covered to protect against theft and weather. This is compliant with PS16 of the UDP-2004.

124. Site Management Plan (the Student Management Plan)

125. Un/loading of students' possessions at the start and finish of the college year is an issue that is likely to cause high levels of parking directly outside the site at certain times of the year and which therefore needs to be efficiently managed.

126. The transport statement states that students will move in over the first 3-4 weekends in September/October only and that a time slot of 20 minutes to load and 30 minutes to unload will be allocated on moving days. This time slot is for vehicles parking in the layby on Albion Way, which can accommodate 2 vehicles. Please note though that, as public highway, space cannot be reserved in the lay-by for exclusive use by this building.

127. To ensure the 20/30 minute time slot is sufficient and does not result in a backlog of vehicles who may not get their allocated slot, it is important that staffing assistance be provided on moving days and the transport statement does refer to the provision of a secure temporary ground floor storage area to allow goods to be unloaded from the vehicle quickly so that the car can be moved off to a remote car park, before belongings are then carried up to the flat. This area for the secure temporary ground floor storage is not identified on the plan submitted in the Site Management Plan appendix.

128. Please also note that the transport statement refers to 120 slots per weekend on the assumption that all 3 parking spaces are available (this will need updating as only 2 cars can be accommodated in the space proposed). The Site Management Plan does note that on Wembley Stadium event days, access to the lay-by and other parking space in the area is severely restricted, so pre-booked slots would not be offered on event days.

129. A revised Site/Student Management Plan should be submitted for LPA approval, which should show the temporary ground floor storage area provided to minimise the time taken to unload vehicles; belongings can then be transported up to individual rooms once cars have moved off-site to an alternative parking location. It should also update the number of slots available for un/loading to reflect the spaces created

130. Transportation Statement

131. Predicted person trip rates to and from the new student accommodation were derived from consideration of existing trips to and from four similar student halls of residence;

- o Bartholomew Road Student Accommodation Camden (no off street parking),
- o Emily Bowes Court & The North Lodge Haringey (no off street parking),
- o Ramsay Hall Camden (no off street parking).

132. Predicted mode trip rates to and from the new student accommodation were as follows: 48% are estimated to travel by tube, 16% by train, 34% by bus and 2% by cycle. The distance of this site from any colleges or universities means the modal share by bus and tube services is likely to be significantly higher than indicated. Nevertheless, the high number of bus, rail and tube services in the area mean that the predicted number of additional students using public transport services, particularly in the peak hours when spare capacity is most constrained, is likely to amount to less than one extra passenger per bus or tube service, which is not considered significant.

133. The proposed loading bay will be used by the students for unloading/loading, it will also be used for refuse collection and servicing the proposed café. Transportation would recommend a condition for a service management plan to be submitted.

134. TfL's original comments requested a PERS audit to be carried out which has now been submitted with this application. The audit was carried out 1st March 2016 between 14:00-15:00. The results found that routes from the site to the bus stops on Fulton Road and Rutherford Way are overall acceptable with wide footways that are obstruction free. The audit did find that there is a lack of formal pedestrian crossing at the junction of Rutherford Way/Fulton Road however, there are dropped kerbs that can be used by less mobile users. The route to Wembley Park Station was also assessed and Olympic Way is a pedestrianised street that provides direct access to the station, traffic free. The report summary concludes that general improvement of the footway is required where loose or broken paving slabs were seen and CCTV could be provided to improve security. In addition to this, dropped kerbs at crossing points with tactile paving could be provided. The requirement for CCTV and dropped kerbs at crossing points are not required along the routes to the bus stop and station and therefore is not required. Broken slabs and general maintenance of the footway should be reported to the Council's maintenance team for action.

135. A cycle accessibility assessment has also been completed as requested by TfL. The survey found no hazardous locations within the immediate network however, Wembley Park Drive and Empire Way gyratory was classified as 'red' due to the high volume of traffic at this junction.

136. TfL's comments do require a bus corridor study to be undertaken and the development should contribute towards this. TfL, as the operator of bus and tube services, will need to examine the data in more detail and they may be particularly concerned about any particular routes or services which experience higher than average additional demand due to an affiliation between this student housing and any particular University or college.

137. A construction logistic plan must be submitted for LPA approval and any temporary traffic management required should be agreed with the Highway Authority before construction begins.

138. Travel Plan

139. The Travel Plan has been submitted and looks to promote cycling, local taxi's, walking etc. The Travel Plan coordinator has not yet been identified but is most likely to be the site manager. The site will be in the vicinity of a car club, located with Brent Civic Centre and discounted travel rates have also been offered by TfL.

140. Highway works

141. Revised drawing number AHW-HTA-A-SK160324-003 proposes a 12m long and 2.5m wide loading bay which is acceptable. The footway behind the loading bay will be 2m wide which is also acceptable. Additional footway will also be offered for adoption at the junction of Albion Way/Fulton Road which is acceptable.

142. There were originally concerns with regard to the impacts of the development and some of the proposed highway works, however, these have now been addressed as outlined above. Additionally, the sub station doors do not now open onto the Public Highway. The basement has been removed from being sited under the public highway. The highway improvements have been amended with a loading bay and a diverted footway, around the loading bay, to adoptable standards.

143. In order to accommodate a loading bay (used for deliveries/servicing, as well as the students move in/out process), Albion Way has been narrowed to 6m. The narrowing on Albion Way still allows two vehicles to comfortably pass and also provides a 2.0m footway along the western side of the road and a 4.7m-7.6m pedestrianised area in front of the development.

144. As there is no off-street parking spaces proposed at this site, the works to reinstate the existing redundant crossovers back to footway can be included in the S278 works.

145. Highways Mitigation

146. In the event that planning consent is granted, a financial contribution will be sought towards transport infrastructure works in the vicinity of the site.

147. To this end, transportation improvements totalling £28m for the wider Wembley area have been identified. In order to identify an appropriate level of contribution from any particular development, this cost has been broken down against the total redevelopment of the area to identify a unit charge per 100m<sup>2</sup> of commercial/retail/residential floor space (assuming development will fund 70% of the total bill).

148. Applying this figure to this scheme produces a total sum of £134,142 as being appropriate to the scale of the additional student accommodation sought, which is to be secured through CIL.

149. The revision made during the course of the application mean that there are no transportation objections to the proposal, subject to appropriately worded conditions and relevant licences being in place as well as terms of a legal agreement and financial contributions for mitigation.

**150. Summary**

151. The proposed provision of 558 rooms of student accommodation is considered to maintain an appropriately balanced community in the medium to long term as it does not exceed the capacity set out within the Wembley Area Action Plan. The layout, design and height of the building are considered acceptable within this locality and this view is supported by the panel of expert architects and designers who sit on the CABA Design Review Panel. The scheme has been designed to ensure that the proposed building meets the BRE guidance relating to daylight and sunlight with regard to its impact on the windows of the nearby properties, and the scheme is considered acceptable in highways terms with no significant impact

projected on the public highway or public transport infrastructure

152. Officers accordingly recommend that the Council resolve to grant planning permission subject to conditions and a Section 106 legal agreement, and subject to the stage 2 referral to the Mayor of London.

## **SUSTAINABILITY ASSESSMENT**

The applicant has supplied an energy statement as part of the submission which indicates measures that will achieve a 35.7 % reduction in CO2 emissions beyond the requirements of Part L of the 2013 Building Regulations. This accords with the target of 35 % set out within the London Plan. This level of reduction comprises a 6.59 % saving through energy efficiency measures, 25.95 % saving through the incorporation of Combine Heat and Power (CHP) and 3.19% through renewable energy technologies (PV cells). The applicant has confirmed that the development has been designed to allow future connection to a district wide heat network, should one become available in the area.

## **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 on completion of the deed in (i) preparing and completing the agreement and (ii) monitoring its performance;
- Notification of material start 28 days prior to commencement;
- A 'parking permit restriction', withdrawing the future right of residents and business occupiers to on-street parking permits in the vicinity of the site;
- Join and adhere to Considerate Constructors scheme;
- A Section 38/278 Agreement to secure highway works to provide; (i) a new loading bay; (ii) widening of the adopted highway (with land offered to the Council for adoption) into the site to retain a 2m wide footway along Albion Way; (iii) removal of any existing crossovers rendered redundant; (iv) a row sets or path edging to demarcate the footway (v) approval in principle for the retaining wall where the basement abuts the Public Footway, (vi) all associated changes to line marking and associated TRO costs; and (vii) the costs of any changes to statutory undertakers' equipment. The properties shall not be occupied until all associated Section 38/278 works have been completed to the satisfaction of the Local Highway Authority.
- TfL contribution towards bus capacity enhancements in Wembley, amount to be confirmed following further discussions with TfL;
- To allow easy connection to a Decentralised Heat / Energy Network should one be implemented in the area in the future.
- The submission and approval in writing of a revised Travel Plan and to implement this plan, the purpose of the plan being to manage the transport needs of the Development so as to minimise car usage and promote alternative modes of transport.
- The Architects for the scheme, HTA, shall be retained for the delivery and construction of the development.
- Training and employment
  - To prepare and gain approval of a Employment and Training Plan prior to commencement and to implement the Plan
  - To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
  - To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
  - From material start, to provide monthly verification of the number of Brent Residents employed or provided training during construction and if the above targets are not being met,

- to implement measures to achieve them
- Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.
- A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to the piling of foundations for the development hereby approved. This shall demonstrate (unless otherwise agreed by the Council):
  - How the development will achieve a minimum of BREEAM "Excellent" (submission of a design stage assessment by a BRE approved inspector);
  - How the scheme will achieve a minimum CO2 reduction of 35% from 2013 TER (regulated) ;
  - That the scheme can be easily connected to a district wide heat network, should one come forward in the future.
- The applicant shall include/retain appropriate design measures in the development for those energy and water conservation, sustainable drainage, sustainable/recycled materials, pollution control, and demolition/construction commitments made within Brent's Sustainability Checklist and other submitted documentation (or agreed by further negotiation), and adopt adequate procurement mechanisms to deliver these commitments.
- On completion, independent evidence (through a BRE Post-Construction Review and completion certificates) shall be submitted on the scheme as built, to verify the achievement of at least BREEAM "Excellent".
- If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required:
  - the submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible, the submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.
  - The submission and approval in writing of a revised Travel Plan and to implement this plan, the purpose of the plan being to manage the transport needs of the Development so as to minimise car usage and promote alternative modes of transport.

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

## CIL DETAILS

This application is liable to pay **£4,170,475.54\*** 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): 1990 sq. m.

Total amount of floorspace on completion (G): 16489 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 | 16489                         | 0                                  | 14499                             | £200.00                       | £35.15                          | £3,547,076.79   | £623,398.75       |

|  |                      |                    |
|--|----------------------|--------------------|
| 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) | 274                  |                    |
| <b>Total chargeable amount</b>   | <b>£3,547,076.79</b> | <b>£623,398.75</b> |

\*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**

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Application No: 15/4708

To: Mr Dodd  
HTA  
106-110 Kentish town Road  
London  
NW1 9PX

I refer to your application dated 29/10/2015 proposing the following:  
The demolition of the existing buildings and redevelopment of a part 8-, part 9- and part 28-storey building comprising 558 student accommodation units with associated ancillary facilities at ground floor level, landscaping works, and cycle parking spaces, and a 49sqm cafe (Use Class A3) at ground floor level. and accompanied by plans or documents listed here:  
Please see condition 2.

at Apex House, Fulton Road and Albion House, Albion Way, Wembley, HA9

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 2015  
 Brent Core Strategy 2010  
 Brent Unitary Development Plan 2004  
 Council's Supplementary Planning Guidance  
 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  
 Housing: in terms of protecting residential amenities and guiding new development  
 Employment: in terms of maintaining and sustaining a range of employment opportunities  
 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):

TID-AHW\_HTA-A\_0100 1/250 A1 Location Plan -  
 TID-AHW\_HTA-A\_0101 1/500 A1 Site Plan -  
 TID-AHW\_HTA-A\_0102 1/50 A1 Wing A 1/50 -  
 TID-AHW\_HTA-A\_0103 1/50 A1 Wing B 1/50 -  
 TID-AHW\_HTA-A\_0104 1/50 A1 Tower 1/50 Section -  
 TID-AHW\_HTA-A\_0120 1/500 A1 Unit Use Location Plan -  
 TID-AHW\_HTA-A\_0130 1/200 A1 Site Survey -  
 TID-AHW\_HTA-A\_0200 1/100 A1 B1 - Basement Plan - A B C D  
 TID-AHW\_HTA-A\_0201 1/100 A1 L0 - Ground floor Plan - A B C D  
 TID-AHW\_HTA-A\_0202 1/100 A1 L1 - First Floor Plan - A B C  
 TID-AHW\_HTA-A\_0203 1/100 A1 L2 - Second Floor Plan - A B C D  
 TID-AHW\_HTA-A\_0204 1/100 A1 L3 - L7 Floor Plan - A B C D  
 TID-AHW\_HTA-A\_0205 1/100 A1 L8 Floor Plan - A B C D  
 TID-AHW\_HTA-A\_0206 1/100 A1 L9 Floor Plan - A B C D  
 TID-AHW\_HTA-A\_0207 1/100 A1 L10 - 21 Floor Plan - A B C D  
 TID-AHW\_HTA-A\_0208 1/100 A1 L10 - 26 Floor Plan - A B C D  
 TID-AHW\_HTA-A\_0209 1/100 A1 Top Floor Plan - A B C D  
 TID-AHW\_HTA-A\_0210 1/100 A1 Roof Plan -  
 TID-AHW\_HTA-A\_0250 1/200 A1 South Elevation - Street Elevation - A  
 TID-AHW\_HTA-A\_0251 1/200 A1 East Elevation - Street Elevation - A B  
 TID-AHW\_HTA-A\_0252 1/100 A0 South Elevation - A B  
 TID-AHW\_HTA-A\_0253 1/100 A0 East Elevation - A  
 TID-AHW\_HTA-A\_0254 1/100 A0 North Elevation (Rear) - A B C  
 TID-AHW\_HTA-A\_0255 1/100 A0 West Elevation (Rear) - A B C  
 TID-AHW\_HTA-A\_0220 1/100 A1 B1 - Basement Plan (Accessibility strategy) -  
 TID-AHW\_HTA-A\_0221 1/100 A1 L0 - Ground floor Plan (Accessibility strategy) -  
 TID-AHW\_HTA-A\_0222 1/100 A1 L1 - First Floor Plan (Accessibility strategy) -

TID-AHW\_HTA-A\_0223 1/100 A1 L2 - Second Floor Plan (Accessibility strategy) -  
TID-AHW\_HTA-A\_0224 1/100 A1 L3 - L7 Floor Plan (Accessibility strategy) -  
TID-AHW\_HTA-A\_0225 1/100 A1 L8 Floor Plan (Accessibility strategy) -  
TID-AHW\_HTA-A\_0226 1/100 A1 L9 Floor Plan (Accessibility strategy) -  
TID-AHW\_HTA-A\_0227 1/100 A1 L10 - 21 Floor Plan (Accessibility strategy) -  
TID-AHW\_HTA-A\_0228 \_1/50\_ A1 Wheelchair Units -  
TID-AHW\_HTA-L\_0900 1/100 A1 Proposed Landscape Basement Plan -  
TID-AHW\_HTA-L\_0901 1/100 A1 Proposed Landscape Ground Floor Plan -  
TID-AHW\_HTA-L\_0902 1/100 A1 Proposed Landscape Roof Garden Plan -  
TID-AHW\_HTA-A-SK160322 1/100 A1 L0 Ground Floor Plan - New Footpath definition -  
TID-AHW\_HTA-A-SK160322-02 1/50 A1 Over-Hang Section - East Facade -  
TID-AHW\_HTA-A-SK160309-01 1/200 A1 Distances to adjacent building - L03 - A  
TID-AHW\_HTA-A-SK160309-02 1/200 A1 Distances to adjacent building - L11 - A  
TID-AHW\_HTA-A-SK160321-01 1/500 A1 Distances to adjacent building - Site Plan -  
TID-AHW\_HTA-A-SK160324-003 1/500 A1 L0 Ground Floor Plan - Details of Proposed Footway  
Daylight/Sunlight Assessments dated 18 December 2015 and 6 th April, by Malcolm Hollis.  
Design and Access Statement dated October 2015 by HTA.  
Design and Access Statement Accessibility Addendum by HTA, March 2016.  
Sustainable Design and Construction Statement including an Energy Statement and Wind Assessment dated 17 November 2015, by HTA Design LLP.  
Sustainability Statement Addendum dated 9th March 2016 by HTA.  
Sustainability Statement Addendum 2 dated 14h April 2016 by HTA.  
Site and Building relationship diagrams dated 9 th March by HTA  
Drainage and SUDS dated November 2015, by Peter Brett Associates.  
Planning Statement dated 28th October 2015, by HTA.  
Flood Risk Assessment dated November 2015, by Peter Brett Associates.  
Geo-Environmental Desk Study / Preliminary Risk Assessment Study, dated 19 October 2015 by Jomas Associates.  
Transport Statement with draft Travel Plan dated November 2015, by Vectos.  
Updated Transport Statement with draft Travel Plan dated March, by Vectos.  
Demolition Asbestos Survey dated 15 Nov 2015by Embassy.  
Noise Impact Assessment dated 15 Nov 2015, by Airo.  
Air Quality Assessment dated 28th October 2015 by Air Quality Consultants.  
Television Signal Report, by Red Electric.  
Student Market Demand Report for Apex House March 2016 by Cushman Wakefield.  
Site Management Plan by Tide Construction.

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

- 3 The student accommodation hereby approved shall be occupied by Students for a period of not less than 39 weeks in any year unless otherwise agreed in writing by the Local Planning Authority. For the purpose of this condition, Students are defined as any person enrolled on a full time UK accredited and based further education course at a recognised higher education institution for not less than 80 % of the course time unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the accommodation meets an identified need and contributes towards a balanced community.

- 4 Prior to any demolition works, a qualified asbestos contractor shall be employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

Reason: To ensure the safe development and secure occupancy of the site proposed for use.

- 5 The gymnasium included within the approved development shall only be used by students residing within the building.

Reason: To ensure that parking standards are not exceeded and to maintain the free and safe flow of traffic around the site.

- 6 All existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Director of Transportation prior to first occupation of the new development.

Reason: In the interests of traffic and pedestrian safety.

- 7 Details of materials for all external surfaces of the building and all other external works (including samples which shall be made available for the case officer to view on site) and the detailing of the key fixings and junctions between different materials shall be submitted to and approved by the Local Planning Authority prior to works commencing on the superstructure and the works shall be carried out in full accordance with the approved details.

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

- 8 All areas shown on the approved plans shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority in prior to the piling of foundations on the site and the approved details shall be implemented in full. Such landscaping work shall be completed prior to first occupation 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 (or planters / green roof substrate profiles where applicable), details of the extent and type of native planting, any new habitats created on site and the treatment of site boundaries;
- b) walls, fencing and any other means of enclosure, including materials, designs and heights;
- c) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- d) details of levels and contours within and adjoining the site;
- e) a landscaping maintenance strategy, including details of management responsibilities;

Any trees and shrubs planted in accordance with the landscaping scheme and any plants 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.

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

- 9 (Following the demolition of the buildings and) Prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report is subject to the approval in writing of the Local Planning Authority.

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

- 10 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full prior to first occupation of the development. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation confirming that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously

confirmed that no remediation measures are required).

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

- 11 Prior to the installation of the CHP unit, an Air Quality Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the proposed CHP unit shall have no more than an imperceptible impact on neighbouring residents. The development shall be implemented in accordance with the approved details and the CHP unit shall be maintained and operated in accordance with the manufacturers specifications.

Reason: To protect local air quality, in accordance with Brent Policies EP3 and EP4

- 12 Prior to the commencement of works, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority and the demolition and construction of the development shall be carried out in accordance with the approved plan. The CMP shall confirm that
- 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;
  - 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;
  - Vehicular access to adjoining and opposite premises shall not be impeded;
  - All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only;
  - A barrier shall be constructed around the site, to be erected prior to demolition; to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area
  - A suitable and sufficient means of suppressing dust must be provided and maintained.
  - Sheet off lorry loads during haulage and employ particulate traps on HGVs wherever possible
  - Use demolition equipment that minimises the creation of dust.
  - Prevent dust/debris from being carried onto the road by vehicles exiting the site by installing and operating a wheel washing facility.
  - Stop re-suspension of any dust from the works that may build-up on the adjoining roads, by sweeping the roads when necessary.

Reason: To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of nuisance and dust pollution in writing by the Local Planning

All student units shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following noise levels:

| Time                              | Area                      | Maximum noise level     |
|-----------------------------------|---------------------------|-------------------------|
| Daytime Noise<br>07:00 – 23:00    | Living rooms and bedrooms | 35 dB LAeq (16hr)       |
|                                   | Outdoor Amenity           | 55 dB LAeq (1hr)        |
| Night time noise<br>23:00 – 07:00 | Bedrooms                  | 30 dB LAeq (8hr)        |
|                                   |                           | 45 dB LAm <sub>ax</sub> |

The student units shall not be occupied until testing has been carried out to demonstrate that the required noise levels have been met and the results submitted to and approved in writing by the Local Planning Authority.

Reason: To obtain required sound insulation and prevent noise nuisance

13

- 14 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.

- 15 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

- 16 A drainage strategy must be submitted detailing the foul and surface water strategies. Details of any proposed connection points or alterations to the public system, including calculated discharge rates (pre and post development) must be included in the drainage strategy, along with details of the overall reduction in surface water flows. i.e. existing surface water discharges (pre-development) in to the public sewers for storm periods 1 in 10, 30, 100 etc... versus the new proposed volumes to be discharged for the whole development. If initial investigations conclude that the existing sewer network is unlikely to be able to support the demand anticipated from this development, it will be necessary for the developer to fund an Impact Study. The foul water infrastructure in Fulton Road is currently being upgraded. The details of this application have been assessed on the basis of the new infrastructure being in place and no connection to the network should be made before this time.

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.

- 17 The applicant should provide further evidence that the mechanical ventilation will resolve the overheating issues within the south facing kitchen unit.

Reason: To ensure an appropriate standard of environment for all future occupants.

- 18 Details of any air-conditioning, ventilation and flue extraction systems including particulars of noise levels and any associated noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to installation of any such systems. The approved details shall thereafter be fully implemented.

Reason: To safeguard the amenities of the existing or future residents.

- 19 In order to mitigate the possibility of numerous satellite dishes being installed on the development hereby approved, details of a communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority prior to the installation of any satellite dish. The approved details shall be fully implemented and retained for the lifetime of the development.

Reason: In the interests of the visual appearance of the development, in particular, and the locality in general.

- 20 Occupiers of the proposed building within the application site shall not be entitled to a Business Parking Permit, Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the

development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.

For the lifetime of the development written notification of this restriction shall be included in any property transfer or lease or tenancy agreement in respect of the buildings and units within the site.

On, or after, practical completion but prior to any occupation of the development, hereby approved, written notification shall be submitted to the Local Planning Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the development and the existing building on the application site.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site.

- 21 Detailed drawings which show the layout of the cycle storage areas shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the development shall be carried out in full accordance with the approved details and thereafter permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development that makes adequate provision of cycle storage.

- 22 Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior the commencement of works on the superstructure unless otherwise agreed in writing with the Local Planning Authority. This shall include details of the lighting fixtures, luminance levels through the site and luminance levels at sensitive receptors within and adjoining the site. The approved details shall be implemented in full prior to first occupation of the development.

Reason: In the interests of safety and the amenities of the area.

- 23 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 and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction.

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

- 24 A Construction Logistics Plan, setting out how deliveries to the land during the construction of the Development will be managed so as to optimise traffic operations and minimise disruption as also minimise the environmental impact of freight activity, shall be submitted to and approved in writing prior to the commencement of the development and the approved plan shall thereafter be implemented.

Reason: In the interest of highway flow and safety.

- 25 A Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use hereby approved and approved plan shall thereafter be implemented. The Delivery and Servicing Plans shall have regard to the TfL guidance regarding Delivery and Servicing Plans.

Reason: In the interest of the free and safe flow of traffic on the highway network.

- 26 A Student Management Plan detailing measures to manage the use of the on-street servicing bay hereby approved during key periods including the periods when students will load and unload possessions at the start and end of the college year, the pre-booking of arrival times and staff resourcing to assist this and having regard to Stadium Event day conditions, shall be

submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use and the approved details shall be implemented in full.

Reason: In the interest of highway and pedestrian safety and flow, and parking saturation in the locality.

## INFORMATIVES

- 1 The applicant must enter in to a Section 38/278 Agreement to secure highway works to provide; (i) a new loading bay; (ii) widening of the adopted highway into the site to retain a 2m wide footway along Albion Way; (iii) removal of any existing crossovers rendered redundant; (iv) a row sets or path edging to demarcate the footway (v) approval in principle for the retaining wall where the basement abuts the Public Footway, (vi) all associated changes to line marking and associated TRO costs; and (vii) the costs of any changes to statutory undertakers' equipment.
- 2 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
- 3 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](http://www.communities.gov.uk)
- 4 The Applicant is advised by Thames Water that they should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
- 5 The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
- 6 The oversailing of the building on the public footway requires an oversailing license under Section 177 of the Highways Act 1980. The applicant should seek this from the local highway authority.



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

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## COMMITTEE REPORT

Planning Committee on 9 May, 2016  
Item No 04  
Case Number 15/4714

### SITE INFORMATION

RECEIVED: 30 October, 2015

WARD: Tokyngton

PLANNING AREA: Brent Connects Wembley

LOCATION: MAHATMA GANDHI HOUSE, 34 Wembley Hill Road, Wembley, HA9 8AD

PROPOSAL: Demolition of existing office building and redevelopment to the site to provide a part 10 and part 21 storey building from podium level with 1,416sqm of A1 floorspace and 133sqm of flexible A1, A2 and A3 floorspace on the ground floor and 198 residential units (use class C3) above with car parking, communal and private amenity space, public realm improvements, landscaping and other associated works (revised description).

APPLICANT: Red Vale Property Development Limited

CONTACT: Montagu Evans

PLAN NO'S: Refer to Condition 2

#### LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

[https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR\\_124822](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124822)

[When viewing this as an Hard Copy](#)

Please use the following steps

1. Please go to [pa.brent.gov.uk](http://pa.brent.gov.uk)
2. Select Planning and conduct a search tying "15/4714" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

# SITE MAP



## Planning Committee Map

Site address: MAHATMA GANDHI HOUSE, 34 Wembley Hill Road, Wembley, HA9 8AD

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This map is indicative only.

## SELECTED SITE PLANS SELECTED SITE PLANS

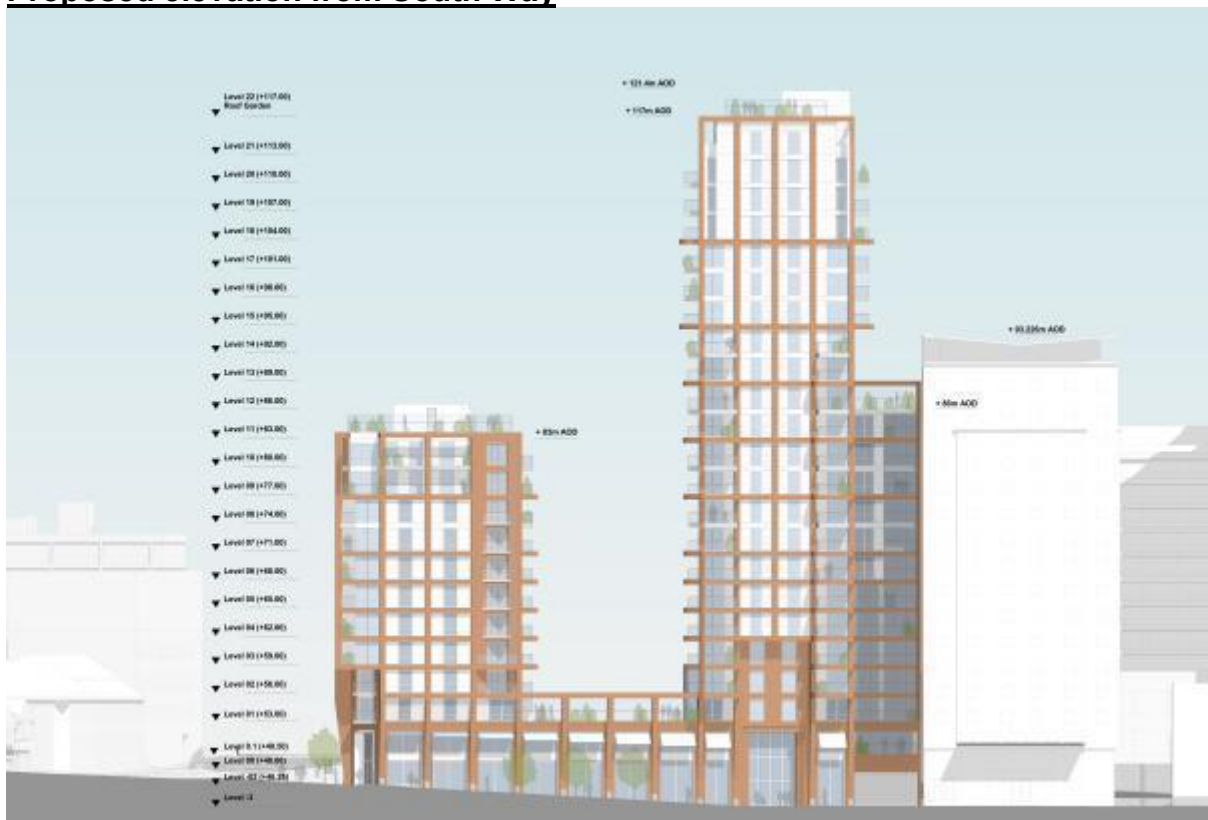
Site Plan showing residential and commercial entrances from South Way and car park arrangement



Residential Floor Plan and Podium Garden



**Proposed elevation from South Way**



**Proposed Elevation from Wembley Hill Road**







**Residential and commercial entrance - Wembley Hill Road**



## **RECOMMENDATIONS**

Grant planning permission subject to the stage 2 referral to the Mayor of London and to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the North Area Planning Manager or other duly authorised person to agree the exact terms thereof on advice from the Chief Legal Officer., subject to the conditions set out in the Draft Decision Notice.

### **A) PROPOSAL**

Demolition of existing office building and redevelopment to the site to provide a part 10 and part 21 storey building from podium level with 1,416sqm of A1 floorspace and 133sqm of flexible A1, A2 and A3 floorspace



on the ground floor and 198 residential units (use class C3) above with car parking, communal and private amenity space, public realm improvements, landscaping and other associated works.

## **B) EXISTING**

The application site comprises a vacant office building known as Mahatma Gandhi House located on the junction of Wembley Hill Road and South Way. The building is a L shaped 7 storey office building with car parking at the front of the building and partly in an undercroft area.

The site is surrounded by a mix of uses which includes the Holiday Inn Hotel to the north and the Ibis Hotel to the east. To the south is vacant land next to Wembley Stadium Station which is also known as "South West Lands". There is a current planning application at this site (LPA Ref: 14/4931) being considered for "

"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 158 car parking spaces and 9 motor cycle spaces; Building 3A within Plot SW03 to accommodate 188 residential units and 150 cycle spaces; and associated infrastructure, landscaping, open space, vehicular access and servicing".

On the opposite side of Wembley Hill Road is a row of terrace properties that contain commercial uses/hotel with residential uses on the upper floors.

The application site is located within the Wembley Growth Area as allocated within Brent's Core Strategy where mixed use regeneration is promoted. Wembely is also an Opportunity Area as identified within the London Plan and has recently been allocated as a Housing Zone. This includes the provision of at least 11,500 new homes, 10,000 new jobs and 30,000sqm of new retail floorspace. Within the Wembley Area Action Plan the sites lies within the Comprehensive Development Area and falls within Site Proposal W7 (Mahatma Gandhi House). This allocates the site for redevelopment for residential or office use, and should include active ground floor onto South Way. The site also lies within Wembley Town Centre.

To the south of the application site along the Chiltern Railway Line is SNIC of Borough Importance Grade I.

## **C) AMENDMENTS SINCE SUBMISSION**

A number of amendments have been made to the scheme during the course of the application. These include the following:

- Reduction in the overall number of residential units to 198
- Alterations to the design of the building to include a stronger roof line and changes to the cladding material to be "warmer in tone"
- Increase in external balconies to be provided for all units except one studio flats
- Inclusion of new entrance for the affordable unit from South Way and provision of glazing to the entrance from the residential entrance on the north west corner of the site (on Wembley Hill Road).
- Increase in the size of the internal storage area for trolleys and bins, with an reduction in the size of the retail units to 1,416sqm for the larger A1 floorspace and 133sqm of flexible A1, A2 and A3 floorspace for the smaller unit
- Reduction in number of car parking spaces from 40 to 30 spaces, with all spaces to be widened as disabled parking spaces

## **D) SUMMARY OF KEY ISSUES**

The key issues for consideration are as follows

- The opportunity for new homes, viability of the development and the contribution towards affordable

housing on a site within the designated Wembley Opportunity Area and Housing Zone: The proposal accords with the uses set out within the Wembley Area Action Plan and helps to delivery the key objectives set out within planning policy, including the delivery of new homes and the continuation of the High Road retail offer.

- The appropriateness of a mixed use development. The uses accords with the uses set out within the Area Action Plan site designation.
- The impact of a tall building in this location. The proposal utilises good architecture with quality detailing and materials which contribute to the building acting as a regeneration marker for the town centre.
- The transport impacts of the proposed development. The site is in a area of good public transport accessibility. Sufficient disabled car parking spaces have been provided on site. The residential development is "parking permit restricted", and a Service and Delivery Plan will be conditioned relating to servicing for residential and commercial elements of the scheme.
- The quality of the proposed residential accommodation. The proposal accords with the London Plan standards for residential quality. The external amenity space falls slightly below the Council's standards but the landscape proposals are considered to be of sufficiently quality to mitigate the shortfall.

## 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) |
|----------------------|----------|----------|------|-------|----------------|
| Dwelling houses      | 0        | 0        | 0    | 19140 | 19140          |
| General business use | 4988     | 0        | 4988 |       | -4988          |
| Shops                | 0        | 0        | 0    | 1685  | 1685           |

### Monitoring Residential Breakdown

| Description                        | 1Bed | 2Bed | 3Bed | 4Bed | 5Bed | 6Bed | 7Bed | 8Bed | Unk | Total |
|------------------------------------|------|------|------|------|------|------|------|------|-----|-------|
| EXISTING ( Flats û Social Rented ) |      |      |      |      |      |      |      |      |     |       |
| EXISTING ( Flats û Intermediate )  |      |      |      |      |      |      |      |      |     |       |
| EXISTING ( Flats û Market )        |      |      |      |      |      |      |      |      |     |       |
| PROPOSED ( Flats û Social Rented ) | 0    | 16   | 9    |      |      |      |      |      |     | 25    |
| PROPOSED ( Flats û Intermediate )  | 7    | 7    | 1    |      |      |      |      |      |     | 15    |
| PROPOSED ( Flats û Market )        | 66   | 82   | 10   |      |      |      |      |      |     | 158   |

## RELEVANT SITE HISTORY

### Recent planning history

**15/0351:** Prior approval for change of use from offices (Use Class B1) to residential (Use Class C3) involving the creation of 89 residential units (37 x studios, 48 x 1bed and 4 x 2bed) with 40 off street car parking spaces - Prior approval required and granted, 25/03/2015.

## CONSULTATIONS

### Consultation Period

**Public Consultation: 04/12/2015 - 25/12/2015**

**External Consultation: 07/12/2015 - 18/12/2015**

**Site Notice: 15/12/2015 - 05/01/2016**

**Press Notice: 10/12/2015 - 31/12/2015**

### Public Consultation

495 neighbours consulted - two objections received and 21 residents confirming that they support the

application.

The objections received raising the following points:

- The proposed development will be very high indeed and will be visible from Dennis Avenue, proving that the proposed development is very tall, and not in keep with the other buildings in the area (21-storeys is too tall for the area but 11-storeys is acceptable and in keep with local surroundings)
- There are already a number of new recent developments, and new proposed ones which are planning in 'dwarfing' the current area and making it congested and claustrophobic.
- Privacy from bathroom window will be highly compromised as this will be in the line of view to the proposed development.
- Infrastructure around the area cannot cope - roads are already very busy and roads are suffering with large potholes.
- Proposed 202 residential units is far too much, coupled with new proposed developments in the area will have a massive affect on the already busting point of the local hospitals, schools and emergency services.
- Query whether our rainwater and sewage systems cope with such large proposed developments
- The area is already over developed and more pending with other developments such are SW Lands, Brent House, Cottrell House etc. Where will the residents park - Mostyn, Dennis and Linden Avenues are already full, and feel that a knock-on effect will leave the proposed development residents parking in the above roads.
- Traffic - there is already a major traffic issue in the area, and Wembley Stadium and the surrounding area are now encouraging the public to bring cars into the area. Previously when the Stadium was being built, we as residents were told that there is only going to be limited parking available for Stadium and SSE Area visitors as we want them to come by public transport. This has gone out of the window.
- Public buses are already clogging up the roads, and with more residents, there will be a need for more public transport leading to a complete standstill of traffic. Buses are also terminating at Wembley Hill road (at the end of Linden Avenue). For cars trying to come out of Linden Avenue and take either a left or right turn at the junction is asking for a death wish as you cannot see past the terminated buses and cars are coming very fast. This should not be a termination point for buses.

These matters are discussed in detail within Paragraph 174.

The supporting emails set out the following reasons why the proposal is supported:

- The plans will be good for the area
- It will look nice
- Better than what is currently there
- Closer to shops
- Creating jobs for young people
- Better opportunities for young people
- Add something interesting in this up and coming area
- Good location - near stadium and the station
- Brings revenue into the Borough

#### External Consultation

Tokynton and Wembley Central Ward Councillors - no comments received.

Network Rail - recommended that a condition is secured requiring details of the use of such machinery and a method statement if vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development.

Wembley Hill Residents Association - no comments received.

Quintain Estates and Development PLC - no comments received.

Wembley National Stadium Ltd - Whilst they support the regeneration of the area surrounding the Stadium, they wish to highlight that any development proposals in close proximity to the Stadium, particularly those which involve changes to pedestrian and vehicular movements and car parking, can have a fundamental effect on the effective and safe operation of the National Stadium. Accordingly, comments have been provided in respect of event day transport and parking.

They have requested that if the Council is minded to approve the application, then they suggest that a planning conditions are secured in relation to access and egress on Event Days.

Historic England (Archaeology) - Confirmed that no further assessment or conditions are required.

Greater London Authority - Confirmed that the scheme is broadly acceptable in strategic planning terms but requested further discussion/changes in relation to housing/affordable housing; playspace/private amenity space, design, inclusive access, climate change/energy, sustainable drainage and Transport.

Transport for London - Generally supportive but requested additional information in relation to blue badge parking spaces, cycle parking and trip generation assessment. Recommended that Service and Delivery Plan and Construction Logistics Plan is secured via condition and the Travel Plan is secured as part of the Section 106 Agreement.

Thames Water Utilities Ltd (Development Planning) - recommends that conditions are secured in relation to waste.

#### Internal Consultation

Transportation Unit - Confirmed that the development is generally acceptable in transportation grounds. They have recommended that a number of parking spaces are widened as disabled parking bays to meet 10% of wheelchair units on site. They also requested that the car park details and the external access for fire brigade access should be addressed fully and confirmation sought from London Fire Brigade that the proposal satisfy their requirements. The refuse storage areas should be within 10m of the collection point on the highway.

A number of conditions are recommended together with matters to be addressed within the Section 106 Agreement.

Environment and Neighbourhood Services (Sustainability) - Whilst the scheme does meet the carbon reduction requirement, further consideration should be given to renewable energy. Also advised that the scheme does not comply policy WEM 30 of the Wembley Area Action Plan as the scheme is not designed so that it can switch to a heat network once it is available.

Environmental Health - A number of conditions recommended in relation to noise and vibration, air quality and contamination.

Landscape and Design Team - Raised a number of points relating to the usability of the roof gardens, podium garden and quality of the environment around the building in terms of micro climate. Points raised regarding hard and soft landscaping

Local Flood Authority - Advised that they have no objections with their proposal and that there will be no risk of flooding on-site and in the vicinity.

## **POLICY CONSIDERATIONS**

### **National policy guidance**

#### *National Planning Policy Framework 2012*

This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.

- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

## **Regional policy guidance**

### The Further Alterations to the London Plan 2015

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications. The following policy is relevant:

#### *Chapter 2 - London's Places*

Policy 2.13: Opportunity and Intensification Areas

Policy 2.15: Town Centres

#### *Chapter 3 - London's People*

Policy 3.3: Increasing Housing Supply

Policy 3.4: Optimising Housing Potential

Policy 3.5: Quality and Design of Housing Development

Policy 3.6: Children and Young People's Play and Informal Recreation Facilities

Policy 3.8: Housing Choice

Policy 3.9: Mixed and Balanced Communities

Policy 3.10: Definition of Affordable Housing

Policy 3.11: Affordable Housing Targets

Policy 3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

#### *Chapter 5 - London's Response to Climate Change*

Policy 5.2: Minimising Carbon Dioxide Emissions

Policy 5.3: Sustainable Design and Construction

Policy 5.6: Decentralised Energy in Development Proposals

Policy 5.7: Renewable Energy

Policy 5.9: Overheating and Cooling

Policy 5.12: Flood Risk Management

Policy 5.13: Sustainable Drainage

#### *Chapter 6 - London's Transport*

Policy 6.3: Assessing Effects of Development on Transport Capacity

Policy 6.5: Funding Crossrail and other strategically important transport infrastructure

Policy 6.9: Cycling

Policy 6.13: Parking

## *Chapter 7 - London's Living Places and Spaces*

Policy 7.2: An Inclusive Environment  
Policy 7.3: Designing Out Crime  
Policy 7.4: Local Character  
Policy 7.5: Public Realm  
Policy 7.6: Architecture  
Policy 7.7: Location and design of tall and large buildings  
Policy 7.14: Improving Air Quality  
Policy 7.15: Reducing Noise and Enhancing Soundscapes  
Policy 7.19: Biodiversity and Access to Nature

## *Chapter 8 - Implementation, Monitoring and Review*

Policy 8.3: Community Infrastructure Levy

### **Local policy guidance**

#### Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP1: Spatial Development Strategy  
CP2: Population and Housing Growth  
CP7: Wembley Growth Area  
CP16: Town Centres and the Sequential Approach to Development  
CP19: Brent Strategic Climate Change Mitigation and Adaption Measures  
CP21: A Balanced Housing Stock

#### Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

#### *Built Environment*

BE2: Townscape - Local Context & Character  
BE5: Urban Clarity & Safety  
BE6: Public Realm - Landscape Design  
BE7: Public Realm - Streetscape  
BE8: Lighting & Light Pollution  
BE9: Architectural Quality  
BE17: Building Services Equipment

#### *Environmental Protection*

EP2: Noise & Vibration  
EP3: Local Air Quality Management  
EP6: Contaminated Land

#### *Housing*

H12: Residential Quality - Layout Considerations  
H13: Residential Density

#### *Transport*

TRN3: Environmental Impact of Traffic  
TRN4: Measures to make Transport Impact Acceptable

TRN10: Walkable Environments  
TRN34: Servicing in New Developments  
TRN35: Transport Access for Disabled People and Others with Mobility Difficulties

#### Wembley Area Action Plan adopted January 2015

WEM1: Urban Form  
WEM2: Gateways to Wembley  
WEM3: Public Realm  
WEM5: Tall Buildings  
WEM6: Protection of Stadium Views  
WEM8: Securing Design Quality  
WEM9: Offices  
WEM15: Car Parking Standards  
WEM16: Walking and Cycling  
WEM18: Housing Mix  
WEM19: Family Housing  
WEM21: Wheelchair Housing and Supported Housing  
WEM24: New retail development  
WEM25: Strategic Cultural Area  
WEM30: Decentralised Energy  
WEM32: Urban Greening  
WEM33: Flood Risk  
WEM38: Play Provision

Site Proposal W7

#### Supplementary Planning Guidance and Design Guides

##### **Government's Technical Housing Standards (March 2015)**

This standard deals with internal spaces within new dwellings.

##### **Mayor's Housing SPG, November 2012**

This guidance relates to the housing policies within the London Plan and covers policies on housing provision and policies on affordable housing. It gives detailed guidance for boroughs on how to develop sites for housing and how to determine housing mix and density for any individual site.

##### **Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001**

Supplementary Planning Guidance No. 17 "Design Guide for New Development" (SPG17), adopted by the Council in October 2001, sets out the general design standards for development and has regard to the character, design and appearance of developments, the design layout with respect to the preservation of existing building lines, size and scale of buildings and structures, and privacy and light of adjoining occupants. This policy guidance document addresses residential densities, minimum sizes for residential dwellings, external finishing materials, amenity spaces and parking related issues.

S106 Planning Obligations SPD, July 2013.

## **DETAILED CONSIDERATIONS**

### **Introduction**

1. The proposed development would involve the demolition of the existing buildings and the redevelopment of the site to provide a residential led mixed use scheme comprising a part 10 and part 21 storey building from podium level with 1,416sqm of A1 floorspace and 133sqm of flexible A1, A2 and A3 floorspace on the ground floor and 198 residential units (use class C3) above with car parking, communal and private amenity space, public realm improvements, landscaping and other associated works. It is considered that the main planning consideration in relation to the determination of the application are:-
  - Whether a residential led mixed use development can be supported

- Whether the design and layout of the scheme is acceptable
  - Whether an appropriate amount of affordable housing has been provided
  - Whether the proposed residential units provide an acceptable quality of residential accommodation and amenity for future occupiers.
  - Whether the proposed development would have an acceptable impact on local highways and parking condition
2. The above is a summary of the main planning considerations to be taken into account when assessing the current proposal. The application should be determined in accordance with the development plan and any other material planning considerations.

### **Principle of Development**

#### *Residential led development*

3. At the regional level, the application site is located within the Wembley Opportunity Area, which the London Plan identifies as having capacity for residential-led mixed use development, with a minimum of 11,500 new homes. At a local level, Policy CP1 of Brent's Core Strategy seeks to concentrate housing growth in well located areas that provide opportunities for growth. One of these areas is identified as the Wembley Growth Area in which the application site is located within. Policy CP7 relates to the Wembley Growth Area and seeks to provide mixed use regeneration within this growth area, including at least 11,500 new homes by 2026 and 10,000 new jobs across a range of sectors including retail.
4. London Plan policy 3.3, seeks to increase London's supply of housing and in doing so sets borough housing targets, of which Brent Council's is 1.525 homes per year between 2015/16 - 2024/25. The site is also sited within the Housing Zone, and this proposal will assist in meeting the objective of the housing zone.
5. The site forms part of a Site Proposal W7 (Mahatma Gandhi House). This site proposal supports redevelopment for residential purposes. It provides an indicative development capacity of 76 residential units. This proposal exceeds the indicative number of residential units, and subject to design considerations set out below, the additional units are supported in principle.
6. In summary, the proposal for a residential led development would be consistent with both London Plan and Brent policies and is supported in principle.

#### *Retail uses*

7. The site is located within Wembley Town Centre. At a regional level, London Plan policy 2.15, seeks development proposals to sustain and enhance the vitality and viability of the centre. At a local level policy WEM24 of the WAAP seeks new retail development to be directed within the town centre. As the larger retail unit is less than 2,000sqm, it does need to be sited to sites within or adjoining Wembley High Road. Site proposal W7 supports active frontages at ground floor along South Way. The inclusion of the smaller retail unit along this frontage together with the entrances to the residential flats provides the active.
8. In summary, the retail uses within the scheme would be consistent with both London Plan and Brent policies and is supported in principle.

### **Layout, Design, Scale and Massing**

9. The new development will contain two buildings sited on a landscaped podium garden. The west building is 10 storeys high above podium level on Wembley Hill Road and the east building is 21 storeys high above podium level and is adjacent to the Ibis Hotel. The floors below the podium contain the retail uses, residential entrances, associated service facilities and car park. These sit at various level to take into account 4m change in ground level across the site.
10. Policy WEM5 in the WAAP identifies areas within the AAP area that can support tall buildings, subject to them demonstrating the highest architectural quality. This is subject to the submission of a key views assessment to demonstrate that the proposal will not impact on keys from the National Stadium (as set out in Policy WEM6 of the WAAP). This site is located within an area defined as 'appropriate' for a tall building. The Site Proposal suggests that the scale of the development should reflect that of the Ibis Hotel.



11. The west building closer to Wembley Hill Road is 83.00 AOD and reads as a 10 storey building above the podium. It is the lower part of the development to provide a transition between the scale of the lower buildings on the other side of Wembley Hill Road and the cluster of tall buildings on the western side of the Stadium. This was approved to include Quintain Plot W10T (127.00 m AOD, consented through the Stage 1 consent, 03/3200, but not constructed). The lower building reflects the scale of the lower buildings proposed at part of Quintain SW Lands (facing Wembley Hill Road) which is proposed at 72.50 AOD) and existing buildings on Wembley Hill Road including Holiday Inn (84.2 AOD) and York House (94.5 AOD). The taller building does not directly abut the flank wall of The Ibis Hotel but is separated by a lower set back element. The taller element (east building) is 117.00 AOD) and reads as a 21 storey building above the podium. Whilst it is higher than the Ibis Hotel (which is 93 AOD), the height of the east building has been justified as part of the progression in height from the lower west building on Wembley Hill Road to the consented Quintain Stage 1 consent Plot NW11 at 127 AOD. Whilst this plot is no longer proposed to be built, as it would be superseded by the new masterplan, there was and still is a strong logic in design terms to include a cluster of taller buildings in this location. It is considered that when viewed in the wider context of the cluster of proposed taller buildings within the area, if the height of the east building was lower to reflect a similar scale as the Ibis Hotel, it would not be sufficiently distinct from the lower west building.
12. It is considered that the massing configuration sits comfortably within the scale of the emerging cluster of development around the periphery of Wembley Stadium. This view has been supported by the GLA.
13. A Heritage, Townscape and Visual Impact Assessment Study has been carried out. This concludes that the building will not adversely impact on Heritage Assets within the area including Wembley Arena, Wembley Hill Lodge, The Greyhound Public House and Wembley High Street Conservation Area. The study also concluded that the proposal does not impact on the strategic views of the Wembley Arch.
14. In design terms the building has been designed with a brick "grid" system to address bulk, scale and massing. The purpose of this grid system is to break up the mass of the building, subdividing it, and provides opportunities for variation in solid and open areas of the grid with the use of contrasting infill materials. At the lower floors there is more dense and regular spacing to the grid and as the building progresses increasingly higher, the spacing of the grid varies and has more open double storey spacing, to break up the bulk at higher levels.
15. The grid system will be in brick. It will comprise a rich red-orange brick colour. The infill cladding was originally proposed to be in a grey colour but this is being reviewed to have a more warmer tone. Full details of external materials are recommended to be conditioned to any forthcoming consent. The brick grid system will project 450mm from the contrasting infill panel material. The projecting balconies will be in brick and have curved brick corners to add interest to the elevations.
16. At ground level, the GLA have raised concerns with the utilisation of the eastern corner of the site to enable greater active frontages. To address this concern and as requested by your officers, an additional entrance for the affordable units has been provided along South Way. Overall, both the commercial and residential entrances on South Way and Wembley Hill Road have been designed to convey a distinct presence by their double height glazed screens and brick detailing. The northern side of the building which faces into a private access link to the adjoining Holiday Inn Hotel does not contain any animation at ground level. Due to level changes across the site, this would be difficult to achieve. To address this, the agent has advised that options can be considered for planting along these panels at ground level to provide visual interest in the event that this access way was opened up in the future.
17. The GLA have advised that they are strategically supported of the architectural response. Both Brent officers and the GLA previously requested options to be explored to improve the definition of the tower's roof line as it is currently poorly resolved. Revised plans have been submitted by the architect to address this concern and now propose the grid system rising to the top of the east building to give the roof line more definition.

## **Density**

18. London Plan Policy 3.4 'Optimising Housing Potential' states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2, taking into account local context and character, design principles and public transport capacity. This site is located within PTAL 4 and is considered to be within an central location. As such table 3.2 sets a guideline of up to 650 - 1,100 habitable rooms per hectare.

19. The density of the proposed scheme is 1,897 habitable rooms per hectare or 702 units per hectare which exceeds the density matrix. Whilst higher density developments are supported in principle in the Growth Areas, the scheme is still required to provide a high quality development taking into account factors such as high quality living environment for occupiers, adequate provision of amenity and play space, an appropriate level of affordable housing, good mix of unit sizes, high quality design, and addressing any transport and climate change issues. This is particularly important given the Housing Zone designation of the site. These factors are discussed in detail below.

**Affordable Housing**

20. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of new homes within the Borough should be affordable. London Plan Policy 3.12 requires the maximum reasonable amount of affordable housing should be sought on private residential and mixed use schemes, having regard to a number of factors including development viability. This application is accompanied by a Montagu Evans Financial Viability Assessment (FVA), which originally proposed an affordable housing offer of 18% (26 affordable rented and 11 shared ownership units), accounting for 37 of the originally proposed 202 units.
21. Officers instructed BPS Chartered Surveyors to undertake an independent assessment of the FVA. BPS initially advised that the scheme could secure 24% affordable housing as opposed to the original offer of 18%, in the main due to a lower benchmark land value and higher residential and car parking sales value assumptions than those assumed in the submitted FVA. BPS also recommend that due to the sensitivity of the scheme to any increase in residential value, an appropriate s106 financial review mechanism be secured and triggered post implementation of the scheme, such that a contribution towards offsite affordable housing provision be made should market conditions and viability improve.
22. Subsequent to the initial planning submittal however a number of design changes have been made that are considered necessary for the scheme to be supported in planning terms. These include additional balconies and a separate entrance for the affordable housing. The proportion of larger family units has also been increased, and the total number of units within the scheme has reduced by 4 units to a total of 198 units. These changes have increased the build cost of the scheme and had a negative impact on financial viability. Montagu Evans revised the FVA both to accept a number of the amended assumptions proposed by BPS Chartered Surveyors in their initial review, and to reflect these design changes. The revised FVA concluded that 20.7% affordable housing (21 affordable rented and 20 shared ownership units) is the maximum reasonable amount of affordable housing to be secured on the site (accounting for 41 units).
23. The affordable housing tenure mix under this revised proposal was however varied to a 51:49 affordable rented to shared ownership housing ratio, which is not in line with either London Plan Policy 3.11 that affordable housing should be delivered at 60:40 social/affordable rent to intermediate housing ratio, nor the Local Plan guidance that affordable housing be delivered at a 70:30 ratio. Sensitivity analysis undertaken by the applicant concludes that a slightly lower 19.7% affordable housing (25 affordable rented and 14 shared ownership units) could viably be delivered on a 64:36 tenure ratio, and BPS Chartered Surveyors have confirmed this analysis.
24. The applicant has now offered to provide 20.2% affordable housing (25 affordable rented and 15 shared ownership units) on a 63:37 tenure split on the site (accounting for 40 units) and this is the final proposal presented to Planning Committee. BPS have confirmed the revised FVA and sensitivity analysis supports this proposal. Officers recommend that this represents the maximum amount of affordable housing the scheme can reasonably and viable deliver, at a broadly policy compliant affordable housing tenure ratio, and I therefore supported subject to an appropriate s106 financial review mechanism to be triggered post implementation of the scheme, such that a contribution towards offsite affordable housing provision is made should market conditions and viability improve

**Quality of proposed accommodation**

*Size and mix of units*

25. The application proposes a total of 198 residential units located in the west and east buildings. As discussed above, the lower levels of the east building will contain the affordable units. A breakdown of the unit mix is set out below:

|  |                 |              |        |       |
|--|-----------------|--------------|--------|-------|
|  | Affordable Rent | Intermediate | Market | Total |
|--|-----------------|--------------|--------|-------|

|              |                   |                  |                    |              |
|--------------|-------------------|------------------|--------------------|--------------|
| Studio       | 0                 | 0                | 7                  | 7 (3.5 %)    |
| 1 bed        | 0                 | 7                | 59                 | 66 (33.4 %)  |
| 2 bed        | 16                | 7                | 82                 | 105 (53.0 %) |
| 3 bed        | 9                 | 1                | 10                 | 20 (10.1 %)  |
| <b>Total</b> | <b>25 (12.6%)</b> | <b>15 (7.5%)</b> | <b>158 (79.8%)</b> | <b>198</b>   |

26. Policy CP21 of Brent's Core Strategy seeks an appropriate mix of unit sizes within a scheme including a proportion of 25% of units to be three bedrooms or more. This is reconfirmed within policy WEM19 of the WAAP. In this case, a total of 10% of units are proposed as family sized units (three bedrooms or more). Whilst the scheme falls short of the target of 25%, your officers are of the opinion that this shortfall can be supported in this case. Supporting information has been provided by the applicant that sets out that there is limited demand for three bedroom flats for families in the area. Their preference is to purchase two bedroom flats with the aspiration of moving to a house as the next step. In addition around 25% of the affordable units are family sized, which meet the 25% target for the affordable units, contributing towards the housing needs within Brent. On balance, it is considered that the proposed mix of units is acceptable.

27. The London Plan requires residential units to provide the following internal floor space standards:

- 1 bed studio - 37sqm
- 1 bed 2 person - 50sqm
- 2 bed 3 person - 61sqm
- 2 bed 4 person - 70sqm
- 3 bed 4 person - 74sqm
- 3 bed 5 person - 86sqm
- 3 bed 6 person - 95sqm

28. Further guidance on the internal room sizes within the residential units are set out in the Mayor's Housing SPG that states that a minimum area of 7.5sqm should be provided for a single bedroom and 11.5sqm for a twin/double bedroom.

29. The majority of units within the scheme either meet or exceed the minimum internal floor space standards and internal room sizes as set out in the mayor's Housing SPG. There are five three bedroom 6 persons units within the affordable units ( unit nos. 1.07 2.07 3.07 4.08 5.08) which are 1sqm under the minimum floorspace requirements. Overall, it is considered that this shortfall is not considered significant to warrant a reason for refusal.

#### *Outlook and privacy*

30. A large number of units are dual aspect and these have been maximised throughout the scheme. Where there are single aspect units these do not face in a northerly direction. The overall level of outlook is considered acceptable meeting the objectives of policy BE9 of Brent's UDP 2004 and policy 3.5 in the London Plan.

31. There is a distance of 19.5m between the directly facing habitable room windows in the east and west buildings with a distance of 16.45m between balconies. SPG17 requires there is to be minimum distance of 20m between directly facing habitable room windows. In this case, this falls marginally short by 0.5m, and is not in itself sufficient to warrant a reason for refusal. Account also needs to be taken to the more denser character of this site within a Growth Area/Opportunity Area. The balconies are also designed to not overlook one another directly so assist in minimising direct overlooking between the balconies.

32. The units that sit at podium garden level have terraces that provide a buffer between the habitable room windows and the communal podium garden.

#### *Wheelchair units and lifetime homes*

33. Twenty units within the scheme are proposed to be designed as wheelchair housing (or easily adaptable for Private and Intermediate units), accounting for 10% of units as set out in policy CP21 of Brent's Core Strategy. These comprise one and two bedroom units across the tenure mix, located on the ground and upper floors. These have been designed in accordance with Building Regulation M4(3) and the Wheelchair Accessible Design Guide.

34. All of the flats have been designed to Building Regulation Part M4(2) (formally known as Lifetime

Homes). The Design and Access Statement has provided floor plans of each a typical unit type demonstrating how they meet the requirements of Part M4(2) and Part M4(3). They have therefore been designed to meet London Plan requirements and policy CP21 of Brent's Core Strategy.

35. The principles of Part M4(2) have been applied to the public realm, amenity areas and parking areas. All residential cores are served by 2 lifts that also serve the parking level. The car park has been designed with minimum headroom of 2.6m to reflect the disabled parking provision within the basement.

#### *Daylight/sunlight*

36. A daylight and sunlight assessment has been submitted . This concludes that with the exception of three rooms, all rooms within the scheme will achieve the target design standard for new-build dwellings.
37. Your officers have requested balconies to be provided to all units (see comments on external amenity space below) which has resulted in the need to provide additional balconies facing into the podium garden. A revised assessment has been submitted which has considered the levels of daylight and sunlight to habitable room windows facing into the podium garden, following the introduction of the additional balconies.
38. This revised assessment concludes that within the east building, one room facing onto the podium at levels 1 to 6 (accounting for 6 rooms in total) will achieve ADF values below the British Standards target of 1.5% df where it is a living room or 1% df where it is a bedroom. All of these rooms are located below the balconies and the typical ADF values are all above 0.8% . In the case of the west building, there are four rooms that are below standard at first floor podium level and second floor, three rooms at third, fourth and fifth floor levels and two rooms at sixth floor levels. The majority of these rooms achieve ADF values in excess of 0.8% df but one bedroom at first floor level and two living rooms at first floor level will achieve relatively low levels of internal lighting with ADF values of between 0.12% df and 0.58% df.
39. The report concludes that the primary reason for the shortfall in daylight is due to the canopy effect of balconies. Only a small percentage of the rooms within the scheme (4.6%) fall short of target design standard for new-build dwellings. Your officers are of the view that for a high density residential development in an urban context, the importance of providing private external amenity space outweighs the small shortfall in daylight for a small number of units. As such, this shortfall is not considered to warrant a reason for refusal.

#### *Residential entrances and arrangement of cores*

40. The scheme originally proposed an entrance to the private units in the east block from South Way and an entrance to the private units in the west block from the corner of South Way/Wembley Hill Road. The entrance to the affordable units was at the north eastern end of the site along Wembley Hill Road via the podium garden. This entrance also served the private residential units in the west block.
41. Your officers did raise concerns with the location of the entrance to the affordable units that was not directly below the units themselves (they are located within the east block). To address this concern, an additional affordable entrance has been provided along South Way next to the private entrance. The entrance at the north eastern end of the site will be retained as an alternative entrance for the affordable units and private units in Block B.
42. All of the entrances are now designed to be legible within the street. The north eastern entrance is now enclosed with glass to provide shelter. Both stair and lift access is provided from all entrances.
43. There are no more than eight units per core per floor, meeting London Plan requirements.

#### *External amenity space*

44. SPG17 requires all flats to have a minimum of 20sqm of external amenity space. This can be achieved through private balconies/terraces and access to communal amenity space. This scheme requires a total of 3960sqm for external amenity space based on the 198 units. The scheme provided 3424sqm of external amenity space, accounting for 17.3sqm per unit.
45. The scheme originally proposed around 15sqm of external amenity space per unit. This fell short of SPG17 requirements. Furthermore, 37 of the units did not have access to a private balcony (accounting for 17% of units). This shortfall was seen as a significant issue for your officers, and amendments have

been made to the scheme to provide all units (but one) with a private balcony/terrace. The unit that does not have a balcony is a studio flat. 13 other units within the scheme have balconies that fall short of London Plan standards, but in all cases these are smaller units (one and two bedrooms) and their internal floor area exceeds London Plan requirements. The mirco-climate assessment concludes that the balconies are suitable for use as seated balcony areas. This is subject to screens at either 0.45m high or 0.9m. Such measures are recommended to be conditioned to any forthcoming consent.

46. The scheme has a number of communal amenity spaces including a podium garden, and roof top gardens known as the north garden, link garden, east building roof and west building roof. The podium garden has been designed with an astroturfed lawn, play equipment, benches and informal seating. The units facing onto the podium garden will have a landscape buffer. New trees are proposed within this area. The roof garden on the west building will contain an astroturf lawn area, decking and seating, flower beds, climbing plants and potting area. A similar arrangement is proposed for the main roof garden above the east building. The two smaller roof gardens on the east building will contain more hard landscape design features with planters.
47. A mirco-climate assessment has been submitted to consider the usability of these spaces in terms of wind. This concludes that the podium and terrace levels are considered suitable for their intended use as a general outdoor recreational space. The report recommends that the glazed infill parapets to the podium garden are 2.4m high to allow the podium to be suitable throughout the year, together with glass balustrades of 1.8m to the other roof gardens. Such measures are recommended to be conditioned to any forthcoming consent.
48. An overshadowing analysis has been undertaken that confirms that over 67% of the podium garden will receive more than two hours of sunlight. This meets BRE overshadowing standards.
49. The overall quality of external amenity space for the residents of the flats will be high quality, and the shortfall from SPG17 is not considered sufficient to warrant a reason for refusal.
50. It is recommended that full details of soft and hard landscaping are conditioned to any forthcoming consent.

#### *Children's play space*

51. London Plan Policy 3.6 'Children and Young People's Play and Informal Recreation Facilities' requires development proposals to provide suitable provision for play and recreation. Further details are set out in the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a bench mark of 10sqm is usable child play space to be provided per child, with under-five child play space provided on site.
52. This scheme produced a child yield of 43 children (22 children under 5, 13 children aged 5 to 11 and 8 children aged 12+), requiring 432sqm of play space. The scheme provides 460sqm of playspace on site within the podium garden. The mirco climate study advises that this space will be usable and provide sufficient levels of sunlight. As such, it is considered that playspace provision is acceptable within the scheme.
53. It is recommended that full details of the children's play space are conditioned to any forthcoming consent.

#### **Impact on neighbouring occupiers**

##### *Privacy*

54. The application site does not adjoin the rear boundary of residential properties. As such, the requirement of SPG17 "Design Guide for New Development" do not apply. Neither the Holiday Inn Hotel or the Ibis Hotel form part of Site Proposals for residential led redevelopment in the future.
55. A minimum distance of around 20m will be maintained between the flats facing onto South Way and the residential development within South West Lands. A distance of over 20m is also maintained between the properties on Wembley Hill Road and the flats facing Wembley Hill Road.
56. It is therefore considered that the privacy of adjoining occupiers will not be compromised by this development.

### *Daylight/sunlight and overshadowing*

57. A daylight/sunlight analysis has been undertaken to assess the impact of the development upon residential habitable room windows within Nos. 29 and 31 Wembley Hill Road. This concludes that these residential units will be well within BRE Guidelines and therefore will experience no material or detrimental harm to the amenity enjoyed to the occupants as a result of the development.
58. The site does not adjoin any amenity areas for surrounding residential occupiers. As such an overshadowing assessment has not been undertaken.

### **Public Realm, Trees and Biodiversity**

59. As part of the Site Proposal for this site, there is a requirement for the south western corner of the site to be provided as land to improve South Way/Wembley Hill Road junction. This has been provided and is discussed in more detail within the highways section below.
60. The Site Proposal encourages active frontages on South Way and to assist in accommodating active frontages, the building has been pushed away from the edges of the application site to allow for wider public realm around the building. This has increased the public realm on South Way from 2m wide pavement to 10m wide pavement.
61. This area will include new tree planting, new hard landscaping and the loading bay to support the retail uses. The objective is to connect this space with the surrounding area, and provide an improve public realm to the front of the building.
62. A microclimate assessment has been undertaken to look at the impact of wind on the public realm. This concludes that with the introduction of the Proposed Development and soft landscaping scheme, conditions are largely suitable, in terms of both comfort and safety. The only exception is at a location to the East of the site, where there is an exceedance of the safety criteria. However, as this exceedance is also present in existing site conditions, the conditions are not caused by the introduction of the Proposed Development itself.
63. It is recommended that full details of the landscaping within the public realm are conditioned to any forthcoming consent.

### *Trees*

64. An Arboricultural Assessment has been submitted which identifies trees within the site that could be affected by the proposal. The trees within the site are subject to a Tree Preservation Order. It is proposed to remove all of the trees to facilitate this development. The trees to be removed are of moderate value and their loss can be supported through new tree planting/landscaping improvements as part of the scheme.
65. The Council's Tree Officer has agreed to the loss of these trees, subject to suitable replacements being provided as part of the redevelopment of the site.

### *Ecology assessment*

66. The site does not contain any sites of ecological interests. The closest Site of Importance for Nature Conservation (SINC) is a Borough Grade I site (Chiltern Line between River Brent and Sudbury Hill Harrow), which is an important wildlife corridor comprising wooded cuttings and embankments and a mosaic of other habitats. The SNIC is located 60m to the SW of the site, on the western side of Wembley Hill Road. The ecological report concludes that the SNIC will not be affected by this proposal due to the distance involved and the intervening major roads and dense urban development, which effectively isolate the application site.
67. The application site itself is generally of low/minimal ecological value. It largely consists of built environment, comprising a high rise modern building and associated car parking and other hard standing. Part of the perimeter of the site comprises amenity grassland, with a peripheral intermittent tree belt and some areas of infra-structure shrubbery. Neither buildings or trees on site are suitable for roosting bats, There are currently no protected species issues with the exception of the likelihood of breeding birds using the trees and other parts of the shrubbery of the site.

68. To mitigate for the loss of trees within the site, it is recommended the peripheral non-built parts of the site are subject to native tree planting and small scale habitat enhancements, to optimise their ecological value within the site. It is also recommended that vegetation clearance is carried out outside of the nesting season.
69. The scheme is not considered to adversely impact on local bat, badger or other notable populations of wildlife as a result of scheme lighting proposals.

## **Sustainability**

### *Compliance with Brent policies*

70. In support of the objective of satisfying Core Strategy policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures, a Sustainable Development Statement has been submitted predicting the commercial elements of the scheme will achieve a score of 70.70%, meeting BREEAM 'Excellent'. Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings.
71. The applicant has also completed Brent's Sustainability Checklist. This advises that the scheme is targeted to achieve a score of at least 50% on the checklist.
72. In respect of Brent's sustainability policies, the proposal is considered acceptable, and such measures will be secured through the Section 106 Agreement.

### *73. Compliance with London Plan*

74. 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 London Plan 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.
75. The application is supported by an Energy Strategy. In summary, the proposal achieves an overall saving of 46% improvement on Part L 2013 Building Regulations. The policy requirement is 35% improvement.

### *76. Lean measures*

77. In terms of passive design features and demand reduction, measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include low energy lighting. The demand for cooling will be minimised through shading from overhangs and balconies, and solar control glazing.
- The development is estimated to achieve a reduction of 39 tonnes per annum (16% improvement over Part L 2013 Building Regulations) as part of the lean measures.

78. The applicant has provided SAP calculations within the Energy Report. Officers from the GLA requested BRUKL sheets to be provided. In response, the applicant has stated that BRUKL sheets are not available because there are no energy savings for the non-domestic aspect of the development under 'Be Lean'. The GLA has therefore advised that the applicant should confirm how the baseline emissions and reductions have been calculated for the non-domestic units, and for them to provide updated site wide carbon emission figures for each stage of the energy hierarchy, this should include both the residential and non-domestic building uses.

79. The above information will need to be provided to the GLA as part of their Stage II Referral.

### *Clean measures*

80. It has been identified that the scheme is within the Wembley district heating network. Whilst it is noted that a heat network is not likely to be developed near the site in the near future, the GLA have requested that the applicant provides a commitment to ensuring that the development is designed to allow future connections to a district heating network should one become available.
- In response to this request a plant layout and a plan has been provided, showing how a connection to a

district heating network could be made should a district heating network become available. The GLA have confirmed that this information has addressed this matter.

81. The scheme is proposing to install a communal heat network, with all flats and non domestic units being connected to the network. It has been confirmed that the communal heat network will be supplied from a single energy centre. The GLA have confirmed that this is acceptable, as requested as part of the Stage I response.
82. In terms of Combined Heat and Power (CHP), it is proposed to install three 20 kWe gas fired CHP units as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating (84% of the total heat load). A reduction in regulated CO2 emissions of 77 tonnes per annum (30%) will be achieved through this second part of the energy hierarchy.
83. The GLA have requested details of the management arrangement of the CHP. In response, an assessment of the predicted running hours of the CHP plant has been submitted. This also explains that a Facilities Management company will be appointed by the developer to manage and maintain the operation. The GLA have confirmed that this is acceptable.

#### *Green measures*

84. The scheme has investigated the feasibility of a range of renewable energy technologies but is not proposing to install any renewable energy technology for the development as the emissions target is met by energy efficiency measures and CHP.
85. The GLA have requested additional information on why PV panels have not been considered as they are identified as feasible. The applicant has stated that the limited amount of roof space is expected to reduce the efficiency of photovoltaic panels and minimise their contribution to energy savings. The applicant has also explained that the inclusion of photovoltaic panels would also significantly reduce the quantum of amenity space for residents of the development and that without this amenity space, the quality of the accommodation would be reduced.
86. The GLA have advised that as emission rates already exceed the targets, this is considered acceptable in this instance.

#### **Flood Risk and Surface Water Drainage**

87. The site is less than 1 hectare in size and is located within Flood Zone 1, which means that it is at low risk of significant surface water flooding. However, the adjacent South Way is at risk of significant surface water flooding. The submitted Flood Risk Assessment demonstrates that the proposal complies with policy 5.12 of the London Plan in relation to flood risk.
88. Consideration has also been given to sustainable drainage taking into account policy 5.13 of the London Plan. The development proposals represents an increase in impermeable area from 76% to effectively 100%. Surface water discharge from the site will be restricted to 50% of the pre-development discharge rate, i.e. 26l/s, with the proposed surface water drainage network designed to cater for the 1 in 100 year storm event plus 30%. However, Thames Water has stated that there are known capacity issues in this network and that any new connections would need to be limited to 5l/s.
89. In response to these concerns, the applicant has advised that the site can be designed to achieve a 5l/s discharge rate for surface water. This is approximately 3x the greenfield rate and significantly below the current modelled 46l/s. This will be achieved by a combination of green roofs, landscaping, permeable paving and sub-surface storage.
90. The GLA have advised that this approach is considered to be good practice and will assist with the wider local surface water flood risk in the Wembley area. This aspect of the proposals now comply with London Plan Policy 5:13 (Sustainable drainage) and should be secured via an appropriate planning condition.
91. Thames Water have commented on the proposal. They have recommended that conditions are secured relating to a drainage strategy and impact study on the sewer network to take into account the inability of the existing waste water infrastructure to accommodate the development and the foul sewer network down stream approaching capacity. They also recommended a condition relating to piling.



## **Environmental Health considerations**

### *Noise*

92. A Noise Impact Assessment has been submitted. This has concluded that the scheme can achieve the required internal noise levels, subject to mitigation measures including glazing specifications, and full mechanical supply and extract ventilation to be provided by internal heat recovery, eliminating the needs for opening within the facades.
93. Officers in Environmental Health have reviewed this report and have concluded that it is acceptable subject to a condition being secured relating to internal noise levels. They have also recommended a condition relation to vibrations, noise from plant equipment, sound insulation for the residents gym use below the residential units, and between residential and non residential uses. A condition has also been recommended in relation to low frequency noise from the substation.

### *Contaminated Land*

94. A desk top study has been submitted and reviewed by officers in Environmental Health. They have recommended conditions are secured in relation to an investigation report and verification report to cover remediation.

### *Asbestos*

95. Given the age of the building to be demolished, it is possible that asbestos may be present. Environmental Health have advised that the applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials. Such details will be secured as an informative.

### *Air Quality*

96. An Air Quality Impact Assessment has been submitted. Officers in Environmental Health have reviewed this report and recommended a number of conditions relating to the mitigation measures set out in the air quality assessment being secured, restriction in emissions from the communal boiler and control of dust through the construction management plan.

## **Transportation**

97. The application site is located on PTAL 4, with good access to public transport. It is located on the corner of Wembley Hill Road (London Distributor Road and Bus Route) and South Way. The site lies outside but on the edge of Controlled Parking Zone "W" 8am-9pm Mon-Sat (midnight on Stadium event days). No parking or loading at Anytime is provided along at site frontage (this includes event day management closures).

### *Car Parking*

98. This site lies within the Wembley redevelopment Masterplan area. As such, car parking standards for the proposed uses on the site are set out in the Wembley Area Action Plan.
99. The standard for residential use allows up to 0.4 spaces per unit for 1-/2-bed flats and 0.6 spaces per unit for 3-/4-bed flats where the public transport access is good. For the retail use, for a PTAL at level 4, the parking standard is 1 space per 200sqm for up to 200sqm; and 1 space per 120sqm for up to 2,500sqm. Therefore, applying the standard to the 198 proposed flats within the two proposed buildings gives an allowance of up to 83 residential and 13 retail parking spaces.
100. The development originally proposed 40 car parking spaces which included 5 disabled spaces (making up 12.5% of total provision). In accordance, with GLA standards, developments should allocate about 10% of the total provision as wheelchair accessible units, and provide each of them with a corresponding car parking space. As the scheme proposes 20 flats to be wheelchair accessible, there is a requirement to provide 20 disabled spaces. This has been requested by both officers in Transportation and the GLA.
101. In response to this request, the car park layout has been amended to provide a reduction in the

total number of spaces within the car park to 30 spaces. Out of the 30 spaces 20 spaces will be disabled spaces, with one of these spaces set aside for visitor use, with potential for this space to be converted to a car club space in the future if there is sufficient demand. The new car parking arrangement is supported by officers in Transportation and the GLA.

102. Since all nearby local access roads are already heavily parked, overspill parking from this development cannot be accommodated on nearby streets. The development will therefore have to be 'parking permit restricted'.
103. The site does have good access to public transport services and hence there is scope to apply a 'parking permit restriction' to the proposed flats, thereby removing the right of future occupants of the development to on-street parking permits. It is recommended that this be secured through a Section 106 Agreement, with an obligation or condition placed on the owner to notify all prospective residents in writing of the restrictions - after the proposed car parking spaces have been sold and allocated. This has been agreed to by the applicant.
104. To support the 'parking permit restricted' housing, there are a number of car club vehicles based in the local area. There is Zip Car Club parking spaces located at the Civic Centre, and also City Car is at Elizabeth House, on the High Road. The presence of these operations should be promoted to future residents through the Travel Plan, with consideration for a dedicated space provided on-site if the car club operators feel that demand warrants such. Flexibility has been provided in the car park to change the visitor car parking space to a car club space.
105. No electric vehicle charging points were originally proposed within the development's car park. Spaces have to be provided by the developer with 20% of the spaces with active electric vehicle charging points and 20% with passive charging points. To address this concern, the plans have been amended to provide a charging bar with individual charging points along the perimeter wall of the car park, allowing 21 spaces (70%) to be converted to permit the charging of electric vehicles. A total of 6 spaces (20% will have active provision of electric vehicle charging. This has address previous concerns raised by Transportation and the GLA.
106. The proposed car parking spaces for residential use will be located in an undercroft car park which will be accessed off South Way, via a gated access - setback at circa 15metres from the public highway boundary. Pedestrian routes are provided to all building entrances, as well as to lifts from the car park area. The distances to the car park from the building entrances, along with a headroom of 2.5m to accommodate high-top conversion vehicles are acceptable.
107. As the car parking will be controlled via an access gate, it is important to ensure that this operates smoothly, in order to avoid queuing back of vehicles on to the highway. If this happen, it could block the footway and queue back unto South Way, thereby affecting the operation of the nearby South Way/Wembley Hill Road junction. In response the applicant has advised that vehicle waiting times for the car park gates to open are expected to be short (<60 seconds). Given the level of parking and servicing activity expected, it is considered highly unlikely that more than one vehicle would require entry to the site at the same time. Details of the proposed arrangements that would be employed to maintain access to the car park in the event of a mechanical failure of the access gates and/or a broken down vehicle blocking the entrance will be included in the detailed Development Parking
108. Management Plan (DPMP), which will be submitted to LBB for approval prior to occupation. These measures should be incorporated into the DPMP and conditioned in a planning consent.
109. Consideration also needs to be given to visitor parking and retail parking. Both the site frontages on South Way and Wembley Hill Road can not accommodate on street parking as they have waiting restrictions. The applicant has advised that they will include measures to discourage visitors from travelling to the site, but when this is required, they will be directed to use the nearest public parking which is the Red Multi-Storey Car Park (MSCP) operated by Quintain. It is recommended that such measures are secured within the DPMP.

#### *Cycle Parking*

110. The scheme proposes 345 secure spaces in total; inclusive of 323 residential cycle parking spaces internally (long-term) and 22 to be provided externally (short-term). The total provision is sufficient.

111. In terms of the retail element, 10 spaces have been allocated as long term parking. These proposed within the back house areas of the building for employee use.
112. The 22 external spaces specified for short-term use by the public, will be located around the perimeter of the building, is commendable. These should be 'Sheffield' stands, located at areas close to the building accesses, and designed not to obstruct pedestrians and the proposed public realm area.
113. Full details of cycle parking and recommended to be conditioned to any forthcoming consent.
114. Full details of car parking, cycle parking and visitor parking associated with the development are recommended to be secured by condition as a DPMP which is a comprehensive document which will deal with all parking issues and management associated with the development.

#### *Access Strategy*

115. There are a number of accesses to both buildings (east and west) and these comprise the residential entrance, car park access, maintenance and service accesses. There is only one access for vehicles and cars for entry into the undercroft car park. This is located on South Way, circa 70m east of the junction with Wembley Hill Road. The vehicular access into the car park has a width of 4.8m (plus a 0.5m allowance), will be created as a new bell mouth junction with South Way about 18m to the east of the existing access for Mahatma Ghandi House. This width is acceptable and appropriate for use. This access can also be used by cyclists to access the cycle parking facilities within the basement.
116. The gates in the form of a shutter are shown to have a setback from the highway. These gates are set back 10m from the edge of the pavement. As discussed above, vehicle waiting times for the car park gates to open are expected to be short (<60 seconds). Given the level of parking and servicing activity expected, it is considered highly unlikely that more than one vehicle would require entry to the site at the same time. Details of the proposed arrangements that would be employed to maintain access to the car park in the event of a mechanical failure of the access gates and/or a broken down vehicle blocking the entrance will be included in the detailed Development Parking Management Plan (DPMP), which will be submitted to LBB for approval prior to occupation.
117. The proposed kerb radii and footway should also be appropriately designed to allow adequate pedestrian and vehicular visibility. The visibility splay must conform to appropriate standards.
118. It should be noted that all access gates must be designed to open inwards, and not into the highway. This has been confirmed by the applicant, and will be conditioned to any forthcoming consent.
119. Officers in Transportation have advised that it is required that the section of the carriageway within public highway footway at the bell-mouth access junction is raised to flush at same level as the footway, to give pedestrian priority over vehicles. The details and materials used for this should match with the existing nearby Ibis Hotel access treatment - which also has a flush footway with the raised table and grey/granite pavings.
120. Details have been provided showing a draft of a proposed extension to the existing raised table is currently present on South Way across Station Square and the Ibis Hotel access. This proposed feature and the proposed adjacent on-street lay-by (see below) may conflict. It is therefore important that the developer engage with LBB further on this, with the aim to seek a way to rationalise these features on South Way. The delivery of this provision by the developer will be undertaken via a combined Section 38/278 Highway Works agreement. The Developer will therefore be asked to undertake this work or fund it, once all details about the access treatment had been discussed and agreed with LBB. An obligation should be placed on the developer to ensure this is carried out. This will be secured as part of the Section 106 Agreement.
121. In terms of fire access, some of the entrances to the Blocks are within 45m of the loading areas. However, in relation to the north area of the site, around the Holiday Inn car park, it will be prudent for the developer to ensure this is made available in times of emergency. The developer should discuss with the private owner of the access, ways to allow access in times of emergency.
122. Fire access guidelines issued by the London Fire Brigade also stipulate that access is required around at least 75% of the building perimeter for a building of this size. It is therefore recommended that the fire access arrangements be carefully reviewed in consultation with the London Fire Brigade before planning permission is granted for the proposal. They may advise on the suitability of the arrangements

of the headroom for the undercroft car park - if any changes required.

123. In response to the above, the applicant has advised that it should not be necessary for fire tenders to access the building perimeter as the building will be equipped with wet/dry risers for firefighting purposes. The inlets of for which will be accessible from the loading bay on South Way.
124. It is proposed that the footway at the frontage of the site along around Wembley High Road and South Way will be widened and improved with new additional land of varying width for public realm use. In relation to this, the developer has offered a part of their private land to be used for this purpose and for the footway widening. This will increase the adoptable surface area with paving material laid to adoptable standards. The offer is welcomed as it will improve pedestrian access along this area, which is expected to have an increase in footfall and frontage activity. The additional land for widening will also enable Brent improve and rationalise the pedestrian crossings within the junction. Adoption of the widened footway as public highway would also be welcomed and it is recommended this is offered for adoption under Section 38 of the Highways Act 1980 and secured as part of the Section 106 Agreement. This has been agreed by the applicant.
125. Consideration also needs to be given to the quality of pedestrian and cyclist access to and from the south. The land opposite of the site, on the south side of South Way has been earmarked for development i.e. South West Lands. The developer should therefore take note of the need to develop the footway and public realm design at this development, in tandem with the South West Lands proposals.
126. The junction of South Way with Wembley Hill Road incorporating the signalised crossings, are also earmarked for improvement and likely to incorporate cycle crossing facilities. There is therefore the need to ensure that the development's proposals in relation to the footway fronting the development, falls in line with the impending scheme designs for the proposed junction improvements.
127. The applicant has advised that the design of the public realm area will be coordinated with the South West Lands development and Brent's improvement scheme for the South Way junction. Further discussions will be held with all parties during detailed design.
128. Further details of the proposed landscaping materials within the site, street lighting details, granite paving for the public plaza area, trees and planters, café outside seating areas at the front, should be submitted to the Council to aid in the discussions on South Way highway/footway proposals. Such details will be secured as a planning condition.
129. Finally, it is likely that the Council will implement a downgraded speed limit 20mph zone on the whole South Way in light of the numerous improvements (and traffic management) proposed as part of surrounding developments.

#### *Delivery & Servicing - Ordinary Days*

130. Standards PS17, PS19 and PS20 of the adopted UDP generally require small retail and café units to be serviced by transit sized vans, with office units requiring servicing by 8m rigid vehicles and public houses by 10m rigid lorries.
131. The delivery and servicing strategy adopted by the development is that small sized vehicles will be able to access the development's car park and allowed to enter the site, undertake deliveries, turn around and exit - all in forward gear. Large rigid vehicles of 8m or more will not enter the car park to make deliveries or servicing. This will take place outside of the development. Prior to adopting this strategy, the developer demonstrated other options available and these have been examined. This delivery and servicing strategy is acceptable as activities taking place on the public highway will be minimal and controlled - thereby allowing the proposed active frontage to function and at the same time minimising impact on the public realm.
132. The internal loading arrangements (7.2m x 4.8m and clearance of 3.2m) are considered acceptable, and associated vehicle swept paths produced and submitted by the developer are acknowledged. It is important that during the delivery and servicing, vehicles do not arrive at the same time and queue on the highway in front of the gates, waiting to gain access into the car park thereby obstructing the public highway. The developer has demonstrated a solution through an Outline Delivery & Servicing Plan (DSP) that a vehicle booking system will be used to ensure that this does not occur - the event where two or more delivery vehicles arrive at the same time. This should be conditioned in any planning permission granted in order to ensure that the developer adheres to a robust coordinated

system between the residential and the commercial units in terms of delivery bookings.

133. For the external loading, the proposal is for the creation of a lay-by on South Way measuring 15.5m x 3.0m which will accept vehicles up to 12m in length. Vehicles will be allowed to enter from the west, and exit via the east of South Way. This strategy is acceptable.
134. Likewise, delivery vehicles should not be allowed to arrive at the same time to undertake delivery and servicing or both. The onus will be on the developer's building management company to ensure that this does not occur - where delivery vehicles queue up to access the lay-by. Such incidents may have a negative impact on the operation of the South Way/Wembley Hill Road junction, and pedestrian safety on the footway and public realm area
135. Any additional service vehicle or delivery or refuse truck that arrives whilst the lay-by is in use should be made to leave the site towards the east on South Way and come back during the next available clear booking slot. The hours of operation stated in the Outline DSP are acceptable and an obligation will be placed on the developer to adhere to this measure including the routing strategy and the operation of the lay-by.
136. In adopting the highway, Brent will seek to introduce new parking and loading time restrictions at the lay-by, combined with physical measures to restrict and prevent misuse.
137. The developer should note that the design of this lay-by will require an initial Road Safety Audits (RSA). The RSA will cover the new lay-by operation as a footway/Public Realm too, as well as all new highway features being introduced on South Way. This forms part of the Section 278 works.

#### *Refuse and collection*

138. In terms of refuse storage, although the developer suggests that this will take place along South Way within the lay-by, bins storage areas within the building shown or specified on the drawings indicate distances of about 20m and 30m from the access to the building. Bin store areas should normally be within 10m of the access. A minimum of 37 Eurobins are required to service this building. The drawings show 42, and hence acceptable.
139. The refuse collection for the private residential units would be undertaken by a private contractor, with the bins collection from the internal bin stores at the time of collection and then returned to the bin stores once the collection is complete.
140. The refuse collection for the affordable units would be undertaken by the Council operatives. It is intended that the bins will be moved from the bin stores to a holding area within the service core on South Way and then moved to the kerb edge shortly prior to collection by the building/facilities management. The building/facilities management will then return to the bins to the bin stores once the collection is complete.
141. Full details of refuse collection are recommended to be set out on a Delivery & Servicing Plan for the site, which will include details of the proposed building/facilities management roles and responsibilities.

#### *Service & Deliveries - Stadium Event Days*

142. During event days traffic management plans are activated and implemented on various roads in the Wembley Stadium area about 4 hours before the start and 4 hours after the end of an event. This is to ensure the safe arrival and dispersal of crowds who travel to Wembley Stadium by vehicles, coaches, public transport and on foot. Such plans involved the closure of the whole of South Way road - as this forms part of the main approaches to Wembley Stadium.
143. Officers in Transportation have advised that the Transport Assessment has not adequately interrogated the existing event day traffic management plans for Wembley. The current submission includes plans for access to the development site by all vehicles during the periods of closure. This involves allowing delivery vehicles access to the new South Way lay-by (i.e. 12m rigid bodies) and subsequently using the area fronting the undercroft access as a turning-head. This is not acceptable.
144. It is required that all deliveries to the development site are totally prohibited from accessing South Way and the development during the period of road closures. This is to allow the safe and smooth

operation of the Wembley Event Management Plan (WEMP). This arrangement will be in line with the existing prohibition applied to all buildings within the event management plan area.

145. It is proposed that these limitations on event days are secured within the Delivery & Servicing Plan.
146. Limited access can be allowed for cars and other smaller vehicles accessing the undercroft car park. Access and egress will however, be completely prohibited for all vehicles for short periods of time during dispersal periods of an event, when large crowds will be using Station Square, White Horse Bridge and South Way (and the areas fronting the development and its access). This will need to be secured within the DMCP.

#### *Transport Assessment - Trip Generation & Impact*

147. Trips associated with the development have been estimated based on analysis of the existing and proposed development trips which have been used to produce a net impact of the proposed development. The servicing and delivery trip generation were also analysed and added to the net trips. The general methodology is acceptable since the existing building has extant uses.
148. The existing trips have been estimated using TRICS database, which has the site as one of the samples of survey (Mahatma Gandhi House, site ref: BT-02-A-02). The former land use produced a total of 43 arrivals and 6 departure trips in the morning peak hour (AM Peak 0800-0900hrs); whilst the evening peak hour (PM Peak 1700-1800hrs) produced 11 arrivals and 39 departures.
149. The proposed development trips were derived from the TRAVL database now subsumed into TRICS. The trips rates presented have been based on the assumption that a significant proportion of trade for the retail units would emanate from the area or would be passer-by trips; rather than additional trips being generated onto the network. The assumptions made in the TA are that, all the trips associated with the A1 retail units and A3 cafes would be local/pass-by trade; and A3 restaurants will only attract 50% of the trips from the local area. Whilst assumptions are not entirely accepted, in particular as the site is located in an attractive area, the absence of any parking for the retail units does mean that staff and visitors would not be travelling to the site by car - and may be put in the Red MSCP. The site also has very good access to public transport services.
150. The London Travel Demand Survey (LTDS) data for LBB residents was used to establish the modal splits for residential element of the development; whilst data from TRAVL was used for the retail units. Due to the very low level of parking proposed and the constraints on-street parking in the surrounding area, adjustments were applied to reduce the split of car trips from 37% to 20%. This only generates about 30 two-way car trips in the AM Peak and 19 in the PM Peak. This assumption is accepted and when compared to the extant generation, a negative net impact on vehicles is expected to occur.
151. On this basis, the actual impact of the development on the local road network is not considered to be significant enough to warrant further junction analyses on the surrounding highway network, with vehicular movements likely to be lower than for the former use as offices. Measures should be put in place as part of the parking management how the developer intends to advise visitors who arrive at the development with car, and in need of parking spaces. This can be addressed in the Travel Plan.
152. In terms of public transport trips, the development is estimated to generate 27 bus journeys in the AM peak and 22 journeys in the pm peak hour. Although these figures do not seem significant, it should be noted this is a low-car development with very low parking, and therefore must be promoted as such. Also, it can be assumed that the significant level of additional walking trips anticipated is likely to translate into increased bus trips.
153. Transport for London have advised that they are seeking an appropriate contribution towards bus capacity constraints due to cumulative impact of development in the Wembley Opportunity Area. This is currently being reviewed by the applicant, and an agreed amount will be secured within the Section 106 Agreement.
154. In terms of the walking and cycling trips to and from the site, it has been estimated that an additional 290 two-way trips by foot in the AM peak and 500 two-way trips in the PM peak will occur. These figures are in addition to the public transport trips which need to travel by foot between the site and the station/stop. For the cycling trips, additional 1 and 2 trips by bicycle are anticipated in each peak hour.

155. The widening of the footway along the site frontage to cater for the increased footfall is welcomed, but further consideration needs to be given to improving pedestrian and cyclist route to and from the site. Further details of the design of the South Way/Wembley Hill Road junctions with improved crossings will be discussed with the developer. It is likely that a financial contribution will be sought to mitigate the impact of the significant walking trips from the development by supporting improvements farther away from the development. It is clear that there will be an intensification of use of the junction due to the development; which subsequently needs to be carefully and proportionally mitigated. This will be provided through the monies from the Community Infrastructure Levy.

#### *Travel Plan*

156. To help to manage future trips to and from the site and ensure the development does not have any negative impacts, an Interim Travel Plan (ITP) has been prepared and submitted with the application - which cover both residential and retail uses. This is acceptable; however a full Travel Plan will be required before occupation.

157. The targets set by the developer in the ITP for the residential land uses is to achieve and maintain the car driver mode share to below 25% in the long term in line with the LBB's Draft Long Term Transport Strategy (June 2014). It is hereby suggested that since the adjusted residential mode share for cars computed by the developer is 20%, this should be used as the Target for car driver mode share in the Travel Plan.

158. For the retail uses as no parking will be provided and the mode share is forecast to be 0%, the target is to achieve and maintain a 100% sustainable mode share (walking, cycling and public transport). This is acceptable.

159. To achieve the above targets, the ITP document has set out a range of measures to help to support sustainable travel, including provision of transport information to residents through Travel Packs, noticeboards, and offer for a personal travel adviser and to be managed by a Travel Plan Co-ordinator and monitored over a period of five years.

160. However, the proposed measures are very limited and in particular, little support is proposed for Car Clubs, although this has been mentioned. As a minimum, the presence of local Car Clubs should be promoted to future residents and this should include an immediate engagement with car club operators to establish whether they would require dedicated parking space for vehicles on the site and the offer of free or subsidised membership of a car club to new residents.

161. At the least, it would have been expected that discussions would have taken place with the Car Club operators and the outcome of the meeting reported, and/or a draft contract of an agreement between the developer and the Car Club operator produced. The developer should consider subsidising or offering free one-year car club membership to the future occupants.

162. In response, the applicant has advised that capacity has been provided within the car park to provide a car club space should demand arise in the future, and that consideration will be given to subsidising or offering free one-year car club membership to the future occupants.

163. Few minor observations on the ITP are that it mentions the proposed car parking spaces are 38, whilst the TA states 40 spaces. This should be corrected to reflect the updated car parking spaces to 30. In relation to the measures stated under the servicing and delivery, the ITP mentions that occupiers should review their practices and policies with a view to minimising the number of trips to the site. This statement contradicts with the proposed measures Section 5.2.14 'Reducing the Need to Travel' to promote home working, online shopping and supermarket home delivery services to the development. The Developer is required to review these. Finally, under the walking and cycling initiatives for the employees at the development, the ITP wants to encourage employees to sign up to the Santander Cycle Hire scheme. This initiative is not relevant as there are no such schemes within the Wembley area, to the benefit of the development.

164. Finally, the Travel Plan has not been assessed or tested using TfL's ATTrBuTE programme, and this is requested in order to ensure that it achieve TfL's requirements.

165. In the event that planning consent is to be granted, this should be subject to a S106 requirement to submit and receive approval for a modified Travel Plan prior to occupation of the building.

### *Construction and Logistics Plan (CLP)*

166. Prior to commencement of works on site, a CLP is required to be submitted to and approved in writing by the Council. This can be conditioned to any forthcoming consent.

167. It should include time scales of the construction and phasing, construction vehicle numbers, wheel washing facilities, access strategy to the site including the ability for all heavy construction vehicles to turn around on the site, and address impact on the surrounding highway network. Any expected movements of AIL (abnormal indivisible load) to the site should also be detailed and a strategy for its routing and access presented in the report.

### *Conclusions on transportation matters*

168. In conclusion, your officers in Transportation have advised that subject to updated DMCP, DSP and Travel Plan being appropriately secured as part of the planning consent, the scheme can be supported on highway grounds subject to:

(a) a Section 106 Agreement to secure:-

- Undertaking of highway works along Wembley Hill Road and South Way through an agreement under a combined Section 38/278 of the Highways Act 1980 to: (i) widen, resurface and upgrade the existing footways adjoining the site (including amendments to street furniture for Public Realm proposals, and the additional area of footway offered to the Council for adoption); (ii) amend the existing vehicular access onto South Way to suit the revised access arrangements; (iii) provide a loading bay within the existing footway along the South Way frontage; (iv) adjust the existing raised speed table in South Way to facilitate the proposed new access; (v) close the existing access to the site from South Way; and (vi) any ancillary and accommodation works or works to statutory undertakers' equipment arising from these above, in accordance with detailed plans to be approved by Brent Council's Transportation Unit;

- Implementation of the submitted Travel Plan, to also include provision of subsidised Car Club membership for future residents in accordance with details to be approved by Brent Council in consultation with local Car Club operators;

- A 'car-free' agreement withdrawing the future right of residents to on-street parking permits in the vicinity of the site;

and conditions to secure:

- Submission of a comprehensive Parking Management Plan as an upgrade on the submitted Car Parking Management Plan to among other things, incorporate a commitment to smoothly operate the controlled via an access gate in order to avoid queuing back of vehicles on to the highway;

- Submission of a full Delivery & Servicing Plan (DSP) noting the implementation of a robust site delivery coordination system, changes to the proposed event management details within the submitted DSP, and incorporation of the developer's access plans into event day traffic management plans;

- Submission and approval of a full Construction Management Plan.

### **Impact on Social Infrastructure**

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

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



171. School infrastructure needs are identified in the Brent School Place Planning Strategy. In terms of schools near to the application site the Council has identified the expansion of Elsley Primary School by two new forms of entry (to four forms of entry). A planning application has been submitted for this expansion under reference 16/0223 and will be considered shortly by Planning Committee. Ark Elvin Academy has been granted planning permission for a new secondary school of 1750 pupils in nine forms of entry.

172. To meet the identified infrastructure needs funding is expected largely to come from the Community Infrastructure Levy (CIL). This scheme will secure a CIL contribution of approximately £4.3 million.

**Statement of Community Involvement and response to objections raised**

*Statement of Community Involvement*

173. As the scheme initially proposed over 200 residential units there is a statutory requirement for the applicant to engage in pre-application discussions with the public. A Statement of Community Involvement has been submitted by the applicant that sets out the timeframes for pre-application consultation with councillors and members of the public. Letters/Flyers were sent to over 5000 local residents inviting them to a public exhibition. This exhibition was held on 9th and 10th September 2016 between 5.30pm to 8.30pm at Play Wembley (next to the Ibis Hotel). A total of 8 local residents attended the consultation events. The Statement of Community Involvement concluded that the overall response was generally positive. The only issues raised relating to the upkeep of the building and if the Council would be involved in the maintenance of the building.

*Consultation on planning application*

174. A number of issues have been raised local residents as part of the formal consultation for this application and this is set out below:

| Nature of objection  | Response   |
|--|--|
| The proposed development will be very high indeed and will be visible from Dennis Avenue, proving that the proposed development is very tall, and not in keep with the other buildings in the area (21 h is too tall for the area but 11 storeys is acceptable and in keep with local surroundings)  | The height of the development is considered appropriate for its context. This is discussed in paragraphs 9 to 17 above.  |
| Proposed 202 residential units is far too much, coupled with new proposed developments in the area will have a massive affect on the already busting point of the local hospitals, schools and emergency services.   | The impact on social infrastructure is discussed in paragraphs 170 to 173 above.   |
| Traffic - there is already a major traffic issue in the area, and Wembley Stadium and the surrounding area are now encouraging the public to bring cars into the area. Previously when the Stadium was being built, we as residents were told that there is only going to be limited parking available for Stadium and SSE Area visitors as we want them to come by public transport. This has gone out of the window. | The residential elements of this development will be subject to a car free agreement removing their rights to apply for parking permits in the local area. Visitors to the retail units will be encouraged to travel by non car modes but there is car parking available in the red car park.<br><br>This retail element of this application is small in scale and serves local needs. |
| The area is already over developed and more pending with other developments such are SW Lands, Brent House, Cottrell House etc. Where will the residents park - Mostyn, Dennis and Linden Avenues are already full, and feel that a knock-on effect will leave the   | As discussed above, the development is subject to a car free agreement to prevent overspilling parking onto neighbouring residential roads.  |

|   |   |
|---|---|
| proposed development residents parking in the above roads.  |   |
| Query whether our rainwater and sewage systems cope with such large proposed developments   | This has been considered in paragraphs 89 to 91 above.  |
| Infrastructure around the area cannot cope - roads are already very busy and roads are suffering with large potholes.   | The impact of trips to the site has been discussed within paragraphs 147 to 155 above.<br><br>The public highway is maintained by the Council and any concerns regarding potholes need to be reported to the Council.                                 |
| Privacy from bathroom window will be highly compromised as this will be in the line of view to the proposed development.  | The impact of the proposal upon neighbouring amenity has been discussed within paragraphs 54 to 56 above.   |
| There are already a number of new recent developments, and new proposed ones which are planning in 'dwarfing' the current area and making it congested and claustrophobic.  | The site lies within the Wembley Growth Area and Opportunity Area. This area is identified for high density development.  |
| Public buses are already clogging up the roads, and with more residents, there will be a need for more public transport leading to a complete standstill of traffic. Buses are also terminating at Wembley Hill road (at the end of Linden Avenue). For cars trying to come out of Linden Avenue and take either a left or right turn at the junction is asking for a death wish as you cannot see past the terminated buses and cars are coming very fast. This should not be a termination point for buses. | Any contributions towards public transport need to be agreed with Transport for London (TfL).<br><br>The location of bus stops is managed by TfL rather than the Council. Concerns regarding the location of the bus stop need to be raised with TfL. |

## **Conclusions**

**175.** The application proposes the redevelopment of this vacant office site with a residential led mixed use development. It will contribute towards the objectives of the Wembley Growth Area and Opportunity Area, including the delivery of high quality affordable housing in the Growth Area.

176. The scale of the development is considered appropriate as it is identified as a site that is appropriate for a tall building, and is sited within a cluster of tall buildings.

177. It is recommended that the scheme be granted consent, subject to a legal agreement and planning condition, to secure the required planning merits.

## **S106 DETAILS**

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

1. Payment of the Council's legal and other professional costs on completion of the deed in (i) preparing and completing the agreement and (ii) monitoring its performance;
2. Notification of material start 28 days prior to commencement;
3. Minimum of 25 affordable rented units (16 x 2 bed and 9 x 3 bed) and 15 shared ownership units (7 x 1 bed, 7 x 2 bed and 1 x 3 bed), unless otherwise agreed, representing a minimum of 20.2 % affordable housing on a unit basis;
4. An appropriate financial review mechanism for providing an offsite contribution towards affordable

housing provision following completion of the development should market conditions improve;

5. A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to material start of the development hereby approved. This shall demonstrate:
  - a. How the development will achieve BREEAM excellent in relation to commercial floorspace;
  - b. How the indicated Brent Sustainability Checklist measures will be implemented within the scheme (or other such measures approved by the Council which meet a level of at least 50%).
  - c. How the scheme will achieve a minimum CO2 reduction of 35 % from 2013 TER (regulated)
  - d. The applicant shall implement the approved Sustainability Implementation Strategy and shall thereafter retain those measures.
6. On completion, independent evidence (through a BRE Post-Construction Review and completion certificates) shall be submitted on the scheme as built, to verify the achievement of BREEAM excellent and the approved Sustainability Implementation Strategy.
7. If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required:
  - a. The submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
  - b. The submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.
8. To allow easy connection to a Decentralised Heat / Energy Network should one be implemented in the area in the future.
9. The approval of a revised Travel Plan, and implementation of that Travel Plan from first occupation of the development, to also include provision of subsidised Car Club membership for future residents in accordance with details to be approved by Brent Council in consultation with local Car Club operators;;
10. Undertaking of highway works along the South Way through an agreement under a combined Section 38/278 of the Highways Act 1980 to: (i) widen, resurface and upgrade the existing footways adjoining the site (including amendments to street furniture for Public Realm proposals, and the additional area of footway offered to the Council for adoption); (ii) amend the existing vehicular access onto South Way to suit the revised access arrangements; (iii) provide a loading bay within the existing footway along the South Way frontage; (iv) adjust the existing raised speed table in South Way to facilitate the proposed new access; (v) close the existing access to the site from South Way; and (vi) any ancillary and accommodation works or works to statutory undertakers' equipment arising from these above, in accordance with detailed plans to be approved by Brent Council's Transportation Unit;
11. A 'parking permit restriction', withdrawing the future right of residents and business occupiers to on-street parking permits in the vicinity of the site;
12. Contribution towards bus improvements - amount to be agreed with TfL
13. Training and employment
  - a. To prepare and gain approval of a Employment Enterprise and Training Plan prior to commencement and to implement the Plan
  - b. To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
  - c. To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
  - d. From material start, to provide monthly verification of the number of Brent Residents employed or provided training during construction and if the above targets are not being met, to implement measures to achieve them
  - e. Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.
14. To join and adhere to the Considerate Contractors Scheme throughout the duration of demolition and construction.

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

## CIL DETAILS

This application is liable to pay **£4,304,546.23\*** 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): 4988 sq. m.

Total amount of floorspace on completion (G): 20825 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 |
|-----------------|-------------------------------|------------------------------------|-----------------------------------|-------------------------------|---------------------------------|-----------------|-------------------|
| Shops           | 1685                          |                                    | 1281.40912<br>364946              | £40.00                        | £35.15                          | £62,697.52      | £55,095.44        |
| Dwelling houses | 19140                         |                                    | 14555.5908<br>763505              | £200.00                       | £35.15                          | £3,560,921.34   | £625,831.93       |

|  |                      |                    |
|--|----------------------|--------------------|
| 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) | 274                  |                    |
| <b>Total chargeable amount</b>   | <b>£3,623,618.86</b> | <b>£680,927.37</b> |

\*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: 15/4714

To: Mr S Stackhouse  
Montagu Evans  
5 Bolton Street  
London  
W1J 8BA

I refer to your application dated 30/10/2015 proposing the following:  
Demolition of existing office building and redevelopment to the site to provide a part 10 and part 21 storey building from podium level with 1,416sqm of A1 floorspace and 133sqm of flexible A1, A2 and A3 floorspace on the ground floor and 198 residential units (use class C3) above with car parking, communal and private amenity space, public realm improvements, landscaping and other associated works (revised description).

and accompanied by plans or documents listed here:  
Refer to Condition 2  
at MAHATMA GANDHI HOUSE, 34 Wembley Hill Road, Wembley, HA9 8AD

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 the:-

National Planning Policy Framework  
London Plan  
Wembley Area Action Plan 2015  
Brent LDF Core Strategy 2010  
Brent Unitary Development Plan 2004  
Council's and Mayoral Supplementary Planning Guidance

- 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):

2024-00-DR-0001 Rev D01 - Site Location Plan

Existing Floor Plans - P8961J543 Rev 01

2024-00-DR-0102 Rev D14 - Level -3  
2024-00-DR-0103 Rev D08 - Level -2  
2024-00-DR-0104 Rev D11- Level -1  
2024-00-DR-0105 Rev D10 - Level 0 Retail  
2024-00-DR-0106 Rev D11 - Level 0.1  
2024-00-DR-0107 Rev D10 - Level 01 Podium  
2024-00-DR-0108 Rev D08 - Level 02  
2024-00-DR-0109 Rev D07 - Level 03  
2024-00-DR-0110 Rev D10 - Level 04  
2024-00-DR-0111 Rev D07 - Level 05  
2024-00-DR-0112 Rev D07 - Level 06  
2024-00-DR-0113 Rev D06 - Level 07  
2024-00-DR-0114 Rev D07 - Level 08  
2024-00-DR-0115 Rev D07 - Level 09  
2024-00-DR-0116 Rev D07 - Level 10  
2024-00-DR-0117 Rev D11 - Level 11  
2024-00-DR-0118 Rev D07 - Level 12  
2024-00-DR-0119 Rev D05 - Level 13  
2024-00-DR-0120 Rev D05 - Level 14  
2024-00-DR-0121 Rev D07 - Level 15  
2024-00-DR-0122 Rev D06 - Level 16  
2024-00-DR-0123 Rev D09 - Level 17  
2024-00-DR-0124 Rev D06 - Level 18  
2024-00-DR-0125 Rev D08 - Level 19  
2024-00-DR-0126 Rev D09 - Level 20  
2024-00-DR-0127 Rev D09 - Level 21  
2024-00-DR-0128 Rev D05 - Level 22

2024-00-DR-0601 Rev D07 - West Elevation  
2024-00-DR-0602 Rev D07 - South Elevation  
2024-00-DR-0603 Rev D05 - East Elevation  
2024-00-DR-0604 Rev D06 - North Elevation

## Supporting Documents

Design and Access Statement (revised 15 April 2016) prepared by CZWG Architects LLP  
Schedule of Areas and Accommodation (revised 11 April 2016)  
Landscape Statement prepared by Exterior Architecture Ltd (revised February 2016)  
Heritage, Townscape and Visual Impact Assessment prepared by Montagu Evans  
Transport Assessment prepared by Aecom  
Daylight and Sunlight Report prepared by GVA Schatunowski Brooks  
Appendum to Daylight and Sunlight prepared by Lumina plus Appendix 2  
Flood Risk Assessment and Drainage Strategy prepared by Parmar Brook  
BREEAM New Construction 2014 Shell and Core prepared by Aegis  
Energy Statement prepared by Aegis  
Noise Assessment prepared by Cole Jarman  
Air Quality Assessment prepared by Air Quality Assessments Ltd  
Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan In Accordance with BS 5837:2012 prepared by Hayden's Arboricultural Consultants  
Ecological Appraisal Report prepared by Liz Lake Associates  
Wind Microclimate Study prepared by BMT Fluid Mechanics (revised 2 March 2016)  
Statement of Community Involvement prepared by  
Reason: For the avoidance of doubt and in the interests of proper planning. Curtis & Co  
Historic Environmental Assessment prepared by MOLA  
Preliminary Risk Assessment prepared by RSK  
Site Investigation Report prepared by RSK

- 3 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).

- 4 All disabled parking spaces (which shall be used exclusively by Blue Badge residents), cycle parking stands, loading / servicing turning area and refuse and recycling facilities shall be provided and permanently marked out prior to occupation of any part of the approved development in full accordance with approved plans, and thereafter retained in accordance with the approved details and used solely for purposes ancillary to the approved development throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Furthermore, a minimum of 20% of parking spaces shall be provided with active electric vehicle charging points and 20% with passive charging points, and thereafter retained in accordance with the approved details throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, or the conditions of general safety within the site and to provide sufficient vehicle parking.

- 5 The mitigation measures set out in relation to the public realm around the building, podium garden, communal roof terraces and private balconies shall be implemented in full, prior to first occupation of the new development. Any revisions to the mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to installation of such measures, and thereafter implemented in accordance with the approved details. The mitigation measures shall be provided throughout the lifetime of the development.

Reason: In the interest of the amenity of future occupiers and the general public.

- 6 The gym within the building shall be ancillary to the use of the residential units within the site, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable to Local Planning Authority to consider the highway impact of independent use of the gym.

- 7 No works shall commence on site including demolition works until a Construction Management Plan and Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The approved CMP and CLP shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site which includes consideration of Wembley Event Days;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to 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 as part of the Construction Management Plan);
- (vi) Details of how vehicular access to adjoining and opposite premises are not impeded;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities and schedule of highway cleaning;
- (ix) measures to control the emission of dust and dirt during construction;
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works;

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

- 8 Development shall not commence (save demolition works) 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.

- 9 No piling/vibro-impact works shall take place until a risk assessment and piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water and Network Rail. Any piling must be undertaken in accordance with the terms of the approved risk assessment and piling method statement.
- (b) a risk assessment and method statement shall be

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure and to prevent any piling works and vibration from de-stabilising or impacting the railway.

- 10 (a) Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent



of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of building works, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

(b) Any soil remediation required by the Local Planning Authority shall be carried out in full. The development shall not be occupied until a verification report shall be submitted to and approved in writing by the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

- 11 No works shall commence on site (except demolition works) until an impact study is undertaken to ascertain, with a greater degree of certainty, whether the proposed development will lead to overloading of existing four sewer network infrastructure, and, if required, provide appropriate network upgrades. This shall be carried out in consultation with Thames Water, and implemented in accordance with the approved recommendations.

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.

- 12 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any above ground construction work is commenced (save for demolition). The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

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

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

- 14 Further details of the balcony treatment (elevations and section plans including details of the floor level, with any ledges or flat surfaces to be provided on the inside of the balconies only) shall be submitted to and approved in writing by the local Planning Authority before any above ground construction work is commenced (save for demolition). The development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate finish of the development

- 15 Further details of a signage strategy (elevations and section plans) in relation to the commercial units and residential entrances shall be submitted to and approved in writing by the local Planning Authority before any above ground construction work is commenced (save for demolition). The development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate finish of the development

- 16 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 6 months of commencement of development. Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-
- (a) all planting including location, species, size, density and number
  - (b) details of the play equipment within the informal play area for under-fives
  - (c) areas of hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users
  - (d) the location of, details of materials and finishes of, all street furniture and external cycle stands
  - (e) proposed and any retained boundary treatments both within the site and along the site boundaries including walls, fencing and retaining walls, indicating materials and height
  - (f) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
  - (g) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft 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 appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 17 In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, a communal television system/satellite dish shall be provided. The equipment shall be located so as to have the least impact on the external appearance of the development, with details to be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the residential units.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

All residential premises shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following noise levels:

| Time                                  | Area                      | Maximum noise level             |
|---------------------------------------|---------------------------|---------------------------------|
| Daytime Noise<br>07:00 – 23:00 hrs    | Living rooms and bedrooms | 35 dB LAeq (16hr)               |
| Night time noise<br>23:00 – 07:00 hrs | Bedrooms                  | 30 dB LAeq (8hr)<br>45 dB LAmax |

Prior to the commencement of construction works, detail shall be submitted to and approved in writing by the Local Planning Authority demonstrating how these targets will be achieved within the residential units hereby approved. The approved details shall be implemented in full.

Reason: To obtain required sound insulation and prevent noise nuisance

18

- 19 The residential development must be designed to ensure the following vibration levels stated in BS6472:2008 Evaluation of human exposure to vibration in buildings (1Hz to 80 Hz) are not exceeded.

|                                 |   |
|---------------------------------|---|
| Place                           | Vibration dose values - Low probability of adverse comment (m/s <sup>1.75</sup> ) |
| Residential buildings 16 h day  | 0.2 to 0.4  |
| Residential buildings 8 h night | 0.1 to 0.2  |

Prior to the commencement of construction works, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating how these standards will be met. The development shall be constructed in accordance with the approved details.

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess vibration from transportation sources.

- 20 Prior to the first occupation of the development, a report which provides evidence that the mitigation measures described in the approved Air Quality Impact Assessment have been implemented shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site proposed for residential use.

- 21 The boiler unit / CHP engine installed shall meet or improve upon the emissions standards and technical details described in the Air Quality Impact Assessment.

a) Prior to the installation of the unit, details demonstrating that these emissions standards will be met shall be submitted to and approved in writing by the Local Planning Authority. The unit shall be installed in accordance with the approved details and shall maintain in accordance with the manufacturers specifications.

b) Prior to first use of the unit (save for use associated with the testing of the unit), details of tests undertaken on the installed unit to demonstrate that these emissions standards will be met shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect local air quality.

- 22 Any plant shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out 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 installation of such plant. All plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of the neighbours

- 23 Details of the extract ventilation system and odour control equipment for the commercial kitchen, including all details of external ducting, must be submitted to and approved in writing by the Local Planning Authority. The approved equipment shall be installed prior to the commencement of the A3 use and shall thereafter be operated at all times during the operating hours of the A3 use and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of nearby residents.

- 24 Prior to commencement of works above ground level, the following scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority:

(a) The insulation shall be designed so that noise from the gym use does not result in an exceedance of the indoor ambient noise levels specified within BS8233:2014 'Guidance on

sound insulation and noise reduction for buildings' in the flats above the gym.  
(b) Details of proposed sound insulation scheme between the development and the adjoining premises or between the residential accommodation and any non residential uses shall meet D'nT,w + Ctr dB of not less than 55 for walls and/or ceilings where residential parties non domestic use, in accordance with BS EN ISO 16283-1:2014.

The approved insulation measures shall thereafter be implemented in full.

Reason: To protect acceptable local noise levels and to protect the amenity of future occupants and/or neighbours.

- 25 An assessment of the noise levels associated with the adjacent substation shall be undertaken in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' Additionally, an assessment of low frequency noise associated with the substation shall be undertaken in accordance with the measurement procedure described within NANR45 'Procedure for the assessment of low frequency noise complaints'. The assessment shall include mitigation measures (if required) to ensure that noise complaints associated with the substation, from residents in the approved development, are unlikely. The assessment shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the residential units, and thereafter all approved mitigation measures shall be implemented in full.

Reason: To protect future residents from noise associated with the adjacent substation.

- 26 Prior to occupation of the residential units hereby approved, a comprehensive Parking Management Plan to include details of residential and visitor car parking and cycle parking together with a commitment to smoothly operate the controlled via an access gate in order to avoid queuing back of vehicles on to the highway, 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.

Reason: In the interest of highway safety.

- 27 The development hereby approved shall not commence until a full Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include the implementation of a robust site delivery coordination system, details of on site management arrangements for the collection of refuse, and incorporation of the developer's access plans into event day traffic management plans. The Delivery and Servicing Plan shall be implemented in full accordance with the approved document, throughout the lifetime of the development.

Reason: In the interest of highway and pedestrian safety, and the amenities of the locality.

- 28 Prior to commencement of works above ground level, further details of the sustainable drainage measures to achieve a 5l/s discharge rate for surface water shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall thereafter be implemented in accordance with the approved details.

Reason: To comply with London Plan Policy 5:13 (Sustainable drainage).

- 29 Further details of the proposed kerb radii and footway design together with details of the access gates (which shall open inwards and not onto the highway) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction works and the approved details shall be implemented in full.

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

- 30 Full details of cycle parking, including the layout of cycle parking areas and details of cycle storage facilities within those areas shall be submitted to and approved in writing by the Local

Planning Authority prior to the commencement of construction works and the approved details shall be implemented in full.

Reason: In the interest of sustainable transport and highway flow and safety.

#### 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](http://www.communities.gov.uk)
- 2 Given the age of the building to be demolished, it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 3 A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.
- 4 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- 5 With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

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 9 May, 2016  
Item No 05  
Case Number 16/0223

### SITE INFORMATION

**RECEIVED:** 11 January, 2016

**WARD:** Wembley Central

**PLANNING AREA:** Brent Connects Wembley

**LOCATION:** Elsley Primary School, Tokyngton Avenue, Wembley, HA9 6HT

**PROPOSAL:** Proposed expansion of primary school from 2FE to 4FE with associated works including:

1. Demolition of former caretaker's bungalow, removal of disused swimming pool and lean-to changing rooms.
2. Construction of new 2 storey classroom block providing 16 classrooms and associated spaces, new single storey building providing nursery classrooms and a new courtyard infill extension providing studio/dining space, and external works.
3. Internal alterations and remodelling to main school building converting existing classrooms into new staff areas, new nursery areas and improved classrooms.
4. New canopies
5. Provision of temporary classrooms for the duration of the works
6. Related landscaping works including new playgrounds, creation of a habitat area, increased cycle and scooter parking, remodelling of existing site entrances, new site boundary fences and new pedestrian access gate
7. New multi-use games area (MUGA) in western part of the site with 3.2m high perimeter fencing

**APPLICANT:** London Borough of Brent

**CONTACT:** Curl la Tourelle Architects

**PLAN NO'S:** Refer to Condition 2

**LINK TO  
DOCUMENTS  
ASSOCIATED TO  
THIS  
APPLICATION**

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case  
[https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR\\_126106](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_126106)

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Please use the following steps

1. Please go to [pa.brent.gov.uk](http://pa.brent.gov.uk)
2. Select Planning and conduct a search tying "16/0223" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

# SITE MAP



## Planning Committee Map

Site address: Elsley Primary School, Tokyngton Avenue, Wembley, HA9 6HT

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This map is indicative only.



# SELECTED SITE PLANS SELECTED SITE PLANS



Proposed Site Plan

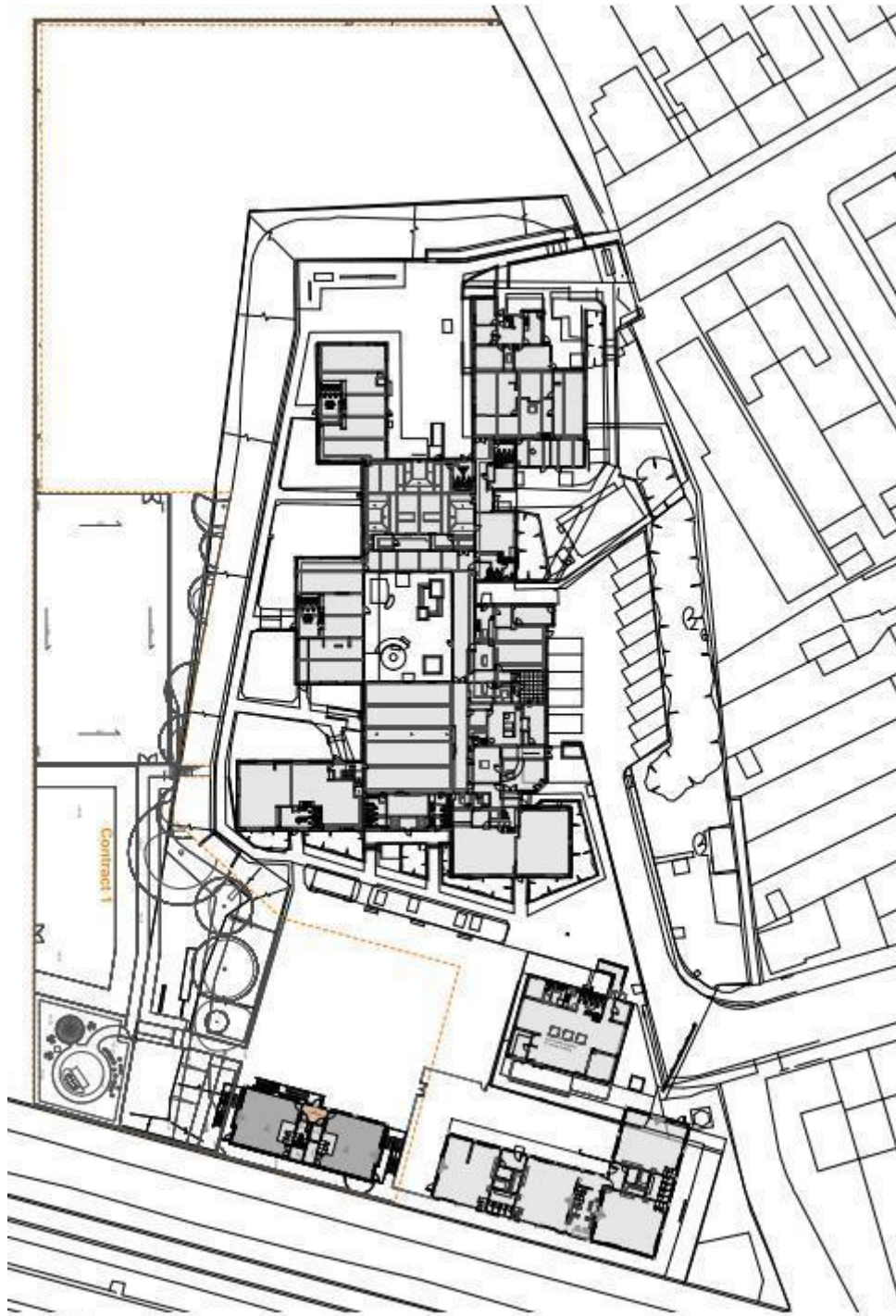


Proposed Ground Floor Plan



Proposed First Floor Plan





Proposed Site Plan including temporary classrooms



Proposed North and East Elevations



Proposed South and West Elevation

## RECOMMENDATIONS

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

### A) PROPOSAL

Proposed expansion of primary school from 2FE to 4FE with associated works including:

1. Demolition of former caretaker's bungalow, removal of disused swimming pool and lean-to changing rooms.
2. Construction of new 2 storey classroom block providing 16 classrooms and associated spaces, new single storey building providing nursery classrooms and a new courtyard infill extension providing studio/dining space, and external works.
3. Internal alterations and remodelling to main school building converting existing classrooms into new staff areas, new nursery areas and improved classrooms.
4. New canopies
5. Provision of temporary classrooms for the duration of the works
6. Related landscaping works including new playgrounds, creation of a habitat area, increased cycle and scooter parking, remodelling of existing site entrances, new site boundary fences and new pedestrian access gate
7. New multi-use games area (MUGA) in western part of the site with 3.2m high perimeter fencing

## B) EXISTING

This application relates to Elsley Primary School. It is a community school. The school currently operates as a two-form entry (2FE) (60 pupils per year, 420 across 7 year groups) with a bulge class of 60 additional pupils in Reception Year. It also has a nursery with an intake of 60 children per year (2 part time sessions of 30 children).

To the east of the site are residential properties on Tokyngton Avenue, Gaddesden Avenue and Berkhamsted Avenue. There is also a scout hut on Berkhamsted Avenue. To the north and west are playing fields of Ark Elvin Academy. To the south the school abuts Public Right of Way (PROW) No. 87. On the other side of the PROW is the Wembley Brook and the railway line and depot.

The main school access to the school which includes both vehicular and pedestrian access is from Tokyngton Avenue. There is an alternative pedestrian access to the school from Berkhamsted Avenue.

Whilst the school sits on a relatively flat site, there are level changes along the northern boundary which slopes up steeply to the playing fields. There is also a significant level changes from the pedestrian access from Berkhamsted Avenue down to the main site, which is accessed via a ramp and stairs.

The southern end of the site is located within Flood Zone 2 and 3. The site lies within a Wildlife Corridor. To the south along the railway track is the Harlesden to Wembley Central including Wembley Brook Site of Borough (Grade I) Importance for Nature Conservation.

## D) SUMMARY OF KEY ISSUES

**Land Use and Nature of Application:** This application seeks full planning permission for the expansion of Elsley Primary Primary School from 2FE to 4 FE. The works include a two storey extension, and alterations to the existing school hall and classroom at ground level. This is an existing school site and the principle is considered acceptable.

**Impact on neighbouring amenity:** The new school buildings, 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 existing trees within the school site will be retained. New trees and landscaping is proposed as part of the school redevelopment.

**Sustainability:** Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings however the proposed scheme is predicted to achieve BREEAM 'Very Good which falls short of this target. It is considered given the benefits of the scheme to provide an improved education facility, provision of 'lean measures', 'clean measures', the proposal can be supported.

**Transportation matters:** The application includes 14 standard size car parking spaces plus two disabled bays, with two EVCP to be secured by condition. 40 cycle spaces are proposed. A Service and Delivery Plan is to be secured by condition. The scheme can be supported on highway grounds through the promoting of sustainable modes of transport including an increase in targets relating to walking and cycling, and this will be secured through the travel plan. The scheme will secure highway improvement works including speed reducing features (road humps or speed cushions) in Berkhamsted Avenue and Tokyngton Avenue (west of Tring Avenue), raised junction tables/entry treatments at either end of Gaddesden Avenue to assist children to cross this road safely, provision of a widened footway/landscaped area alongside the Tokyngton Avenue entrance to the school (where the public footpath/cyclepath meets the road) and a review of waiting restrictions and traffic management arrangements in the area in general.

## 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 | 2297.3   |          | 112.6 | 2021.9 |                |

### Monitoring Residential Breakdown

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

## RELEVANT SITE HISTORY

**15/3610:** Non material amendments as follows:

- \* provision of 2no external entrance canopies
- \* provision of new GRP (Glass Reinforced Polyester) enclosure to contain new temporary power supplier
- \* provision of refuge spaces (to external surfaces of emergency fire exit) to Building Control Inspector Requirements

of full planning permission reference 15/1931 dated 26/05/2015

Granted, 11/09/2015.

**15/1931:** Full Planning Permission sought for proposed installation of two single storey temporary classroom blocks for reception classes, located on existing area of hardstanding at the southern end of the school site - Granted, 26/06/2015.

**09/2616:** Full Planning Permission sought for erection of single-storey extension to front entrance of primary school and erection of mesh boundary fence and intercom-controlled gate with associated landscaping to site - Granted, 16/02/2010.

**LE9342176:** Full Planning Permission sought for removal of temporary classroom hut and erection of 40 place nursery classroom unit for primary school - Granted, 28/08/1975.

**LE41446639:** Full Planning Permission sought for erection of portable swimming pool - Granted, 06/11/1973.

**C1343 8405:** Full Planning Permission sought for erection of 2 form entry JMI School - Granted, 20/03/1970.

## CONSULTATIONS

**Public Consultation: 17/02/2016 - 09/03/2016**

**External and Internal consultation: 16/02/2016 - 08/03/2016**

**Press Notice: 18/02/2016 - 10/03/2016**

**Site Notice 01/03/2016 - 22/03/2016**

### Public Consultation

246 neighbours consulted - One letter received objecting to the proposal and one petition (with 47 signatures) received objecting to the proposal on the following grounds:

- Existing parking problems on the local streets and the expansion of the school will make parking problems worse
- During school drop off and pick up cars park over or near driveway or on the pavement. This has made it difficult for residents to access their driveways. No parking enforcement action has been taken.
- Character of the road at the end towards the school was once quiet.
- Construction traffic should not access local roads. Residents should not have additional disturbance.

### External consultation

**Wembley Central Ward Councillors and Tokynton Ward Councillors** - no comments received.

**Sport England** - Confirmed that they do not wish to raise any objections.

**Transport of London** - No objections raised subject to a number of measures being secured through

conditions.

**The Environment Agency** - Confirmed that they do not wish to raise any objections.

**Network Rail** - Requested a risk assessment and method statement of works to be conditioned if any vibro impact works/piling is proposed.

**Thames Water Utilities Ltd (Development Planning)** - Advised that they do not have any objections with regard to sewerage infrastructure capacity. Recommended standard conditions for surface water drainage and public sewers.

#### Internal consultation

**Transportation Unit** - Confirmed that they wish to raise no objections subject to:

- (i) Provision of funding to implement a traffic calming scheme in the local area to include provision of speed reducing features in Tokyngton Abvenue and Berkhamsted Avenue, raised speed tables at either end of Gaddesden Avenue, an extended footway alongside the Tokyngton Avenue entrance to the school and a review of waiting restrictions and traffic management measures in the vicinity of the school; and
- (ii) Submission and approval of a School Travel Plan for the school;

**Local Lead Flood Authority** - No objections raised subject to rainwater butts to the canopy rainwater pipes to collect water for irrigation to be conditioned

**Landscape and Design Team** - No objections raised, subject to Tree Protection Measures being conditioned.

#### **Environmental Health**

**Environment and Neighbourhood Services (Sustainability)** - Confirmed that the development reaches the 40% requirement on Part L 2010.

## **POLICY CONSIDERATIONS**

### National Planning Policy Framework

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.

### Further Alterations to the London Plan 2015

- 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

### Brent's Core Strategy 2010

Objective 5 - meeting social infrastructure needs

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

CP19: Brent Strategic Climate Change Mitigation and Adaption Measures

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



## Brent's UDP 2004

BE4: Access for Disabled People  
BE6: Public Realm - Landscape Design  
BE7: Public Realm - Streetscape  
BE9: Architectural Quality  
BE12: Sustainable Design Principles  
BE17: Building Services Equipment  
EP2: Noise & Vibration  
EP3: Local Air Quality Management  
EP12: Flood Prevention  
CF8: School Extensions  
OS12: Development on SSSIs and Sites of Metropolitan, and Borough (Grade I) Nature Conservation Importance  
OS14: Wildlife Corridors  
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

## Draft Development Management Policies - Publication Version September 2015

DMP12: Parking  
DMP13: Movement of Goods and Materials

## SPG17 "Design Guide for New Development" Adopted October 2001

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

## **DETAILED CONSIDERATIONS**

### Existing site

1. The site boundaries between Elsley Primary School and Ark Elvin Academy have recently changed. In 2015, under a Section 77 class consent, Brent Council transferred a portion of the playing field land to Elsley Primary School to ensure that the site could accommodate the required new building and provide adequate playing fields. There is currently Heras fencing on site to divide the land.
2. The existing school buildings within the site are predominantly single storey with a two storey wing next to the southern Key Stage 2 Playground. The existing building are predominantly clad in brick with a flat roof design. The existing design is based on 7 large classrooms, each sized to accommodate two classes, arranged around two central hall spaces that face a courtyard. Many of the existing classrooms are of poor configuration that do not lend themselves to current teaching methods. The primary circulation routes through the school all pass through the hall spaces, which has implications on timetabling and the ability to make the most of these spaces.
3. The school has a detached single storey nursery building located to the south of the main school building. It has its own secure area within the site, accessed from the main entrance.
4. There is a single storey former caretakers bungalow at the north-east end of the site, attached to the main building. This has not been occupied as a residential unit since 2008. It is now used by the school as an ancillary area, used for the delivery of support and engagement services to parents.
5. There are also four recently installed temporary classrooms within the playground to the south of the main school building. These are used as bulge classes for 60 Reception Places - see planning history above. These classrooms will be removed in the event that planning permission is granted for the school expansion and once the expansion works are completed.
6. The school has also recently installed a new on site kitchen, designed to enable the increase in provision that would be required by the expansion.

7. The school currently operates as a two form entry school (60 pupils per year, 420 across the seven year groups) with the 'bulge' classrooms in reception year approved as part of planning consent 15/1931. The nursery intakes 60 children a year (part time places am and pm).
8. A table showing the current school pupil numbers based on year group is set out below:

| <b>Year Group</b> | <b>Number of pupils</b> |
|-------------------|-------------------------|
| Reception         | 113                     |
| Year 1            | 58                      |
| Year 2            | 60                      |
| Year 3            | 59                      |
| Year 4            | 57                      |
| Year 5            | 60                      |
| Year 6            | 60                      |
| <b>Total</b>      | <b>467</b>              |

\* In addition to the above there are 54 pupils in the nursery.

### **The need for additional primary school places**

9. In recent years Brent has seen an unprecedented increase in the demand for primary school places. The primary pupil population (Reception to Year 6) has grown from 23,488 in May 2008 to 26,028 in May 2015, an increase of 10.81%.
10. The Council has a duty to provide a "reasonable offer" of a school place to all children. For primary schools, "reasonable offer" is one within 2 miles of home.
11. The "School Place Planning Strategy 2014-18" was approved by Cabinet in October 2014. This advised that the most recent predictions provided to Brent Council by the GLA had indicated a substantial reduction in births across London, with a subsequent decrease in demand for Reception places. This has been confirmed by the 2015 projections. The Council is however aware that more recent data indicates that birth rates are rising again and it is therefore expected that the GLA projections to be revised upwards in 2016.
12. Demand for Reception places is currently projected to reduce from September 2016, leading to a projected surplus of Reception capacity across the borough. However, the Council expects that demand for admissions in year groups other than Reception will continue to grow.
13. Whilst the GLA projections are a good indicator of place need, they remain a statistical model which should be seen as a valuable tool rather than a definitive position. Demand for school places can be highly localised as parents seek entry to popular schools but refuse places at others. Fluctuations in birth rates can also quickly lead to projections being revised. In addition, the Council is projecting significant growth, particularly with developments coming forward within the Growth Areas.
14. In recent years the Council has been forced to provide temporary and bulge classes to meet a sudden increase in demand for primary school places. The Council wishes to reduce its reliance on such temporary provision, as it is neither educationally desirable or cost effective. In recognition of this, together with the anticipated changes to projections outlined above and the growth in primary cohort size from Reception to Year 6, Cabinet recommended in October 2014, that Brent should aim to maintain a 5% surplus in Reception places.
15. In August 2015, the Council's Cabinet Committee approved the permanent expansion of Elsley Primary School by two forms of entry.
16. In November 2015, Cabinet approved an update to the "School Place Planning Strategy 2014-18". This resolved to approve the need to continue with all current planned school expansions. This was on the basis of a continued growth in demand for places in primary years outside of Reception and the recent changes in birth rates meant that future projections were are likely to be revised upwards.

### **Why there is a need to expand Elsley Primary School**

17. The Brent School Place Planning Strategy has criteria only to expand Good and Outstanding rated

schools based on OFSTED classification (Office of Standards in Education). Elsley Primary School was classified as Good by OFSTED in January 2012.

18. Attainment of Level 4 in reading, writing and mathematics at the end of Key Stage 2 for Elsley Primary School was 92% in 2014 which was well above the national average of 79%, and the proportion of pupils making the expected two levels of progress in reading and writing by the end of Key Stage 2 was 2% points above the national average on reading, equal to the national average in writing and 5% points above the national average in mathematics.
19. The proposals comply with the Government's guidance on school expansions and their current agenda for raising standards, innovation and transforming education. The internal accommodation and external play areas in the proposed expansion meet the area and design guidance standards detailed in Building Bulletin 103 (the document which sets out the government's current area guidelines for primary schools).
20. For school planning purposes the borough is split into 5 different regions (planning areas) so that local demand can be calculated. Elsley Primary School and 11 other Brent schools providing primary provision fall into Planning Area 3. This area covers the wards of Alperton, Wembley Central, Tokyngton and parts of Preston, Barn Hill and Stonebridge wards. Whilst latest projections as set out in the update to the "School Place Planning Strategy 2014-18" indicates a decrease in projected demand for Reception places, this does not apply to all parts of the Borough. It is anticipated that there will be a continued deficit of Reception places in the north of the borough including Planning Area 1 and Planning Area 3.
21. If the proposal to expand is approved the increase in the number of permanent places at the school will be gradual until the maximum of 840 (an increase of 360 pupils) is reached in September 2021. The nursery will continue to operate with 60 places.
22. A table setting out the increase in pupil numbers (Reception to Year 6) over this period is set out below:

| Date     | Reception | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Total      |
|----------|-----------|--------|--------|--------|--------|--------|--------|------------|
| Sep – 16 | 120       | 60     | 60     | 60     | 60     | 60     | 60     | <b>480</b> |
| Sep - 17 | 120       | 120    | 60     | 60     | 60     | 60     | 60     | <b>540</b> |
| Sep - 18 | 120       | 120    | 120    | 60     | 60     | 60     | 60     | <b>600</b> |
| Sep - 19 | 120       | 120    | 120    | 120    | 60     | 60     | 60     | <b>660</b> |
| Sep - 20 | 120       | 120    | 120    | 120    | 120    | 60     | 60     | <b>720</b> |
| Sep - 21 | 120       | 120    | 120    | 120    | 120    | 120    | 60     | <b>780</b> |
| Sep - 22 | 120       | 120    | 120    | 120    | 120    | 120    | 120    | <b>840</b> |

### Catchment area of Elsley Primary School

23. School placements are based on school catchment areas, defined in a map. Each school has a set of roads which gives the children residing in them priority to that school. The actual catchment area can expand and shrink according to the number of children who apply for a place. If the school is very popular, depending on the criteria priority list, the children living closer to the school stand a better chance of getting a place than those far away. If the school is unpopular or has a specialism (e.g. a faith school) children living outside the official catchment area may stand a good chance of receiving a place. The School's Place Planning Team have advised that the map will not change once Elsley is expanded although the demand most likely will.
24. The boundaries for the catchment map for Elsley Primary School comprises the southern side of Wembely High Road from London Road to Wembley Triangle, and the both sides of Harrow Road including the residential roads on either side from Wembley Triangle to North Circular Road.
25. The current catchment of pupils to Elsley Primary School based on data from the January 2016 Brent School Census includes 286 pupils from within the catchment and 235 from outside the catchment. This includes all year groups from nursery to Year 6. This is broken down within the following table:

| In/Out Catchment | LA/Borough          | Pupils     |            |
|------------------|---------------------|------------|------------|
| Inside           | Brent               | 286        | 55%        |
|                  | <b>Inside Total</b> | <b>286</b> | <b>55%</b> |
| Outside          | Brent               | 229        | 44%        |

Document Imaged

|              |                      |            |              |
|--------------|----------------------|------------|--------------|
|              | <b>Brent LA</b>      | <b>229</b> | <b>44%</b>   |
|              | Westminster          | 2          | 0.4%         |
|              | Enfield              | 1          | 0.2%         |
|              | Ealing               | 1          | 0.2%         |
|              | <b>Neighbour LAs</b> | <b>4</b>   | <b>0.88%</b> |
|              | Spelthorne           | 1          | 0.2%         |
|              | Luton                | 1          | 0.2%         |
|              | <b>Outside Total</b> | <b>2</b>   | <b>0.4%</b>  |
| Total Pupils |                      | <b>521</b> |              |

26. The School Place Planning Team have advised that they do not expect that new school places will only be taken up by pupils living in the catchment area. The catchment is purely a mechanism for prioritising applications. The Council plans school places on planning areas. There are five planning areas and Elsley Primary School is in Planning Area 3. The Council would anticipate that places at Elsley would assist with meeting demand in Planning Area 3. The Council endeavours to offer a school place within two miles of a child aged 5 – 8s home and for a child over 8 a place within 3 miles of a child's home. This is considered a reasonable distance by the Department for Education.

### Proposal

27. In light of the above identified need for additional school places this proposal is seeking to provide additional permanent building on the site to accommodate two extra forms of entry to increase the school from a two form entry to a four form entry, together with additional teaching support and non-teaching areas to meet the increased size of the school. The proposals include:

#### *Extensions*

- A new two storey classroom block and teaching wing to the north of the site to provide 14 new classrooms along with other teaching and support spaces.
- An infill extension of the central courtyard.
- Single room extension, along with remodelling of current staff room, to accommodate the Nursery adjacent to Reception classrooms for a "Suited Foundation Stage" area.,
- New canopies on the west facade of halls.

#### *Existing areas*

- Remodelling of existing areas to include:
  - new staff areas
  - improved classroom arrangement and grouping
  - remodelled hall space

#### *Landscape works*

- Improved landscaping including:
  - new Nursery and KS1 playgrounds
  - a new MUGA
  - Increased secure cycle and shooter parking
  - Remodelled entrance at Berkhamsted Avenue
  - New boundary fences
  - New pedestrian access gate from the Public Right of Way next to Wembley Brook

#### *Phasing of the works*

28. The works are proposed to be carried out in two phases. Phase 1 will comprise providing temporary accommodation for four Year 1 classrooms. It will also include the installation of the new boundary fence and provision of the new MUGA and related external works.
29. Once Phase 1 is complete, Phase 2 will commence and will involve demolition the former caretaker's bungalow and disused swimming pool, together with the construction of the new 2 storey teaching block, new extensions, remodelling of existing spaces and remaining new external works.

30. The temporary classrooms that form part of this application together with those already provided on site will be removed on completion of phase 2 works.

### **Design of new building/extensions**

31. The new classroom is to be two storeys in height and located to the north of the main school building. It is located within a raised grassed area of the site which will be levelled as part of this proposal. The new block will accommodate 14 classrooms with associated learning facilities for teaching accommodation for the younger years (Nursery, Reception, Years 1 and 2 at ground floor) and Years 5 and 6 on the first floor. A canopy will link the new build to the existing building.
32. The new classroom block will be clad in a buff brick. Large panels of brick within the facades have a slight recess from the main plain of the facades to bring pattern and interest to the mass of the building, and to reference the vertical panels of brick and cladding in the main school building.
33. A single storey extension is proposed off the infants hall to serve as an activity room for the nursery and group room. This will allow this area to be located next to the Reception classrooms. This nursery extension is to be clad in brick to match the existing building. A new render finish is proposed to the new external face of the remodelled reception classrooms.
34. The doors and windows to the new building and extension are aluminium in a grey colour. Louvers will match this colour.
35. It is recommended that full details of external materials are conditioned to any forthcoming consent.
36. The central courtyard is to be infilled as a studio. New canopies are proposed to the halls to improve circulation throughout the school. This will allow the hall/studio spaces to have maximum availability and limit disruption. The existing halls will be separated for use for infants and juniors. The new studio space when combined with the adapted hall space, allow for lunch to take place in three sittings rather than four, thus minimising the loss of these spaces for teaching purposes.

#### *Temporary classrooms*

37. The temporary classrooms will be located within the existing playground to the south of the school site. They will accommodate four Year 1 classrooms. The temporary classrooms are two storeys in height. This has been provided to minimise the impact on the remaining playground during the construction works.
38. The temporary classrooms will be painted in a colour to match the existing temporary buildings on site. The ground floor level will be raised in response to the recommendation set out in the Flood Risk Assessment as this part of the site lies within Flood Zones 2 and 3. Wire mesh will be installed at the base, around the stilts to prevent vermin getting underneath.

### **Impact on neighbouring amenity**

#### *New build and extensions*

39. Residential properties are located to the east of the site. This includes the rear gardens of No. 328 Tokyngton Avenue, 1 to 13 Gaddesden Avenue and 71 Berkhamsted Avenue. The new two storey building will face onto the end of the cul de sac of Berkhamsted Avenue and the flank wall of No. 71 Berkhamsted Avenue. There are no habitable flank wall windows within No. 71 Berkhamsted Avenue that face onto the school site. Furthermore, the new building will not extend beyond the rear wall of No.71 Berkhamsted Avenue into their rear garden. As such, the new build is not considered to adversely impact on the amenities of No. 71 Berkhamsted Avenue.
40. The single storey extension to accommodate the nursery accommodation is located within the site. Opposite this part of the site is the scout hut on Berkhamsted Avenue. As such, it is considered that the single storey nursery extension will not adversely impact on the amenities of the neighbouring occupiers.

#### *Temporary classrooms*

41. The temporary classrooms are located at the southern end of the site within the playground. They are close to the boundary with the PROW but do not adjoin residential properties. The existing temporary

classrooms separate the new temporary classrooms from the residential property at No. 328 Tokyngton Avenue. As such, they are not considered to adversely impact on the amenities of neighbouring residential occupiers.

#### *Multi Use Games Area (MUGA)*

42. The MUGA is located to the west of the main school building next to the playing fields. It will not be visible from residential properties on Tokyngton Avenue or Gaddesden Avenue. The applicant has confirmed that it will not be flood lit. As such the MUGA is not considered to adversely impact on the amenities of neighbouring occupiers. Noise considerations of the MUGA are discussed below.

#### **Community Access**

43. London Plan Policy 3.16 requires that, wherever possible, the multiple use of social infrastructure should be encouraged.
44. The school has advised that currently, its current hall is let out for two hours a week (5pm to 7pm) to Brent Music Service on Tuesday evenings in term time. The school field is also let out for two hours a week on Sunday morning to a company for football coaching.
45. The school have confirmed that they do have an interest in reaching out to the community, but at this stage they do not have details on the level of community access that is proposed.
46. Further details of the community access arrangements will be set out in a 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. It will include a requirement to provide community access for a minimum of 15 hours per week. These hours are comparable with Alperton Community School which does not have flood lit sport pitches.

#### **Impact on Playing Fields**

47. Paragraph 74 of the NPPF has a presumption of protecting playing fields. Development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, is resisted unless it meets one of five exceptions set out by Sport England.
48. The new build is to be built on land that was once in use as playing fields for Ark Elvin Academy. However, as discussed above, this parcel of land has been transferred to Elsley Primary School under a Section 77 class consent by Brent Council. This was required to ensure that the site could accommodate the required new building and provide adequate playing fields.
49. When considering the planning application at Ark Elvin Academy (LPA Ref: 15/3161), this area of land was shown as part of Elsley Primary School and not as playing field land for use by Ark Elvin Academy. As such, it was not counted as playing fields for use by Ark Elvin during the assessment of the Ark Elvin Academy planning application.
50. Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 74) and Sport England's Playing Fields Policy. Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.
51. Having assessed the application, Sport England is satisfied that the proposed development meets the following Sport England Policy exception:
- E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.*
52. This is because the area of playing field where development proposed has effectively already been lost through the division of the existing playing field through planning application 15/3161. This has left an

area of playing field surrounding the primary school that is not capable of accommodating pitches/a range of pitches.

53. This being the case, Sport England have confirmed that they does not wish to raise an objection to this application.
54. The school has an arrangement with Ark Elvin Academy to use the playing fields. Details of the times that Elsley Primary School has access to the playing fields has been conditioned as part of the planning consent for Ark Elvin (LPA Ref: 15/3161).

### **Sustainability**

55. 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*

56. In support of the objective of satisfying Core Strategy policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures, a Sustainable Development Statement has been submitted predicting the scheme will achieve BREEAM 'Very Good'. Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings.
57. The scheme falls 1.45 credits short of achieving 'Excellent'. On balance, whilst the scheme fails to comply with policy CP19, this harm is outweighed by the benefits of providing a school expansion with modern facilities and additional pupil places in the area. Policy 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.
58. It is recommended that BREEAM 'Very Good' is secured as a condition.

#### *Compliance with Further Alterations to the London Plan 2015*

59. 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.
60. In summary, the proposal meets the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations. The Energy Report shows this as a 40% improvement on Part L 2010 Building Regulations, which is comparable to a 35 % reduction from the 2013 regulations, and therefore meets policy requirements.
  - Lean measures
61. The building has been designed to have a low energy demand. This includes a number of passive design measures in relation to the orientation and form of the new building to minimise uncontrolled heating and cooling, and optimise daylight use. The active design measures will be utilised to improve energy efficiency of Heating Ventilation and Air Conditioning systems, domestic hot water systems, lighting, appliances and equipment of the school building and reduce the energy use during its lifetime.
62. The lean measures will produce a carbon reduction saving of 38.7%.
  - Clean measures
63. District heating or the use of a combined heat and power plant has been discounted for the site due to there being no existing heating and/or cooling networks in proximity to the site, and CHP is not considered suitable for a school building.
  - Green measures

- The scheme is proposes PV panels on the roof of the new school extension. This will achieve an additional carbon reduction saving of 1.31%.

64. It is recommended that a minimum 40% improvement on Part L 2010 Building Regulations (or 35 % below 2013 Building Regulations, which is equivalent to this) carbon is secured as a condition.

### **Ecology**

65. The site is located within a wildlife corridor and the railway to the south is designated as a Site of Importance for Nature Conservation (Grade I). An ecology assessment has therefore been submitted. This recommends that the following measures are incorporated.

#### *Habitat Loss and Enhancement*

66. A biodiversity enhancement plan to be incorporated into the landscape scheme to maximise the ecological value of the site. This should include planting of habitat that is of value to wildlife, nesting/roosting habitat for birds and bats, and planting of new 20 trees of an appropriate species to compensate for the loss of trees within the site to facilitate development, together with new shrub planting.

#### *Trees*

67. It is recommended that trees that are not be removed as part of this proposal are protected in accordance with BS537:2012. It goes on to recommend that if the two oak trees along the eastern site boundary are to be impacted (removed/pruned) during the works, then a bat survey should be undertaken prior to such works commencing.

#### *Foraging Bats*

- It is recommended that any lighting, whether temporary or permanent, is directed away from boundary features to maintain 'dark' areas/corridors suitable for use by foraging and commuting bats.

#### *Nesting Birds*

68. It is recommended that vegetation clearance is undertaken outside of the bird nesting season.

#### *Terrestrial Mammals including Badgers and Hedgehogs*

69. It is recommended that any excavations that need to be left overnight are covered over or fitted with mammal ramps to ensure that animals that enter can safely escape.

#### *Invasive plant species*

70. It is recommended that Buddleia davidii on site is either left in situ or removed sensitively to avoid the spread of this invasive species.

71. It is recommended that the above measures are conditioned as part of any forthcoming consent.

### **Trees and External Landscaping**

72. The application proposes the loss of around 19 trees within the school site. These are category C and U trees mainly located around the northern end of the site. The oak trees as referred to above, will be retained. The Council's Tree Officer has confirmed that they do not object to the removal of the trees specified within the application and welcome the inclusion of replacement planting of native tree species specifically on boundaries. They have recommended that a detailed tree protection plan and arboricultural method statement is conditioned to any forthcoming consent.

73. Existing landscaping and trees will be retained along the site boundaries, together with the introduction of 20 new trees. New amenity grassland, shrubs and groundcover plants, and habitat learning area is proposed.

74. The playgrounds for the various age groups are to be separated within the site. The playgrounds for the



Reception Year classrooms classrooms are to be located to the north of the new building. Year 2 playground will be to the south of the new building. A separate playground will be provided for the nursery next to the single storey extension. The existing playground to the south will be retained for the older years (Years 3 to 6).

75. New boundary treatments are proposed within the site include new perimeter fencing around the area of land transfer from Ark Elvin to Elsley Primary School. The pupil entrance from Berkhamsted Avenue is to be remodelled and enhanced to allow a better area for pick up and drop off. A new pathway is also provided to segregate pedestrian access from the car park.
76. It is recommended that full details of hard and soft landscaping and boundary treatments are conditioned to any forthcoming consent. This should include natives species to take on board the recommendations set out in the ecology report.

### **External Lighting**

77. The Multi Use Games Area within the school is not going to be flood lit. There will be general lighting within the school grounds attached to the buildings and within the site. It is recommended that a condition is secured requiring details of existing and proposed lighting, together with light spillage diagrams to direct light away from the site boundaries. This should also include details of any automatic timers or sensors.

### **Flood Risk**

78. As the site lies partly within Flood Zones 2 and 3, a Flood Risk Assessment has been carried out. This has included the sequential approach as the flood risk classification varies on site. More vulnerable parts of the development (the new permanent school buildings) are located outside the highest risk Flood Zone (2 and 3), where this will remain as the hard playground once the temporary classroom structures have been removed. All new permanent buildings will be constructed within the lowest risk Flood Zone (1) where the risk is "low".
79. As the temporary classrooms are within Flood Zone 2 and 3, consideration has been given to risk of flooding in the 100 years flood event. This recommends that the Finished Floor Level (FFL) is raised above 30.66 AOD to ensure that the development is not at risk of flooding in the 100 year plus climate change flood event. In response the temporary classrooms have been elevated using stilts/posts to allow water to flow underneath without causing a barrier. In terms of safe access, pupils and staff will be able to leave the temporary building from its main entrance (in the event that the site is flooded) as the site topographical survey confirms that the area north of the proposed temporary classrooms is outside the floodplain. As the temporary classrooms are located on the existing hard play ground there is no increase of impermeable area.

### *Consideration of run-off*

80. The proposal will result in an increase in impermeable areas due to the new building footprints and external hard landscaping (approx. 0.23 hectares). In accordance with Environment Agency guidelines, Building Regulations and Water Authorities advice, the preferred means of surface water drainage for any new development is into a suitable soakaway or infiltration drainage system. The use of Sustainable Drainage Systems (SUDS) have not been considered for this scheme as the ground investigation report confirms that the ground strata are not suitable for infiltration techniques.
81. The London Plan requires new developments to aim to reduce run-off to Greenfield rates. The existing buildings and external areas which drain to the river via an existing outfall will be maintained, and the new development area will be attenuated. The Greenfield run-off rate from the proposed buildings and hard standing areas has been calculated. This requires a volume of 145 cubic metres to be attenuated to 5 l/sec for the 1 in 100 year plus 30% (climate change) storm event. This has been provided.
82. The Local Lead Flood Authority has confirmed that they do not have any objections to the proposal. In accordance with their recommendations, the scheme will be providing rainwater butts to the canopy rainwater pipes to collect water for irrigation. This will be conditioned to any forthcoming consent.
83. The Environment Agency have also reviewed the Flood Risk Assessment and confirmed that they do not wish to object to the scheme.

### *Connections to existing foul water drains*

84. It is common practice for the detailed discussions with Thames Water to commence once planning permission has been granted as separate permission is required for new connections to the surface water and foul sewer networks. As such, the proposed scheme will only be constructed once Thames Water is comfortable that there is sufficient capacity within the networks to accommodate the proposed scheme. It is recommended that such details are included as informatives to any forthcoming consent, in light of the comments received by Thames Water. Thames Water have advised that they do not have any objections to this planning application.

### **Highways**

#### *Site Context*

85. The site has very fairly low access to Public Transport services, PTAL 2.
86. The site is located at the end of Tokyngton Avenue (end of the cul de sac). The access from Tokyngton Avenue is served by vehicular and pedestrian access. There is a secondary pedestrian access entrance from Berkhamsted Avenue.
87. Tokyngton Avenue and Berkhamsted Avenue are local residential access roads. Gaddesden Avenue links Berkhamsted Avenue and Tokyngton Avenue. On-street parking is generally unrestricted with the exception of residents' permit scheme on Wembley Stadium event days. The area of defined as heavily parked at night. There are mandatory School Keep Clear zig-zags at both accesses.

#### *Car Parking standards*

88. The car park to the school is accessed from Tokyngton Avenue. The access arrangements will not be altered as part of this proposal. Car parking allowances for schools are set out in standard PS12 of the adopted UDP 2004. This allows up to one space per five staff, plus 20% for visitors.
89. Employee numbers currently total 47 full-time and 40 part-time staff (72 f.t.e.) and this is proposed to increase to 100 full-time and 65 part-time staff (130 f.t.e.). On this basis, the car parking allowance would increase from 17 spaces to 31 spaces with this proposal.
90. Fourteen standard width spaces are already available within the site, which is within the maximum allowance. No additional parking is proposed for the school extension. Officers in Transportation have advised that standards would continue to be complied with.
91. Two further wide spaces are available for disabled drivers, which more than satisfies the requirements of standard PS15.
92. Officers in Transportation have requested that electric vehicle charging points should also be installed at four of the spaces.

#### *Cycling*

93. Standard PS16 requires at least one bicycle parking space per ten staff, giving a requirement for at least 13 spaces for the extended school. Three new bicycle parking areas are proposed, on the northern side of the site access from Tokyngton Avenue, adjacent to the Berkhamsted Avenue access and alongside a proposed new pedestrian gate from the public footpath adjoining the site. These will also accommodate scooter storage. These provide a total of 40 spaces. Officers in Transportation have advised that this is more than sufficient to satisfy these standards. Full details of cycle parking and recommended to be conditioned to any forthcoming consent.

#### *Pedestrian access*

94. Pedestrian access is proposed to be improved through a new access gate from the footpath/cyclepath along the southern side of the school. Officers in Transportation have advised that this is very much welcomed as a means of reducing walking/cycling distances to the site from the direction of Wembley town centre and the Lyon Park Avenue estate.

95. A new pedestrian scissor-ramp in asphalt at the Berkhamsted Avenue entrance to the school is also proposed. Once again officers in Transportation have advised that this is also welcomed as a means of improving wheelchair and pushchair access in this location. The width of the ramp complies with DDA standards, although the proposed gradient has not been specified. Full details will be conditioned to any forthcoming consent.

*Impact on on street parking*

96. Standard PS12 also requires special consideration to be given to the impact of parking outside schools for setting down and picking up of children at the start and finish of the day.

97. To help to quantify impact, a Transport Assessment has been prepared by Robert West Consultants and submitted with the application.

98. This includes the results of hands-up surveys to identify existing travel patterns to the school by staff and pupils undertaken in November and December 2015. The results of these surveys show about 28.5% of pupils being brought to the site by car and 12.5% using public transport, leaving 59% walking or cycling to the school. This equates to about 160 pupils being dropped at the site by car at present.

99. The results demonstrate a slight improvement on the most recent School Travel Plan survey from July 2015, which showed 32% of pupils being taken to and from the school by car. That Travel Plan was accredited with a BRONZE award under TfL's STARS accreditation system.

100. For staff, 65% were identified as travelling by car, with a further 15% being dropped by car. The remaining 20% walk to the site. This equates to 42 cars parking for the school during the day (giving an overspill of about 26 cars on local streets), with a further ten vehicles visiting the area to drop staff off.

101. The Transport Assessment has assessed the spare on-street parking capacity for the area. This identified 212 unrestricted on-street parking bays in Berkhamsted Avenue, Gaddesden Avenue, Nettleden Avenue, Northchurch Road, Tokyngton Avenue and Tring Avenue.

102. Parking surveys were also conducted in London Road and Cecil Avenue, although these streets are subject to residents' parking permit restrictions, so are not available for use by school parents unless they already have permits for Zone C.

103. As such, the study identified a total of between 294 and 308 parking spaces in the area, with total on-street demand peaking at 221 cars in the morning (9-9.15am) and 233 cars in the afternoon (3-3.15pm). This indicates that there is some spare on-street parking capacity (at least 73 spaces) available in the wider area at school opening and closing times at present.

104. However, a closer study of the results show very high parking demand close to the school entrances. Gaddesden Avenue in particular experiences parking demand well in excess of its capacity, with up to 23 cars parked in the street.

105. Officers in Transportation have carried out a site visit during school drop off time and confirmed that this was observed on site to manifest itself in parking along both sides of the narrow road, which obstructs access by larger vehicles (a minibus was observed as unable to pass along the street without getting a parked car to move), prevents cars travelling in either direction from passing one another leading to reversing back along the length of the road and results in footway parking preventing access by pushchairs.

106. Parking on double yellow lines at the junction of Tokyngton Avenue and Gaddesden Avenue and across driveways in Tokyngton Avenue and Berkhamsted Avenue was also commonplace, along with U-turning of cars in front of the school gates in Tokyngton Avenue.

107. As such, in common with many primary schools, whilst there is spare on-street parking capacity in the wider area, the streets closest to the school suffer from extensive traffic congestion and parking problems at school opening and closing times.

108. With the virtual doubling in size of the school from 2 form-entry (520 pupils at present including the bulge year) to 4 form-entry (840 pupils), these problems can be expected to escalate, with a pro-rata increase suggesting that about 250 pupils would be dropped and collected by car, whilst 67 staff cars would seek to park in the area. A future parking demand assessment undertaken within the Transport Assessment

concludes that unless suitable mitigation measures are employed, all spare on-street parking capacity in the wider area would be utilised at afternoon school closing time (3-3.15pm).

109. The main mitigation measure to address the concerns regarding on -street parking capacity is proposed within an enhanced robust school travel plan. Further details are discussed below.

#### *Impact on the wider road network*

110. Aside from the above need to address parking and safety issues, the impact of the school expansion on traffic flow in the area has been assessed within the Transport Assessment. To ensure a worst case scenario is considered, it has been assumed that the enhanced School Travel Plan will not achieve any reduction in the proportion of car trips to the site. The resultant additional traffic has then been added to the local road network and the future operation of the three closest junctions to the site onto Harrow Road (at Berkhamsted Avenue, Tring Avenue and Flamstead Avenue) has then been tested using industry-standard software.

111. This exercise demonstrates that all three junctions would continue to operate well within capacity at school opening and closing times and that there would be no requirement to alter the existing priority junction arrangements.

112. The Transport Assessment also includes a review of personal injury road accidents in the area for the three year period ending June 2015. This identified two accidents within the Tokyngton Avenue estate; one of which was fatal and involved a van reversing into an elderly pedestrian.

113. A further three accidents were recorded close to the junction of Harrow Road with Berkhamsted Avenue, with three further accidents at the junction of Harrow Road and Tring Avenue. However, there was no recurring causation factor that would be likely to be exacerbated by the increase in trips to and from this school.

114. In terms of travel by other modes, Transport for London has confirmed that they have no concerns with regard to the impact on local bus and rail services.

#### *Mitigation measures - Travel Plan*

115. The chief mitigation measure proposed by the applicant is the introduction of an enhanced robust School Travel Plan, with targets to reduce the proportion of pupils being taken to and from the school by car along (i.e. not car sharing) from 25% to 16% and the proportion of staff driving to the site from 65% to 41% over five years. If successful, this would be sufficient to offset the increase in staff and pupils numbers and result in a nil impact on local streets (i.e. the total numbers of vehicles visiting the site would remain unaltered).

116. Results of Travel Plan surveys for other primary schools in the Wembley area suggest that these figures, whilst challenging, are achievable. This is aided by the fact that two-thirds of pupils live within 1km of the school and 42% of staff live within 3km of the school at present, giving plenty of scope to increase walking and cycling amongst locally based children and staff. Other example of Travel Plan figures include Oakington Manor Primary School that has seen a reduction from 31% of pupils travelling by car in 2011 to 8% in 2015. Park Lane Primary School had seen a reduction from 21% to 7% over the same period. This indicates that some significant changes are achievable.

117. No Travel Plan has been submitted at present, but an outline of recommended content has been provided in the Transport Assessment. Measures include road safety and cycle training for pupils, participation in National and local sustainable transport campaigns, promotion of car sharing, identification of more remote parking areas from where pupils could 'park and stride', promotion of breakfast and after-school clubs and staggered start/finish times to spread peak movements. These would be promoted through newsletters, noticeboards, website, letters and school assemblies. Progress towards targets would be monitored annually over a five year period.

118. Officers in Transportation have recommended that the submission and approval of a suitably robust School Travel Plan, with the aim of achieving Gold accreditation, should therefore be secured as a condition of any approval for this school expansion.

#### *Highway improvement works*

119. As a further mitigation measure, the Transport Assessment also recommends that consideration be given to introducing a formalised pedestrian (i.e. zebra) crossing in either Tokyngton Avenue or Berkhamstead Avenue. However, it is unclear at what location there is a particular demand for a safer pedestrian crossing, as both roads are cul-de-sacs that end at the school boundary.

120. To address some of the parking and safety issues observed on site, officers in Transportation have instead recommended that a more general traffic calming scheme be implemented in the area, in conjunction with 20mph speed restrictions. Although no design has been progressed at the current time, it is recommended that this includes speed reducing features (road humps or speed cushions) in Berkhamsted Avenue and Tokyngton Avenue (west of Tring Avenue), raised junction tables/entry treatments at either end of Gaddesden Avenue to assist children to cross this road safely, provision of a widened footway/landscaped area alongside the Tokyngton Avenue entrance to the school (where the public footpath/cyclepath meets the road) and a review of waiting restrictions and traffic management arrangements in the area in general.

#### *Refuse and Service vehicles*

121. Emergency, delivery and refuse vehicles will continue to use the car park and delivery and collection arrangements being timed to avoid clashing with school opening and closing times. This will be secured through a service and delivery plan as part of any forthcoming consent.

#### *Construction Traffic*

122. As discussed above, the works are proposed to be carried out in two phases. Phase 1 will involve the temporary classrooms and new boundary fence and MUGA, and phase 2 involves the main demolition and building works.

123. The agent has advised that the main construction access is intended to be via Berkhamsted Avenue. Outside of term time, there is a possibility of there being some construction access via Tokyngton Avenue, but this is likely to be primarily in the summer breaks for the installation and removal of the temporary classrooms on the playground to the south of the site.

124. It is recommended that a construction management plan is conditioned to any forthcoming consent, to cover the demolition and construction phases of the development and arrangements for children in the interim. The statement should cover how works vehicles will access the site and where they will park in order to ensure that traffic movement and parking demand does not exacerbate traffic conditions on the road, particularly during school peak drop off and pick up times. Wheel washing facilities will need to be provided on-site and suitable off-street un/loading areas will be required for vehicles carrying materials to the site and waste from the site, along with on-site storage areas.

125. Any temporary traffic management required for unloading of cranes/plant, that require partial or full road or footpath closures should contact Transportation to arrange this.

#### **Other considerations**

##### *Noise*

126. Officers in Environmental Health have considered the potential noise sources that may arise from the expanded school, including the MUGA and noise from plant/machinery. It is recommended that a condition is secured for noise from plant to be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. It is also recommended that potential noise relating to the MUGA is mitigated through controls over the hours of use, also to be secured through condition.

##### *Construction Noise and Dust*

127. The proposed extension to the school will be carried out within close proximity to existing residential premises. Therefore without appropriate controls noise and dust emissions could cause disturbance to local residents and also dust emissions may adversely impact on local air quality.

128. It is therefore recommended that a condition is secured to control noise and dust through the construction management plan.

##### *Asbestos*

129. Due to the proposal including the demolition of a building built before 1985 it is recommended that an informative is secured relating to asbestos.

*Contaminated Land*

130. The proposed site is close to previous industrial uses e.g. railway to the south of the site. Officers in Environmental Health have considered the Site Analytical Services Ltd report submitted with the application. This report does suggest that some remediation works will be required on the site however a specific remediation strategy has not been provided. Such details are recommended to be secured as a condition to any forthcoming consent.

*Air Quality*

The school is located in an Air Quality Management Area and the potential impact of the proposal on local air quality from potential sources such as additional traffic and the proposed heating system has therefore been considered. The Council's Environmental Health officers have considered the submission, and note that the transport assessment specifies that with the implementation of the travel plan, vehicle movements to and from the site will reduce. This has been shown to work in other similar school expansions in Brent. Therefore, providing the travel plan is implemented, officers do not consider the proposal likely impact on local air quality in relation to vehicle movements. Details of the proposed potential heating system for the school have not been finalised. As such, a condition is recommended regarding the air quality implications of the heating system.

**Consultation**

*Pre-application consultation event*

131. Prior to the planning application being submitted, public consultation was carried out on the proposed expansion of Elsley Primary School. Public meetings were held at the school on 14 January 2015 at 3.30pm and 6pm. The closing date for responses to this consultation ended on 9 February 2015

132. At the consultation event, representatives of the school and Local Authority were presented. There were approximately 12 parents and local residents. The main issues raised at this consultation event included parking (including staff parking), which entrance the construction will use, amount of land made available from Ark Elvin Academy, effects of immigrants on the school community, the school site/play space, bad parking by parents and traffic.

133. In terms of written responses to the above consultation there were a total of 25 responses. 19 agreed with the expansion, 5 disagreed and 1 were undecided. The objections that were received raised similar issues to that set out above.

134. A statutory notice was also published on 18 June 2015 for the expansion of the school with a timescale to submit comment by 16 July 2015. One objection and one objection petition was received. Once again the objections raised similar issues to those set out above.

*Consultation on planning application*

135. Details of the consultation responses is set out above. A response to each of the objections raised is set out below:

| Nature of objection   | Response  |
|---|---|
| Existing parking problems on the local streets and the expansion of the school will make parking problems worse   | These matters have been discussed within paragraphs 96 to 120 above. The main mitigation measure to address the concerns regarding on-street parking capacity is proposed within an enhanced robust school travel plan. |
| During school drop off and pick up cars park over or near driveway or on the pavement. This has made it difficult for residents to access their driveways. No parking enforcement action has been | Existing parking problems are recognised as discussed in paragraphs 96 to 120 above. Officers in Transportation have recommended that a review of   |

|   |   |
|---|---|
| taken.  | waiting restrictions and traffic management arrangements in the area in general is undertaken.  |
| Character of the road at the end towards the school was once quiet.                                   | As a cul de sac, the road is generally quiet with the main exception during school drop off and pick up times. A number of mitigation measures are proposed to manage the increase in pupil numbers through the school expansion, which mainly relate to a robust Travel Plan that increases targets for walking and cycling. |
| Construction traffic should not access local roads. Residents should not have additional disturbance. | A construction management plan is to be secured to any forthcoming consent to manage construction traffic.  |

## **Conclusions**

136. It is considered the school expansion would provide significant benefits for the pupils of Elsley Primary School and for other Brent pupils with the increase in numbers, supporting the Council's wider objectives of increasing school places throughout the Borough. It will also provide community access to the benefit of Brent residents.
137. The school buildings have been designed and laid out to minimise potential impact by complying with the Council's guidance relating to new development.
138. The application is accompanied by a Flood Risk Assessment which the Environment Agency and the Lead Local Flood Authority consider to be acceptable.
139. As discussed above, one of the key considerations is the impact of the school expansion upon the wider highway network. The school expansion will be expected to significantly increase pedestrian and cyclists trips to the site, through the enforcement of a robust Travel Plan. The highway mitigation measures as discussed above in the adjoining roads will help to ensure the increase can be safely accommodated.
140. The new pedestrian access from the footpath at the southern end of the site will help reduce journey times by foot for pupils and parents travelling from London Road and Wembley Town Centre.
141. Accordingly, it is recommended that planning permission be granted, subject to conditions.



**Brent**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

**DECISION NOTICE – APPROVAL**

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Application No: 16/0223

To: Ms Kerrane  
Curl la Tourelle Architects  
Curl La Tourelle Architects  
80 Lambale Street  
London  
NW5 4AB

I refer to your application dated 11/01/2016 proposing the following:  
Proposed expansion of primary school from 2FE to 4FE with associated works including:

1. Demolition of former caretaker's bungalow, removal of disused swimming pool and lean-to changing rooms.
2. Construction of new 2 storey classroom block providing 16 classrooms and associated spaces, new single storey building providing nursery classrooms and a new courtyard infill extension providing studio/dining space, and external works.
3. Internal alterations and remodelling to main school building converting existing classrooms into new staff areas, new nursery areas and improved classrooms.
4. New canopies
5. Provision of temporary classrooms for the duration of the works
6. Related landscaping works including new playgrounds, creation of a habitat area, increased cycle and scooter parking, remodelling of existing site entrances, new site boundary fences and new pedestrian access gate
7. New multi-use games area (MUGA) in western part of the site with 3.2m high perimeter fencing

and accompanied by plans or documents listed here:  
Refer to Condition 2  
at Elsley Primary School, Tokyngton Avenue, Wembley, HA9 6HT

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.





## SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:-  
National Planning Policy Framework  
London Plan  
Brent LDF Core Strategy 2010  
Brent Unitary Development Plan 2004  
Council's Supplementary Planning Guidance
  
- 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):  
  
941H PL 100 Rev D - Existing Site Plan  
941H PL 110 Rev B - Proposed Site Plan Overview  
941H PL 113 - Proposed Site Plan Contract 1  
941H PL 115 - Tree Removal Plan  
  
941H PL 200 - Proposed Ground Floor Plan Overview  
941H PL 201 - Proposed First Floor Plan  
941H PL 202 - Proposed Roof Plan  
941H PL 203 - Proposed GA Ground Floor Plan Part 1  
941H PL 203 - Proposed GA Ground Floor Part Plans Sheet 2  
941H PL 203 - Proposed GA First Floor Plan Part 1  
  
941H PL 207 - Temporary Decant Classroom Roof Plan  
941H PL 208 - Temporary Decant Classroom Proposed Ground Floor Plan  
941H PL 209 Rev A - Temporary Decant Classroom Proposed First Floor Plan  
  
941H PL 210 Rev A - Existing Ground Floor Plan  
941H PL 211 Rev A - Existing First Floor Plan  
  
941H PL 212 - Ground Floor Demolitions and Modifications Plan Part 1  
941H PL 213 - Ground Floor Demolitions Plan Part 2  
  
941H PL 400 - Proposed North and East Elevations  
941H PL 401 - Proposed South and West Elevations  
  
941H PL 403 - Existing Elevations  
941H PL 404 - Existing Elevations  
941H PL 405 - Existing Elevations  
  
941H PL 410 - Proposed Temporaries Elevations  
  
941H PL 500 - Proposed Sections AA & BB  
941H PL 501 - Proposed Sections CC & DD  
  
475-PL-001 Rev C - Landscape Masterplan  
475-PL-001 Rev A - General Arrangement North  
475-PL-012 Rev A - General Arrangement South  
475-PL-051 - Landscape Sections Elevations  
475-PL-701 - Landscape Material Schedule and Outline Specification

Supporting Information

BREEAM 2011 (Interim) Design Stage Assessment Tracker prepared by Price & Myers  
Stage D – Structural and Civil Engineer’s Design Report prepared by Price & Myers  
23994 SK14 Rev B - Temporary Classroom below Ground Drainage  
23994-601 V 2 - Below Ground Drainage Layout Contract 2  
23994-602 V 21- MUGA Below Ground Drainage Layout Contract 1  
Report on a Ground Investigation prepared by Site Analytical Services Ltd  
Revised Energy Statement prepared by Ramboll  
Flood Risk Assessment prepared by Price & Myers  
Flood Risk Assessment (Temporary Classrooms) prepared by Price & Myers  
Extended Phase 1 Habitat Survey prepared by Middlemarch Environmental Ltd  
Pre-Development Arboricultural Survey prepared by Middlemarch Environmental Ltd  
BREEAM 2011 Ecological Assessment prepared by Middlemarch Environmental Ltd  
Transport Assessment prepared by Robert West

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. Details of 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 Activities within Elsley Primary School for use by community users hereby approved shall only take place between the hours of 0900 and 2200 Mondays to Sundays, and activities within the MUGA taking place between the hours of 0900 and 1830 Mondays to Sundays, with the premises cleared within 30 minutes of this time, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity of surrounding residential properties.

- 6 The development shall not be occupied until the car-parking, cycle parking and turning areas shown on the approved plans have been constructed, surfaced and marked out to the satisfaction of the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority. The car-parking, cycle parking and turning areas so provided shall be maintained as ancillary to the development and shall be used for no other purpose at any time.

Reason: In the interests of highway safety.

- 7 The existing and proposed temporary classrooms as shown on the proposed site layout plan shall be removed within one month following first occupation of the two storey extension hereby approved, or alternative timescales to be agreed in writing by the Local Planning Authority. The areas where the temporary classrooms stood, shall thereafter be implemented in accordance

with the details set out in the approved landscape works.

Reason: The buildings are temporary in nature only and would be contrary to design policies and therefore could not be supported on a permanent basis.

- 8 Prior to commencement of any works on site, an arboricultural method statement and tree protection plan for trees to be retained within the site, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be adhered to throughout all stages of the construction works, and prior to commencement of works arrangements shall be made with the Council's Tree Officer to view the protection measures on site. No works shall commence until the relevant protection measures have been agreed by the Council's Tree Officer.

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

- 9 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to 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 as part of the Construction Management Plan);
- (vi) Details of how vehicular access to adjoining and opposite premises are not impeded;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities and schedule of highway cleaning;
- (ix) measures to control the emission of dust and dirt during construction;
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (xi) School access during the construction phase (including servicing and delivery arrangements);
- (xii) Staff car parking facilities; and
- (xiii) Adhere to the Considerate Contractors Scheme.

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

- 10 (a) No development shall commence on site until a Training & Employment Plan has been submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following:

- (i) the details of the Training & Employment Co-ordinator;
- (ii) a methodology for meeting the Training & Employment Targets and the Training & Employment Reporting Schedule;
- (iii) 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 the occupation of the new school buildings, a Training & Employment Verification Report shall be submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

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

- (i) provision of speed reducing features in Tokyngton Avenue and Berkhamsted Avenue
- (ii) raised speed tables at either end of Gaddesden Avenue
- (iii) an extended footway alongside the Tokyngton Avenue entrance to the school
- (iv) a review of waiting restrictions and traffic management measures in the vicinity of the school;

The new school 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.

Reason: In the interests of highway and pedestrian safety.

- 12 Prior to commencement of works above ground level, further details of the following external materials (with samples where appropriate to be pre-arranged to be viewed on site) shall be submitted to and approved in writing by the Local Planning Authority.

- Details of facing bricks including samples to be pre arranged to be viewed on site
- Details of the specification and colour of the window frames and doors
- Details of the finishing material and colour for render, canopies, louvres, parapets, cills, and any railings

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 amenity of the locality.

- 13 Prior to commencement of works above ground level, 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) 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) the junctions around any wall mounted external vents, if applicable;
- (c) the location of any external plant equipment and extract and supply ducts to the kitchen together with details of the design and material of any screening to the external plant equipment and extract and supply ducts;
- (d) details of any hand rail at roof level including its position on the roof, design and finish

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

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

- 14 A scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of development. The approved hard and soft landscaping shall be completed in strict accordance with the approved details prior to the occupation of the new school buildings or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) all planting including location, species, size, density and number incorporating native species

- (b) planting of minimum 20 x 14-16cm native trees
- (c) details of the provision of artificial bird and bat boxes
- (d) details of ramped access for terrestrial mammals if excavations are left open overnight during the construction stages
- (e) areas of hard landscape works including details of materials and finishes.
- (f) the location of, details of materials and finishes of, all street furniture and play equipment.
- (g) existing and proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
- (h) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
- (i) details of how invasive species will be dealt with
- (j) details of the new access ramp into the school from the pedestrian access on Berkhamsted Avenue including details of gradient, external surface and any hand rails
- (k) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft 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 appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 15 Details of the roof plan, showing the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, shall be submitted to and approved in writing by the Local Planning Authority, prior to completion of construction work and shall be installed prior to occupation of the development hereby approved.

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

- 16 Prior to occupation of the new school buildings, a Community Access Plan shall be submitted to and approved in writing by the Local Planning Authority. The Community Access Plan shall allow for a minimum of 15 hours of community use each week and shall include details of rates of hire (based upon those charged at other public facilities), terms of access, hours of use, access by non-school users/non-members and management responsibilities.

The approved Community Access Plan shall be brought into operation within 3 months of occupation of the development 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 facility, to ensure sufficient benefit to the development of sport and to accord with Local Plan

- 17 Prior to occupation of the new school buildings, further details of layout and external appearance of the refuse storage facilities 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 the external appearance is acceptable and protect the amenity of adjoining residents.

- 18 Prior to occupation of the new school buildings, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include the management of staff car parking and community access outside of school hours. The car park management plan shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety.

- 19 Prior to occupation of the new school buildings, a servicing and delivery plan (including coaches) shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details.

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

- 20 Prior to the commencement of the use of the new school buildings, a 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.

- 21 Prior to occupation of the new school buildings, further details of 2 spaces that will be provided with electric vehicle charging points and 2 spaces that will be provided with passive electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure sustainable modes of transport.

- 22 Within 2 months of occupation of the new school 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) Minimum BREEAM 'Very Good' rating

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.

- 23 Prior to occupation of the new school, further details for the provision of a minimum of 40 cycle spaces (which includes separate cycle parking facility for staff) and scooter parking together with details of how the cycle stands/scooter parking will be secure and covered, 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 for pupils and staff.

- 24 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 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise

levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to the Local Planning Authority in writing for approval. The plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect acceptable local noise levels

- 25 In the event that any vibro impact works / piling works are to be carried out, prior to commencement of such works, a risk assessment and method statement (RAMS) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail. The approved RAMS shall thereafter in be place through the construction of the development.

Reason: To ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway.

- 26 Within three months of commencement of works on site, further details of the rainwater butts to the canopy rainwater pipes to collect water for irrigation shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details.

Reason: In the interests of sustainable drainage.

- 27 (a) No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(b) The remediation scheme shall be implemented in accordance with the approved timetable of works. Within two months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to and approved in writing the Local Planning Authority.

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

- 28 Prior to the installation of a heating system to serve the development hereby approved, an Air Quality Neutral Assessment for the heating system shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken in accordance with guidance published by the Greater London Authority (GLA) and shall include mitigation proposals should it be found that the development is not air quality neutral. The approved details shall be implemented in full and the heating system shall thereafter be maintained in accordance with the manufacturers specifications.

Reason: To protect local air quality, in accordance with Brent Policy EP3

- 29 Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior the commencement of works on the superstructure unless otherwise agreed in writing with the Local Planning Authority. This shall include details of the lighting fixtures, luminance levels/spillage diagrams and details of any automatic timers or sensors. The approved details shall be implemented in full prior to first use of that lighting.

Reason: In the interests of safety and the amenities of the area.

## INFORMATIVES

- 1 With regard to surface water drainage it is the responsibility of a developer to make proper



provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

- 2 There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.
- 3 In the event that the two oak trees along the eastern site boundary are to be impacted (removed/pruned) during the works, then a bat survey should be undertaken prior to such works commencing.
- 4 The applicant is advised that prior to commencement of any works on site, a condition survey of the existing road network, together with a regime for monitoring the condition of the road network during construction and subsequent repair works, shall be agreed by the Local Highway Authority.
- 5 Given the age of the building to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

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 9 May, 2016  
Item No 06  
Case Number 15/3950

### SITE INFORMATION

RECEIVED: 14 September, 2015

WARD: Alperton

PLANNING AREA: Brent Connects Wembley

LOCATION: 1C Carlyon Road, Wembley, HA0 1HP

PROPOSAL: Demolition of former print workshop and redevelopment to provide a part four, part five and part six storey building to accommodate 28 flats (8 x 1bed, 17 x 2bed and 3 x 3bed units) with associated vehicular crossover, car and cycle parking spaces, bin stores, amenity space and landscaping (revised description)

APPLICANT: Classgrade/Metropolitan

CONTACT: Planning Co-operative

PLAN NO'S: Refer to condition 2

### LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

#### When viewing this on an Electronic Device

Please click on the link below to view **ALL** document associated to case

[https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR\\_124009](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124009)

#### When viewing this as an Hard Copy .

Please use the following steps

1. Please go to [pa.brent.gov.uk](https://pa.brent.gov.uk)
2. Select Planning and conduct a search tying "15/3950" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

# SITE MAP



## Planning Committee Map

Site address: 1C Carlyon Road, Wembley, HA0 1HP

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This map is indicative only.

# SELECTED SITE PLANS SELECTED SITE PLANS



Site Layout Plan and First floor Plan

10' 5"



Second and Third Floor Plans

5 10 m



Fourth and Roof Plan



South Elevation



North Elevation



North and South Elevations



West Elevation





East Elevation



North-East facing elevation in context



Main elevation in context

Elevations in wider context

## RECOMMENDATIONS

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the North Area Planning Manager or other duly authorised person to agree the exact terms thereof on advice from the Chief Legal Officer., subject to the conditions set out in the Draft Decision Notice.

### A) PROPOSAL

Demolition of former print workshop and redevelopment to provide a part four, part five and part six storey building to accommodate 28 flats (8 x 1bed, 17 x 2bed and 3 x 3bed units) with associated vehicular crossover, car and cycle parking spaces, bin stores, amenity space and landscaping (revised description)

## B) EXISTING

The application site comprises a single storey industrial building (use class B2) that is restricted to the processing and distribution of crushed glass that is brought to the site in a crushed state.

The site is a narrow linear site that faces onto Carlyon Road. To the west it abuts 255 Ealing Road that is a vacant site that has planning permission for a mixed use residential led redevelopment - see further details in the remarks section below. To the east it abuts 1 Carlyon Road and the rear service yard running along the back of 1 to 17 Carlyon Close. These are all two storey residential properties. To the north it abuts the access road to 253 and 253a Ealing Road. To the south on the opposite side of Carlyon Road are two storey residential properties.

The application site is located within the Alperton Growth Area and is allocated within the Site Specific Allocation Document (A.3 - Former B&Q and Marvelfairs House).

## C) AMENDMENTS SINCE SUBMISSION

There have been a number of alterations to the scheme since the original submission. These are summarised below:

- Alteration to the mix of unit to increase the overall number of units from 27 to 28
- Alterations to form of development from two blocks to one linear block
- Reduction in the height of the development along sensitive boundaries
- Alteration in the external materials and design of fenestration facing Carlyon Close
- Increase in the distance of the building from the boundary with Carlyon Close and introduction of obscured glazed and angled windows
- Introduction of obscured glazed and angled window facing 255 Ealing Road

Alterations to the communal garden and hard/soft landscape arrangement within the site, together with the bin stores and bike stores

## D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

**Principle of development:** The opportunity for new homes and the contribution towards affordable housing on a site within the Alperton Growth Area and Housing Zone: The proposal accords with the uses set out within the SSA and helps to delivery the key objectives set out within planning policy, including the delivery of new homes.

**Design and Scale of development:** The proposal utilises good architecture with quality detailing and materials. The scale of the development is appropriate for its context.

**Transportation:** The scheme provides 14 car parking spaces , which is considered an acceptable level of car parking for this scheme. Sufficient cycle parking is provided together with storage for refuse. Minor alterations are required to the layout of two car parking spaces and the location of the temporary refuse storage area on collection dates. Such details will be secured as a condition to any forthcoming consent.

**Quality of the proposed residential accommodation:** The proposal accords with the London Plan standards for residential quality.

**Impact on neighbouring occupiers:** The proposal is considered to maintain acceptable levels of amenity for both existing residential occupiers and those within the emerging 255 Ealing Road development.

## 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) |
|--------------------|----------|----------|------|------|----------------|
| Dwelling houses    | 0        | 0        | 0    | 2482 | 2482           |
| General industrial | 1067     | 0        | 1067 | 0    | -1067          |

### Monitoring Residential Breakdown

| Description                        | 1Bed | 2Bed | 3Bed | 4Bed | 5Bed | 6Bed | 7Bed | 8Bed | Unk | Total |
|------------------------------------|------|------|------|------|------|------|------|------|-----|-------|
| EXISTING ( Flats û Social Rented ) |      |      |      |      |      |      |      |      |     |       |
| EXISTING ( Flats û Intermediate )  |      |      |      |      |      |      |      |      |     |       |
| EXISTING ( Flats û Market )        |      |      |      |      |      |      |      |      |     |       |
| PROPOSED ( Flats û Social Rented ) | 2    | 4    | 3    |      |      |      |      |      |     | 9     |
| PROPOSED ( Flats û Intermediate )  | 2    | 3    |      |      |      |      |      |      |     | 5     |
| PROPOSED ( Flats û Market )        | 4    | 10   |      |      |      |      |      |      |     | 14    |

## RELEVANT SITE HISTORY

**13/1167:** Full Planning Permission sought for change of use from light industry (Use class B1) to general industry (Use class B2, restricted to the processing and distribution of crushed glass that is brought to the site in a crushed state) - Granted, 17/07/2013.

## CONSULTATIONS

**Initial Consultation Period: 09/10/2015 - 30/10/2015**

**Re-Consultation Period on the revised plans: 10/03/2016 - 31/03/2016**

**Site Notice displayed on 27/10/2015**

**Press Notice: 15/10/2015**

### Public Consultation

190 neighbours consulted - objections received from 5 neighbouring properties on the following grounds:

- buildings at 5 to 6 storeys are too high and will block views from neighbouring properties
- natural light to neighbouring occupiers will be significantly reduced
- already higher levels of noise from new developments in area and this development will add further noise
- application does not specify what type of residents will occupy the development
- not enough parking in the area - this proposal will lead to increased congestion, more pollution and health and safety issues. Area has been significantly redeveloped over the last 10 years and there is not enough parking for existing residents.
- dust and loss of air quality will impact on health of existing residents
- building works will be noisy and increase vibrations
- amenities within the area already overcrowded, such as schools and doctors
- loss of privacy. Existing high rise development at 243 Ealing Road already overlook existing residents
- lack of open space, and another large development will make the area not an appealing place to live
- youth/young man gather in local area and this proposal will make this worse due to increased population

One response supporting the application received on the following grounds:

- it will fit in well with the neighbouring development at 255 Ealing Road, which is currently under construction, in terms of its aesthetics including the frontage, landscaping and height.
- It will help in the overall regeneration of area by making good use of what I believe is underutilised land.
- there is a housing shortage in the area and surrounding areas, and a development such as this contributes to alleviating this as part of the commitment to the Alperton Housing Zone.

### External Consultation

**Alperton Ward Councillors** - no comments received.

**Cromwell & Burns Road Residents Association** - no comments received.

### Internal Consultation

**Transportation Unit** - No objections raised subject to conditions relating to

- the submission and approval of further details of road surfacing, lighting, drainage and electric vehicle charging points within the site;
- minor amendments to the site layout to retain adequate turning space for car parking spaces 3 and 4 and to reposition the temporary bin storage area within 10m of Carlyon Road;

(iii) funding of the resurfacing of the footway along the Carlyon Road frontage of the site, including the removal of the existing crossover and guardrailing and construction of the proposed new crossover, together with a review of the waiting restrictions along the site frontage,

**Environmental Health** - No objections raised subject to conditions being secured in relation to contaminated land, air quality and noise.

**Environment and Neighbourhood Services (Sustainability)** - scheme meets London Plan carbon reduction target.

**Landscape and Design Team** - Full details of landscaping to be conditioned to any forthcoming consent.

**Local Lead Flood Authority** - No objections raised.

## POLICY CONSIDERATIONS

### National policy guidance

*National Planning Policy Framework 2012*

This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

### Regional policy guidance

The Further Alterations to the London Plan 2015

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications. The following policy is relevant:

*Chapter 3 - London's People*

Policy 3.3: Increasing Housing Supply

Policy 3.4: Optimising Housing Potential

Policy 3.5: Quality and Design of Housing Development

Policy 3.6: Children and Young People's Play and Informal Recreation Facilities

Policy 3.8: Housing Choice

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Policy 3.9: Mixed and Balanced Communities  
Policy 3.10: Definition of Affordable Housing  
Policy 3.11: Affordable Housing Targets  
Policy 3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

#### *Chapter 5 - London's Response to Climate Change*

Policy 5.2: Minimising Carbon Dioxide Emissions  
Policy 5.3: Sustainable Design and Construction  
Policy 5.6: Decentralised Energy in Development Proposals  
Policy 5.7: Renewable Energy  
Policy 5.9: Overheating and Cooling  
Policy 5.12: Flood Risk Management  
Policy 5.13: Sustainable Drainage

#### *Chapter 6 - London's Transport*

Policy 6.5: Funding Crossrail and other strategically important transport infrastructure  
Policy 6.9: Cycling  
Policy 6.13: Parking

#### *Chapter 7 - London's Living Places and Spaces*

Policy 7.2: An Inclusive Environment  
Policy 7.3: Designing Out Crime  
Policy 7.4: Local Character  
Policy 7.5: Public Realm  
Policy 7.6: Architecture  
Policy 7.14: Improving Air Quality  
Policy 7.15: Reducing Noise and Enhancing Soundscapes

#### *Chapter 8 - Implementation, Monitoring and Review*

Policy 8.3: Community Infrastructure Levy

### **Local policy guidance**

#### Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP1: Spatial Development Strategy  
CP2: Population and Housing Growth  
CP8: Alperton Growth Area  
CP19: Brent Strategic Climate Change Mitigation and Adaption Measures  
CP21: A Balanced Housing Stock

#### Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

#### *Built Environment*

BE2: Townscape - Local Context & Character  
BE5: Urban Clarity & Safety  
BE6: Public Realm - Landscape Design  
BE7: Public Realm - Streetscape  
BE8: Lighting & Light Pollution

BE9: Architectural Quality  
BE17: Building Services Equipment

#### *Environmental Protection*

EP2: Noise & Vibration  
EP3: Local Air Quality Management  
EP6: Contaminated Land

#### *Housing*

H12: Residential Quality - Layout Considerations  
H13: Residential Density

#### *Transport*

TRN3: Environmental Impact of Traffic  
TRN4: Measures to make Transport Impact Acceptable  
TRN10: Walkable Environments  
TRN23: Residential Standards - Car Parking  
TRN35: Transport Access for Disabled People and Others with Mobility Difficulties

#### Brent's Site Specific Allocations DPD adopted July 2011

The above document forms part of Brent's Local Plan and sets out the planning policies and guidance for the future development of over 70 key opportunity sites around the borough. One of these sites is known as A.3 (B&Q and Marvellairs House).

#### Supplementary Planning Guidance and Design Guides

Government's Technical Housing Standards (March 2015)  
Mayor's Housing SPG, November 2012  
S106 Planning Obligations SPD, July 2013  
Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001  
Alperton Masterplan SPD 2011

## **DETAILED CONSIDERATIONS**

### **1. Background and principle of development**

#### *Residential development*

2. The application site is located within the Alperton Growth Area. Policy CP8 of Brent's Core Strategy relates to Alperton Growth Area where it identifies Alperton for mixed use regeneration along the Grand Union Canal. It seeks to provide at least 1,600 new homes to 2026, supported by infrastructure to be identified within the Infrastructure and Investment Framework. Anticipated infrastructure will include new and/or improved education facilities at nursery, primary and secondary school level, new health facilities, new and improved public open space and new community centre.
3. The Alperton Growth Area has also recently been designated as a Housing Zone, which reinforces its status of housing development.
4. To support Brent's Core Strategy the Council has produced and adopted its Site Specific Allocations Development Plan Document. This document sets out the planning policies and guidance for the future development of over 70 key opportunity sites around the borough. One of these sites known as A.3 is the "Former B&Q and Marvellairs House" site. Marvellairs House was the building that once stood on the application site which was recently demolished. Site A.3 is identified for a comprehensive mixed use development including residential, amenity space, B1 employment and A3 uses. There is indicative development capacity and phasing which is set out below:

|                                 |           |           |           |
|---------------------------------|-----------|-----------|-----------|
| Indicative development capacity | 211 units | 115 units | 115 units |
| Indicative development phasing  | 2011-12   | 2013-14   | 2015-16   |

5. Planning permission has already been granted for the former B&Q part of the SSA for a mixed use development containing 440 flats and a dwellinghouse together with commercial and community space with associated landscaping and car parking (LPA Ref: 09/2116). This development is at completion. Planning permission has also been granted at 255 Ealing Road for construction of 3- to 9-storey building comprising 125 residential units and 277 sqms of affordable workspace (Use Class B1) and/or community floorspace (Use Class D1) and associated parking, access, landscaping and related ancillary works (LPA Ref: 14/2276). Works have not yet commenced on this scheme. The site also contains 245 to 253a Ealing Road which are yet to be redeveloped.
6. In addition to the above policy documents, the Council has produced and adopted the "Alperton Masterplan" Supplementary Planning Document. The purpose of the Masterplan is to set out in detail how the Council will bring about the transformation of this industrial area into a new, mostly residential neighbourhood. It is intended to provide clear guidance for developers, landowners and residents about the scale of change which the Council would like to see happen. The Masterplan vision is to create three distinctive new neighbourhoods linked by a high quality and lively stretch of canal, which are:
  - Alperton's core: a cultural centre
  - Waterside residential neighbourhood
  - Northfields Industrial Estate.
7. The application site lies just to the south of Alperton Core. The regeneration principles for Alperton Core is defined by
  - distinctive buildings up to 17 storeys in height in specific locations
  - high-density flatted development,
  - new housing promoted for smaller households.

8. The redevelopment of the application site proposes a residential redevelopment.

#### *Loss of employment uses*

9. The site currently contains a B2 use. The redevelopment of the site will not include any replacement employment floorspace. The SSA has already secured affordable workspace with 243 Ealing Road and 255 Ealing Road. As this site is a small site your officers are of the view that it is not practical to provide employment floorspace on site, but that an off site contribution to compensate for the loss of the employment use is required. Officers in the regeneration team have calculated this amount at £51,000, and this will be secured as part of the Section 106 Agreement for other employment projects within the Alperton Growth Area.
10. In summary, the scheme is considered to meet the objectives of Brent's Core Strategy, the SSA and the Alperton Masterplan. It is therefore acceptable in principle subject to the scheme providing an appropriate mix and quality of accommodation of residential accommodation, consideration of neighbouring sites and overspill parking onto surrounding streets.
11. Each of these matters is discussed in detail below:

#### **Design, scale and massing**

12. The new building is a linear blocks that runs from north to south. It main building varies in height from four to five storeys with elements that provide access to the roof gardens at six storeys in height.
13. The development has been designed to provide a transition in scale between the lower two storey existing residential properties and the emerging taller developments at 255 Ealing Road and 243 Ealing Road that step up to 9 and 14 storeys in height. It is considered that the scale of development represents a suitable transition between the existing and emerging built form.
14. A minimum set back of 4.3m is maintained to the road frontage with Carlyon Road with overhanging balconies at upper floor levels The building line will line up with 255 Ealing Road and the front of the

building is to be built up 255 Ealing Road. Further within the site a set in from the boundary with 255 Ealing Road is proposed.

15. At ground level towards the middle of the site is an undercroft car parking area. Access to the car parking area is via Carlyon Road. Access to the residential flats is also via Carlyon Road along the access road within the site, servicing two cores within the building and duplex flats towards the rear.
16. In terms of the external materials, the building has been simplified by the predominant use of brick work, with a bronze cladding for parts of the roof level, the balconies and canopy features. The massing of the elevations have been broken up through the use of projecting balconies and punctured brickwork, together with uniformity to the window design. This has allowed the elevations, particularly when viewed from neighbouring residential occupiers, to provide visual interest (even on the elevations with less active uses).

### **Residential Density**

17. London Plan Policy 3.4 'Optimising Housing Potential' states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2, taking into account local context and character, design principles and public transport capacity. This site is located within PTAL 3 and is considered to be within an urban location. As such table 3.2 sets a guideline of up to 200 to 450 habitable rooms per hectare (Hr/Ha). However, the junction of Carlyon Road and Ealing Road is PTAL 4 which is only a very short distance (approximately 80 m) from the site, where the London Plan sets a guideline density of up to 700 Hr/Ha. The site is not significantly less accessible than a location 80 m from the site and a flexible approach should be taken to the density matrix in such instances.
18. The density of the proposed scheme is 726 habitable rooms per hectare which exceeds the density matrix. Whilst higher density developments are supported in principle in the Growth Areas, the scheme is still required to provide a high quality development taking into account factors such as high quality living environment for occupiers, adequate provision of amenity and play space, an appropriate level of affordable housing, good mix of unit sizes, high quality design, and addressing any transport and climate change issues. This is particularly important given the Housing Zone designation of the site. These factors are discussed in detail below.

### **Affordable Housing**

19. Policy 3.13 of the London Plan requires affordable housing to be provided on sites which are capable of providing 10 or more homes. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of new homes to be delivered in the borough are affordable and in line with London Policy 3.12 the maximum reasonable amount of affordable housing will be sought when negotiating on individual private residential and mixed use schemes, with due regard to a number of factors including development viability.
20. The scheme is proposing 50% affordable housing (accounting for 14 units). These include 9 of which are for Affordable Rent (3 No 3-bed Maisonettes, 4 No 2-bed flats, 2 No 1-bed flats) and 5 are Intermediate (Shared Ownership) 3 No 2-bed flats and 2 No 1-bed flats.
21. The amount of affordable housing meets Brent's local requirement and is considered acceptable. The ratio is 65% affordable rent and 35% shared ownership which is in general accordance with London Plan and Brent policies.

### **Quality of residential accommodation**

#### *Size and mix of units*

22. The application originally proposed 28 residential units. A breakdown of the unit mix is set out below:

|                  | One bed units | Two bed units | Three bed units | Total Units |
|------------------|---------------|---------------|-----------------|-------------|
| Overall scheme   | 8 (29%)       | 17 (60%)      | 3 (11%)         | 28          |
| Private Units    | 4 (50%)       | 10 (58%)      | 0 (0%)          | 14 (50%)    |
| Shared Ownership | 2 (25%)       | 3 (18%)       | 0 (0%)          | 5 (18%)     |
| Affordable units | 2 (25%)       | 4 (24%)       | 3 (100%)        | 9 (32%)     |

23. Policy CP21 of Brent's Core Strategy seeks an appropriate mix of unit sizes within a scheme including a proportion of 25% of units to be three bedrooms or more. However, within The Alperton Core set out



within the Alperton Masterplan it promotes new housing to be for smaller households, with a predominance of one and two bedroom homes.

24. Furthermore, all of the family sized units are within the affordable rent.
25. Overall, the housing mix assists with achieving the wider housing objectives of the Borough.
26. The London Plan requires residential units to provide the following internal floor space standards:
  - 1 bed 2 person - 50sqm
  - 2 bed 3 person - 61sqm
  - 2 bed 4 person - 70sqm
  - 3 bed 4 person - 74sqm
  - 3 bed 5 person - 86sqm
  - 3 bed 6 person - 95sqm
27. Further guidance on the internal room sizes within the residential units are set out in the Mayor's Housing SPG that states that a minimum area of 7.5sqm should be provided for a single bedroom and 11.5sqm for a twin/double bedroom.
28. All of the units meet or exceed the requirements of the London Plan with the exception of Flat 22. However, both of the bedrooms for this flat meet or exceed minimum requirements and it has a balcony that meets London Plan standards. As such it is considered that this units meet an acceptable standard of accommodation and the shortfall in the overall size is not considered significant to warrant a reason for refusal.

#### *Outlook and privacy*

29. Out of the 28 units, 9 units are single aspect. These face in a southern direction and are smaller units (one and two bedroom units only).
30. At ground level, landscape buffers are proposed between residential windows and car parking spaces/pathways.
31. At first floor level, some windows to bedrooms are obscured glazed where they are close to more sensitive boundaries (facing Carlyon Close and 255 Ealing Road). Additional outlook away from these sensitive boundaries is proposed with splayed angle windows.
32. Due to the linear nature of the scheme, the units have been designed to not overlook one another. As such, it is considered that acceptable levels of privacy are provided for the units within the scheme.

#### *Wheelchair units and lifetime homes*

33. Three units within the scheme are proposed to be designed as wheelchair accessible housing (now known as Building Regulation (M4(3) ). The number of wheelchair units account for approx. 10% of units, meeting the requirements of both the London Plan and policy CP21 in Brent's Core Strategy 2010. All homes will be built to lifetime home standards (now known as Building Regulation (M4(2)). These will be secured as a condition to any forthcoming planning consent.

#### *External amenity space*

34. SPG17 requires new development to provide 50sqm of private external amenity space per three bedrooms units on the ground floor and 20sqm for other units.
35. In this case the three duplex flats have access to at least 40sqm of external amenity space at ground level together with balconies that are at least 7sqm. Overall, each of these units have access to approximately 50sqm of private external amenity space.
36. All of the other units in the scheme have access to either a private ground level terrace or balconies at upper floors. In addition, the units have access to a communal garden at ground level that is 94.5sqm together with two roof gardens. The smaller roof garden is 56.4sqm and is located at the front of the development accessed via the front core. The second roof garden is 137.7sqm is located towards the rear of the site accessed via the second core.

37. Overall, the provision of private and communal amenity space amounts to 700sqm. Based on SPG17, the requirements for this scheme is 700sqm. The level of external amenity space meets SPG17 requirements.
38. The communal amenity space at ground level will include 77sqm of play space for under 5's in line with London Plan requirements.
39. It is recommended that full details of external amenity space are conditioned to any forthcoming consent.

### **Impact on adjoining occupiers**

#### *Privacy*

40. SPG17 requires a distance of 10m to be maintained between habitable room windows and neighbouring rear boundaries and a distance of 20m to be maintained between directly facing habitable room windows.
41. In this case, the nearest sensitive boundary are the houses and gardens of the properties at 1 Carlyon Road and 1 to 13 Carlyon Close. No. 1 Carlyon Road abuts the application site. To address concerns with overlooking into their rear garden, an obscured glazed window is proposed to bathrooms. This will prevent overlooking. The bedroom windows within the development closest to 1 Carlyon Road face into the service road rather than directly into the rear garden, as and such are considered acceptable.
42. To the rear of Nos. 1 to 7 Carlyon Road, the new development is served by non habitable rooms which can be conditioned to be obscured glazed, and thus maintain acceptable levels of privacy for these occupiers.
43. Both Nos. 9 and 11 Carlyon Close have larger rear outbuildings. As such a distance of 10m is maintained from the undeveloped section of the rear garden of these properties, and this maintaining acceptable levels of privacy of these occupiers. Nos. 13 to 17 Carlyon Close do not have outbuildings in the rear gardens. Windows to bedrooms behind these properties that sit within 10m, have been designed to be obscured glazed with secondary windows facing away from these rear gardens.
44. Over 20m is maintained between directly facing habitable room windows, meeting the requirements of SPG17.
45. Consideration has also been given to the emerging development at 255 Ealing Road. The boundary with 255 Ealing Road contains a car park so there is not a requirement to provide 10m to the boundary. However, consideration needs to be given to the requirement of 20m between directly facing habitable room windows. Plans submitted with the application demonstrate that the majority of the scheme provides 20m between directly facing habitable room windows. Where this falls significantly short (in part 16.5m) an obscured glazed window is proposed with a secondary window facing at a splayed angle.
46. Overall, taking into account the emerging urban context of the area, the scheme provides acceptable levels of privacy for both existing neighbouring occupiers and those within emerging developments. It is recommended that full details of obscured glazed windows that are either fixed or opening at high level only (1.7m above internal floor level) are conditioned to any forthcoming consent.
47. The roof gardens are set in away from the edges of the building and will contain parapets at 1.2m high. Sections plans have been submitted showing the sightlines from the roof gardens.

#### *Overbearing appearance and light*

48. To ensure that a development does not appear overbearing from neighbouring occupiers, it is required to sit within a line drawn at 30 degrees from the nearest rear facing habitable room window (measured at 2m above internal floor level) and to sit within a line drawn at 45 degree from the edge of the rear garden (measured at 2m above garden level).
49. Sections plans have been submitted. These show the new building sit within the 30 degree line from rear windows in the properties on Carlyon Close. It also predominantly sits within 30 degree from the windows facing the development in 255 Ealing Road, with the exception of one section that serves the stair well in block 1 to the roof garden. However, this infringement is marginal with only the top 1m failing the guidance, and is not considered in itself sufficient to justify a reason for refusal.

50. The sections plans also show 45 degree relationship with residential gardens at 1 Carlyon Road and 1 to 17 Carlyon Close. These have either been taken from the edge of the rear garden or where outbuildings exist where the rear gardens adjoining the outbuildings. In the majority of cases, the building sits within the 45 degree line. The only exceptions are the stair wells to the roof gardens. In both cases, these exceed the 45 degree line by 1.3m and 1.9m in height, and only relate to a relatively small element of the proposed buildings (the cores) which are set back away from the edges of the building to reduce their overall appearance. Overall, it is considered that this infringement is not unduly detrimental when viewed in the emerging urban context of the site, and does not justify a reason for refusal.

### **Landscaping**

51. The access road within the site will be a shared surface made up of brindle block paving with a contrasting colour of block paving for the car parking spaces and area for the bin store. New planting is proposed along the Carlyon Road frontage which will include three new trees. This will improve the appearance of the site from Carlyon Road compared to the existing situation.
52. A hedge is proposed along the site boundary with No. 1 Carlyon Road together with climbing plants along the boundary with the access way behind 1 to 17 Carlyon Close. The private and communal gardens will be predominantly grassed with ornamental trees. Screen planting is proposed in front of the entrances to the maisonettes to provide privacy.
53. The roof gardens will be laid out with pergolas, soft landscaping and paving.
54. Full details of soft and hard landscaping are recommended to be conditioned to any forthcoming consent.

### **Sustainability**

55. 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 London Plan 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.

56. The application is supported by an Energy Strategy. In summary, the proposal achieves an overall saving of 35.03% improvement on Part L 2013 Building Regulations. The policy requirement is 35% improvement.

#### 57. Lean measures

- In terms of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. This includes wall, floor, roof and window u-values exceeding building regulation requirements, air permeability exceeding building regulation requirements, energy efficiency lighting and combi gas boilers with 90% efficiency.
58. The development is estimated to achieve a reduction of 2.81 tonnes per annum (7.90% improvement over Part L 2013 Building Regulations) as part of the lean measures.

#### 59. Clean measures

- CHP has not been deemed a viable option due to it not being efficient for development that have less than 100 flats, especially if there is also no commercial unit present. This is because there is not enough of a constant load as a result of intermittent demand.
60. Existing district heating is not currently locally available, although future connections will be made available as it is in a 'potential' area.

#### 61. Green measures

- The scheme is proposes PV panels, which will be located at roof level. The development is estimated to achieve a reduction of 9.65 tonnes per annum (27.13% improvement over Part L 2013 Building Regulations) as part of the green measures.

62. It is recommended that the sustainability measures are secured as part of the Section 106 Agreement.

### **Flood Risk and Surface Water Drainage**

63. The site is less than 1 hectare in size and is located within Flood Zone 1, which means that it is at low risk of significant surface water flooding. It is currently occupied by an existing commercial/industrial building and hardstanding. It is currently 100% impermeable.

64. The Drainage Strategy has been reviewed by the Local Lead Flood Authority who has advised that the scheme complies with the London Plan and that the proposed development will reduce the impermeable area by 50%. This will be achieved through introducing new soft landscaped areas and below ground storage.

65. It is recommended that these measures are secured as part of a planning condition to any forthcoming consent.

### **Environmental Health Considerations**

#### *Contaminated Land*

66. A Contaminated Land Assessment has been submitted. This has been reviewed by officers in Environmental Health who have advised that they are satisfied with the findings and recommendations. They recommend that further investigation is required to determine the extent of actual contamination and remediation works needed. Remedial works will also need to be validated. It is recommended that such measures are conditioned to any forthcoming consent.

#### *Air Quality*

67. As the site has the potential to expose future users to elevated pollution levels, a Air Quality Impact Assessment has been undertaken. This has recommended a number of mitigating measures for the ground floor units including mechanical ventilation or NOX filtration. This is to ensure that there is a clean supply of air for future residents, and to ensure that they are not exposed to high levels of air pollution.

68. Officers in Environmental Health have reviewed the assessment and confirmed that it is acceptable, subject to a condition being secured relating to the mitigation measures.

69. They have also advised that construction phase dust and noise needs to be managed, and have recommended a condition relating to this.

#### *Noise*

70. A noise impact assessment has been submitted. This recognises the guidance on sound insulation and the recommendation provided in BS8233:2014 for indoor ambient noise levels. It recommends a mitigation measures to meet the required internal noise levels through robust glazing specification. Officers in Environmental Health have advised that the assessment is acceptable, and recommend that a condition is secured requiring details of how the mitigation measures have been incorporated post construction.

### **Ecology**

71. A habitat survey has been undertaken for the existing site which concludes that the site is of low ecological value and the presence of protected species is negligible. The report recommends that a sensitive landscape scheme could enhance the biodiversity potential of the site including native landscaping, bat and/or bird boxes.

72. Such measures are recommendation to be secured via condition.

### **Transportation**

#### *Car parking*

73. The proposal for 28 flats (9 x 1-bed, 16 x 2-bed & 3 x 3-bed) will have a total allowance of 33 parking spaces, although this can be reduced by 50% for affordable housing by a registered social landlord

(Metropolitan Housing Trust in this case), taking the parking standard down to 17 spaces. Officers in Transportation have advised that the proposed provision of 14 car spaces accords with standards.

74. Three further spaces could be accommodated on-street along the yellow line along the Carlyon Road site frontage following the closure of the existing access, thus allowing the difference between on-site provision and the full affordable parking standard to be bridged in the evening, when residential parking demand peaks.
75. As the scheme proposes three wheelchair units, there is a requirement to provide three disabled parking spaces. The scheme proposed four disabled parking spaces close to building entrances to ensure easy access to an allocated Blue Badge space for each unit. The number of wheelchair parking spaces can be reduced to three, and the bays must be marked with hatching around them though, particularly in the case of space 12 where other cars may otherwise be tempted to try to squeeze into the area between space 12 and the undercroft car park, blocking access to the rear building entrance.
76. The 2.6m high rear undercroft car park will provide adequate headroom for high-top conversion vehicles for wheelchairs, with access via a sliding gate.
77. Two spaces should again be provided with electric vehicle charging points.
78. Officers in Transportation have advised that the two spaces at the front of the site do not have sufficient turning space to allow them to be easily accessed. They should therefore be moved 1.5m further back and it would therefore be necessary to divert the footpath to the front building entrance along the front of the spaces.
79. It is recommended that the above matters are secured as part of planning conditions to any forthcoming consent.

#### *Cycle parking*

80. There is a requirement to provide one cycle space per unit. This scheme proposes 47 spaces within two internal rooms, which remains more than sufficient to satisfy standards in a secure and protected manner. It is recommended that details of cycling are secured to any forthcoming consent.

#### *Access road*

81. The principle of using a shared surface to the car park and rear building entrances for this limited quantum of development is acceptable, with confirmation provided that permeable block paving will be used (with contrasting coloured blocks for the parking spaces). The width of the shared surface drive to the main car park and rear building entrance to 4.1m is sufficient for two cars to pass one another with care, subject to retention of 300mm margins on either side.
82. It is recommended that such details are secured to any forthcoming planning consent.

#### *Refuse storage and Fire Access Strategy*

83. Based on the current scheme at 28 units and the mix of units that is proposed, there is a requirement to provide 3060l of residual waste, 3060l of dry recycling and 644l of organic waste. A total of 3 x 1100l euro bins are required for residual waste and 3 x 1100l euro bins for dry recycling. One x 1100l bin is required for organics or this could be provided in 3 x 240l bins. The cores of the buildings show sufficient space to accommodate the refuse requirements.
84. As the bins will be collected from Carlyon Road, there is a requirement to accommodate a temporary collection area. This will need to be positioned 10m from the highway boundary, and the current location exceeds this distance. This will need to be amended to be closer to the front car parking spaces to meet 10m requirement.
85. It is recommended that such details are secured by condition together with management arrangements for collection.
86. A fire access strategy has been submitted. Officers in Building Control have advised that this is acceptable in principle but full details will need to be secured as part of a building control application.

*Highway works and junction considerations*

87. Officers in Transportation have advised that the existing redundant crossover to the site will need to be reinstated to footway and the opportunity should also be taken to resurface the footway along the entire site frontage to provide a more attractive setting for this residential development, including the removal of the redundant panels of guardrailing.
88. Such details will be secured as part of the Section 106 Agreement.
89. The Transport Impact of the development concluded that the scheme is too minimal to require further detailed junction modelling.

**Response to Consultation**

90. The following objections have been received:

| <b>Point of objection</b>   | <b>Response</b>   |
|---|---|
| Buildings at 5 to 6 storeys are too high and will block views from neighbouring properties  | The scale of the development is considered appropriate for its location – please refer to paragraph 12 above.   |
| Natural light to neighbouring occupiers will be significantly reduced   | The impact on neighbouring occupiers has been discussed within paragraphs 48 to 50 above. As the building sits within 30 degree line from neighbouring windows it is not considered to result in a loss of light. |
| Already higher levels of noise from new developments in area and this development will add further noise  | Whilst there will be noise during the construction phase, this will be managed through a construction management plan.  |
| Application does not specify what type of residents will occupy the development   | The residential mix is discussed within paragraphs 22 to 25 above.  |
| Not enough parking in the area - this proposal will lead to increased congestion, more pollution and health and safety issues. Area has been significantly redeveloped over the last 10 years and there is not enough parking for existing residents. | Parking considerations have been discussed within paragraphs 73 to 77 above.<br><br>A CPZ is proposed in the local area   |
| Dust and loss of air quality will impact on health of existing residents  | This will be managed through a construction management plan   |
| Building works will be noisy and increase vibrations  | As above  |
| Amenities within the area already overcrowded, such as schools and  | The scheme will be liable to pay the Community Infrastructure Levy (CIL). This will in part be secured  |

|   |   |
|---|---|
| doctors   | for local school places.<br><br>Doctors are managed through the Clinical Commission Group (CCG). They plan for the strategy location of new doctor surgeries, and this is being reviewed as part of the wider growth area.  |
| Loss of privacy. Existing high rise development at 243 Ealing Road already overlook existing residents  | Privacy has been discussed in paragraphs 40 to 46 above.  |
| Lack of open space, and another large development will make the area not an appealing place to live     | The Alperton Masterplan includes provisions for improvements to public open space and new public open space to come forward as part of some of the main developments within the area.<br><br>This scheme meets the external amenity space requirement for new development through the use of private and communal external amenity space. |
| Youth/young men gather in local area and this proposal will make this worse due to increased population | It is unclear how this proposal will lead to an increase in youth/young men hanging out in the local area.  |

### **Conclusions**

91. The application proposes the redevelopment of this former industrial site with a residential development. It will contribute towards the objectives of the Alperton Growth Area, including the delivery of affordable and family housing in the Growth Area.

It is recommended that the scheme be granted consent, subject to a legal agreement and planning condition, to secure the required planning merits.

### **S106 DETAILS**

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

1. Payment of the Council's legal and other professional costs in a) preparing and completing the agreement and b) monitoring and enforcing its performance
2. 50% affordable housing comprising (accounting for 14 units). These include 9 of which are for Affordable Rent (3 No 3-bed Maisonettes, 4 No 2-bed flats, 2 No 1-bed flats) and 5 are Intermediate (Shared Ownership) 3 No 2-bed flats and 2 No 1-bed flats.
3. A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to Material Start of the development hereby approved. This shall demonstrate:
  - a. How the scheme will achieve a minimum CO2 reduction of 35 % from 2013 TER (regulated) or other such revised measures as approved by the Council which achieve the same levels of CO2 reduction
  - b. The applicant shall implement the approved Sustainability Implementation Strategy and shall thereafter retain those measures.
4. On completion, independent evidence shall be submitted on the scheme as built, to verify the achievement of the above Sustainability Implementation Strategy

5. If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required:
  - a. The submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
  - b. The submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.
6. The scheme to be "parking permit restricted" whereby the future owners and occupiers of the development are not eligible for on-street parking permits if a Controlled Parking Zone is introduced within 300 m of the site in the future.
7. Highway works to be undertaken at the developer's expense under S278 of the Highways Act to include the resurfacing of the footway along the Carlyon Road frontage of the site, including the removal of the existing crossover and guardrailling and construction of the proposed new crossover, together with a review of the waiting restrictions along the site frontage,
8. To pay to the Council a total of £51,000 (index linked by RPI from the date of committee decision) towards the provision of off site affordable workspace
9. Training and employment
  - a. To prepare and gain approval of a Employment Enterprise and Training Plan prior to commencement and to implement the Plan
  - b. To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
  - c. To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
  - d. From material start, to provide monthly verification of the number of Brent Residents employed or provided training during construction and if the above targets are not being met, to implement measures to achieve them
  - e. Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.
10. Join and adhere to the Considerate Contractors Scheme.

And, to authorise the North Area Team Manager, 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 Local Plan by concluding an appropriate agreement.

## CIL DETAILS

This application is liable to pay **£407,008.95\*** 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): 1067 sq. m.  
 Total amount of floorspace on completion (G): 2482 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 | 2482                          |                                    | 1415                              | £200.00                       | £35.15                          | £346,169.64     | £60,839.31        |

|  |                    |                   |
|--|--------------------|-------------------|
| 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) | 274                |                   |
| <b>Total chargeable amount</b>   | <b>£346,169.64</b> | <b>£60,839.31</b> |

\*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: 15/3950

To: Dave Carroll  
Planning Co-operative  
30 Altenburg Avenue  
West Ealing  
London  
W13 9RN

I refer to your application dated 14/09/2015 proposing the following:  
Demolition of former print workshop and redevelopment to provide a part four, part five and part six storey building to accommodate 28 flats (8 x 1bed, 17 x 2bed and 3 x 3bed units) with associated vehicular crossover, car and cycle parking spaces, bin stores, amenity space and landscaping (revised description) and accompanied by plans or documents listed here:  
Refer to condition 2  
at 1C Carlyon Road, Wembley, HA0 1HP

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  
The Further Alterations to the London Plan 2015  
Brent's Core Strategy 2010  
Brent's Unitary Development Plan 2004  
Brent's Site Specific Allocations DPD adopted July 2011  
Government's Technical Housing Standards (March 2015)  
Mayor's Housing SPG, November 2012  
S106 Planning Obligations SPD, July 2013  
Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001  
Alpertown Masterplan SPD 2011

- 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):

01LP - Site Location Plan  
14EX - As Existing  
02PL - Site in Context (revised 04/03/2016)  
03SC - Schedule (revised 04/03/2016)  
04FP - Site Plan/ Level and Level 1 Plan (revised 04/03/2016)  
05FP - Level 2 and 3 Plan (revised 04/03/2016)  
06 FP - Level 4 and 5 Floor Plan (revised 04/03/2016)  
07EL - West Elevation (revised 04/03/2016)  
08EL - East Elevation (revised 04/03/2016)  
09EL - North and South Elevations (revised 04/03/2016)  
10EL - East and West Elevations (revised 04/03/2016)  
11EL - Sections and Elevations (Levels) (revised 04/03/2016)  
12EL - Elevations in Context (revised 04/03/2016)  
13SN - Roof Garden Sections (revised 04/03/2016)  
15FA - Fire Access Strategy (revised 04/03/2016)  
16OV - Access Overlooking Diagram (revised 04/03/2016)  
17LS - Preliminary Landscape Strategy (revised 04/03/2016)  
18DS - Distance Plan Level 1 (revised 04/03/2016)  
19DS - Distance Plan Level 2 (revised 04/03/2016)  
20DS - Distance Plan Level 3 (revised 04/03/2016)  
21DS - Distance Plan Level 4 (revised 04/03/2016)  
22DS - Distance Plan Level 5 (revised 04/03/2016)  
23SN - Sections 1 and 2 (revised 04/03/2016)  
24SN - Sections 3 and 4 (revised 04/03/2016)  
25SN - Sections 5 and 6 (revised 04/03/2016)  
26SN - Sections 7 and 8 (revised 04/03/2016)  
27VI - Visual 1 (revised 04/03/2016)  
28VI - Visual 2 (revised 04/03/2016)  
29VI - Visual 3 (revised 04/03/2016)  
30VI - Visual 4 (revised 04/03/2016)  
31SN - Sections 9 and 10 (revised 04/03/2016)  
32SN - Sections 8 and 9 3D (revised 04/03/2016)

## Supporting Information

Air Quality Assessment Report prepared by Syntegra Consulting  
Noise Impact Assessment prepared by Syntegra Consulting  
New Build Energy and Sustainability Report prepared by Syntegra Consulting  
Code for Sustainable Homes:Ecology prepared by Syntegra Consulting  
Extended Phase 1 Habitat Survey Report prepared by Syntegra Consulting  
SUDS Strategy Planning Note prepared by Syntegra Consulting  
Desk Study & Stage I Risk Assessment prepared by MRH Geotechnical together with Appendix A (Historical Map Extracts) and Appendix B (Schedule of Contaminative Uses)  
Topographical Survey (10486-110)  
Transport Assessment prepared by TTP Consulting

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

- 3 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.

- 4 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to 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 as part of the Construction Management Plan);
- (vi) Details of how vehicular access to adjoining and opposite premises are not impeded;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities and schedule of highway cleaning;
- (ix) measures to control the emission of dust and dirt during construction;
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works;

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

- 5 (a) Following the demolition of the existing buildings and prior to commencement of building works, a site investigation shall be submitted to and approved in writing by the Local Planning Authority. The site investigation shall be carried out in accordance with BS 10175:2011 by competent persons to determine the nature and extent of any soil contamination present.

The site investigation shall include the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

(b) Any soil contamination remediation measures identified in condition 15 shall be carried out in full accordance with the approved details. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to occupation stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

- 6 Further details of the external materials for the development shall be submitted to and approved in writing by the local planning authority prior to commencement of building works on site. Such details shall include::

- (a) Details of facing bricks including samples to be pre arranged to be viewed on site
- (b) Details of the specification and colour of the window frames and doors
- (c) Details of the finishing material and colour for cladding, balconies, parapets, canopies, balustrades and railings

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

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

- 7 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) or manufacturer's literature which show

- (a) details of the window and door reveals, headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (b) details of proportion of window openings
- (c) details of the obscure glazed windows identified on the floor plans including a section plan showing details of any high opening windows at 1.7m above internal floor level
- (d) details of the parapets to the roof and roof gardens

The development shall be completed in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of the locality and the amenities of neighbouring occupiers.

- 8 Prior to commencement of works on site, a revised site layout plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of:

- (a) relocating car parking spaces 3 and 4 1.5m into the site to allow for adequate turning space with relocation of footpath along the front of these spaces
- (b) repositioning of the temporary bin storage area within 10m of Carlyon Road
- (c) 4.1m wide access road with margins of 300mm on either side

The scheme shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of highway safety and provided adequate access arrangements for refuse collection.

- 9 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 6 months of commencement of development (this shall include the alterations to the site layout set out in condition 8 above). Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation

of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) all planting including location, species, size, density and number incorporating native species
- (b) details of external amenity space and play equipment for informal play area for under-fives
- (d) details of the provision of artificial bird and bat boxes
- (e) areas of hard landscape works including details of materials and finishes. These shall include features to ensure safe use by visually impaired and other users, and principles of sustainable drainage.
- (f) the location of, details of materials and finishes of, all street furniture and external cycle stands
- (g) proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
- (h) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
- (i) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft 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 appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 10 Details of the roof plan, showing the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, shall be submitted to and approved in writing by the Local Planning Authority, prior to completion of construction work and shall be installed prior to occupation of the development hereby approved.

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

- 11 Prior to occupation of the residential units, further details of 1 car parking space that will be provided with electric vehicle charging point and 1 car parking space that will be provided with passive electric vehicle charging point shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure sustainable modes of transport.

- 12 Prior to occupation of the residential units, further details for the provision of a minimum of 28 cycle spaces (to be provided in a secure and covered location), 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.

- 13 The development shall not be occupied until the car-parking, cycle parking and turning areas shown on the approved plans have been constructed, surfaced and marked out to the satisfaction of the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority. The car-parking, cycle parking and turning areas so provided shall be maintained as ancillary to the development and shall be used for no other purpose at any time.

Reason: In the interests of highway safety.

- 14 Prior to occupation of the new residential units, further details of layout and external appearance of the refuse storage facilities shall be submitted to and approved in writing by the local planning authority. They shall be arranged to meet the requirements of Brent's Household Waste Collection Strategy 2010 - 2014. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure the external appearance is acceptable and protect the amenity of adjoining residents.

- 15 Prior to first occupation of the residential units hereby approved, details of the mitigation measures to protect future residents from the impact of poor air quality (as identified in the Air Quality Assessment) shall be submitted to and approved in writing by the Local Planning Authority. All approved measures shall be implemented in full.

Reason: To protect future residents from the impacts of poor air quality.

- 16 All residential premises shall be designed in accordance with BS8233:2014 'Sound insulation and noise reduction for buildings - Code of Practice' to attain the following internal noise levels:

| Time                              | Area         | Maximum noise level |
|-----------------------------------|--------------|---------------------|
| Daytime Noise<br>07:00 - 23:00    | Living rooms | 35dB LAeq (16hr)    |
| Night time noise<br>23-00 - 07:00 | Bedrooms     | 30 dB LAeq (8hr)    |

Prior to first occupation of the residential units hereby approved a test shall be carried out to show that the required internal noise levels have been met and the results submitted to the Local Planning Authority for approval.

Reason: To obtain required sound insulation and prevent noise nuisance.

- 17 Prior to first occupation of the residential units hereby approved, 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 undertaken and submitted to the Local Planning Authority for approval. 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.

- 18 Confirmation that all of the units have been constructed to the Building Regulation M4(2) and three units to Building Regulation M4(3) shall be submitted to the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason: To ensure a sufficiently accessible development.

## 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](http://www.communities.gov.uk)



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 9 May, 2016  
Item No 07  
Case Number 16/0073

### SITE INFORMATION

RECEIVED: 8 January, 2016

WARD: Stonebridge

PLANNING AREA: Brent Connects Harlesden

LOCATION: Stonebridge Primary School Annexe, Twybridge Way, London, NW10 0ST

PROPOSAL: Outline planning permission for the demolition of the Former Day Centre and erection of up to 55 units comprising of 15 x houses up to 3-storeys in height (use class C3), one apartment block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height (use class C3) and one apartment block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays **with all matters reserved** (as amended).

APPLICANT: London Borough of Brent

CONTACT: LUC

PLAN NO'S: (See Condition 2)

#### LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

[https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR\\_125944](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_125944)

[When viewing this as an Hard Copy .](#)

Please use the following steps

1. Please go to [pa.brent.gov.uk](http://pa.brent.gov.uk)
2. Select Planning and conduct a search tying "16/0073" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

## SITE MAP



### Planning Committee Map

Site address: Stonebridge Primary School Annexe, Twybridge Way, London, NW10 0ST

© Crown copyright and database rights 2011 Ordnance Survey 100025260

This map is indicative only.

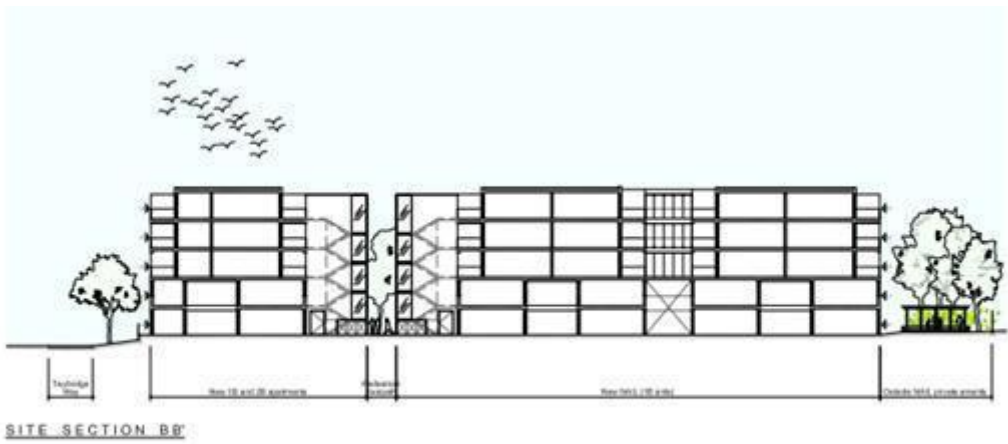
# SELECTED SITE PLANS SELECTED SITE PLANS



Proposed site/ ground floor plan



Proposed section plan from Twybridge Way



Proposed section plan from Hillside



Proposed aerial / 3-d perspective

## RECOMMENDATIONS

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

### A) PROPOSAL

Outline planning permission for the demolition of the Former Day Centre and erection of up to 55 units comprising of 15 x houses up to 3-storeys in height (use class C3), one apartment block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height (use class C3) and one apartment block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays **with all matters reserved** (as amended).

### B) EXISTING

Located in Stonebridge, this is a corner plot at the junction of Hillside and Twybridge Way, and the site totals an area of approximately 0.61ha. The site contains the Former Day Care Centre building, currently in use as Stonebridge Primary School annexe. It also comprises 'The Cottage' which is a residential property within the centre of the site. This building is to remain and does not form part of the application site. There are two-storey residential properties to the west on Twybridge Way, and four-storey flatted blocks and two-storey housing to the east along West End Close. A canal feeder channel runs along the northern site boundary. The feeder is designated as a Site of Borough Importance for Nature Conservation (SBINC) Grade II.

This is not within a Conservation Area, nor does it affect any Listed Building.

### C) AMENDMENTS SINCE SUBMISSION

The paramter plans were amended in relation to the scale of development to allow detached and semi-detached housing up to 3-storeys high (previously described as 2-storeys) and the flatted blocks fronting Hillside up to 5-storeys high (previously described as 4 storeys). A full re-consultation was carried out in response to the amendments to the scale of development, as set out in the 'consultation' section of the report.

### D) SUMMARY OF KEY ISSUES

**Land Use and Nature of Application:** This application seeks full planning permission for the demolition of the Stonebridge School annexe building in association with the proposed expansion of the main Stonebridge School from 2FE to 3FE. The expansion of the main school site if carried out will render this site redundant for educational needs and teaching. It is proposed to redevelop the site for housing, including affordable housing for C3b accommodation in order to meet Brent's housing needs. Residential development is considered acceptable in principle.

**Affordable Housing:** An element of C3b residential accommodation is proposed, this is a result of Brent Council's Adult Social Care and Housing departments New Accommodation for Independent Living (NAIL) scheme to develop Extra Care and supported living accommodation in order to provide alternatives to residential and nursing care homes. There is an identified need for more of this type of accommodation with the Borough, and its delivery on site would meet a key corporate objective.

The delivery of affordable housing on this site is linked to the Hybrid application for Stonebridge School, Hillside open space and Milton Avenue (16/0077). Not less than 35% of residential units across the sites shall be affordable housing, and a detailed financial viability assessment shall be submitted at the reserved matters stage including any residential floorspace to demonstrate that shall demonstrate the maximum reasonable proportion of affordable housing, which shall be not less than 35%

**Landscaping, trees and ecology:** A number of existing trees within the site will be removed. New trees and landscaping are proposed as part of the proposal, and are secured through conditions The canal feeder to the north (outside of the application site) is a designated Site of Importance for Nature Conservation (SINC) Grade II and a designated wildlife corridor. Due consideration has been had on the impacts to this

**Transportation matters:** Sufficient levels of vehicle parking and cycle parking are proposed on site. Highway improvement works are proposed to construct the proposed loop road for the development including footways and parking bays, with minor amendments to include raised tables at the junctions with Twybridge Way and the northern bend in the road and an overrun strip at the southern bend in the road; (ii) to construct

parking lay-bys along the Twybridge Road frontage of the site; and (iii) remove all signing, lining and guardrailling associated with the existing school use, together with all associated lighting, signing, lining and drainage and other ancillary and accommodation works and works necessary to statutory undertakers' equipment. To mitigate the transportation impacts and to promote sustainable travel a Residential Travel Plan is proposed, this is to be secured by condition.

## 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) |
|------------------------------|----------|----------|------|------|----------------|
| Dwelling houses              |          |          |      | 4577 | 4577           |
| Non-residential institutions | 1424     |          | 1424 |      |                |

### Monitoring Residential Breakdown

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

## RELEVANT SITE HISTORY

### 12/2820 - Granted

Remodelling of the existing Stonebridge Centre, to provide a new educational facility to be used as an extension of the established Stonebridge Primary School. Works include the resurfacing and landscaping of external areas to provide a play areas, the installation of new fencing, new pedestrian gates and new doors to the existing building.

## CONSULTATIONS

A total of 336 addresses were consulted on 10/02/16, which is in accordance with SPG2 consultation requirements. This resulted in one objection being received, raising the following;-

- Criticism of the consultation as the notification letter is not clear about the exact detail of the residential elements and or parking.
- Will result in loss of privacy, light and outlook to properties on Canal Walk.
- The number of properties proposed will place further strain on parking on-street.
- Loss of trees will reduce the ecology and biodiversity on site.
- Increased noise, smell, dust and traffic during construction.
- Additional homes will place further strain on local infrastructure (doctors / dentists).
- High density development is harmful to the character of the area.

Press Notice 18/02/16

Site Notice 10/02/16

A second round of consultation was carried out on 18/04/16, for a further period of 14 days, which is in accordance with SPG2 requirements. A full re-consultation was carried out as the parameter plans have been amended to propose an increase in scale to allow the height of the houses up to 3-storeys and the heights of the two apartment blocks to up to 5-storeys. The 14-day consultation period will end on 02/05/16.

Press Notice 21/04/16

Site Notice 19/04/16

The 21-day consultation for the press notice ends on 12/05/16. As Planning Committee is on the 09/05/16 officers request that Members resolve to determine the application and delegate to officers to determine the application unless any late representations are received which raise any new substantive issues. If this is the case the application would need to be referred back to the following Committee meeting for further consideration.



To date one objection has been received to the second round of consultation.

Objection has been raised on the following grounds:-

- Revised drawings are not available on-line.
- Insufficient parking provided on site which will result in overspill parking on Twybridge Way.
- Appearance of the proposed dwellings must be in keeping with the local context.
- Construction vehicles should be accommodated on-site and these shouldn't impact on Twybridge Way.

#### STATUTORY CONSULTEES

##### **Stonebridge Ward Councillors;**

No response received.

##### **Local Lead Flood Authority;**

It is noted that the application is lacking in drainage details. The applicant will need to provide further details as a condition.

##### **Transport;**

Confirmed that the site is PTAL 3 (moderate accessibility).

Subject to:-

- (a) a S38/S278 Agreement under the Highways Act 1980 to: (i) construct the proposed loop road for the development including footways and parking bays, with minor amendments to include raised tables at the junctions with Twybridge Way and the northern bend in the road and an overrun strip at the southern bend in the road; (ii) construct parking lay-bys along the Twybridge Road frontage of the site; and (iii) remove all signing, lining and guardrailling associated with the existing school use, together with all associated lighting, signing, lining and drainage and other ancillary and accommodation works and works necessary to statutory undertakers' equipment;
- (b) a sum of at least £75,000 towards sustainable transport improvements to be taken from the CIL; and
- (c) implementation of the proposed Residential Travel Plan

there would be no objections on transportation grounds to this outline proposal.

Please note that detailed reserved matters applications for the flats and the NAIL accommodation will need to address bicycle parking and refuse storage requirements.

##### **Environmental Health;**

No objection raised, conditions have been recommended.

##### **Sustainability Officer;**

No objection raised. Full details of the energy / sustainability strategy will be considered at reserved matters stage.

##### **Tree Officer;**

No objection raised to the tree survey submitted or the proposed removal of trees, subject to the approval of a landscape scheme that includes a suitable tree replacement strategy (see 'remarks' section for further comment).

##### **Landscape Design;**

No objection raised to the general form of development proposed. Comment that the loop road results in an internal layout that is car dominated, and disappointment with the proposed removal of trees. It is expressed that there is a missed opportunity by not having houses that take advantage of their relationship to the canal feeder. The amount of amenity space serving both flatted blocks will need to be given further consideration at reserved matter stage.

##### **Recycling & Waste;**

No comment provided.

**Thames Water;**  
No comment provided.

**Canal & Rivers Trust;**  
Raise no objection to the principle of development. They request conditions relating to landscaping, lighting, and construction management given the site's relationship to the adjacent canal feeder.

**Urban Design Officer;**  
No objection raised to the general form of development proposed. Further detail is needed on materiality, appearance and landscaping which it is understood will come forward as part of the reserved matters application. The proposal would benefit from more landscaping within the centre of the site, and would also benefit from being less dominated by vehicles.

## **POLICY CONSIDERATIONS**

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

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- Technical Housing Standards 2015
- London Plan 2015
- Mayors Housing SPG 2012
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Unitary Development Plan 2004 ('saved' policies)
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development

Brent s106 Supplementary Planning Document

## **DETAILED CONSIDERATIONS**

### **Proposals:**

1. The main components are:-
  - (a). The demolition of the Former Day Care centre, which is currently the Stonebridge Schools annexe building. These bulge classrooms will be re-located at the expanded main school building, which is being considered as part of application 16/0077.
  - (b). The provision of residential development on site in the form of detached and semi-detached housing, one and two-bedroom flats and a separate flatted block dedicated to providing C3b NAIL accommodation. fronting Hillside and along Milton Avenue.
  - (c). Provision of a new internal access road, with off-street parking.
2. Off site housing provision is also proposed as part of the Hybrid application being considered in relation to the main Stonebridge School site, which is the subject of application 16/0077. The applications are intrinsically linked to one another by affordable housing delivery, which is discussed in further detail below.

### **Need and the case for school expansion of Stonebridge School and closure of the annexe site:**

3. A report was considered by Brent Cabinet on 23 Feb 2015 which set out the case for redeveloping Hillside, Milton Avenue and the Former Day Centre, and this was approved by Cabinet.

4. In October 2014 a new School Place Planning Strategy was approved, this established the need for a continuing programme of additional school places within the Borough. The plan was updated in November 2015 and identified a need to provide 23 additional primary forms of entry by 2018. The Strategy set out which schools were identified for expansion, and this strategy included Stonebridge Primary School.
5. The current permanent capacity of Stonebridge School is 420. To meet additional demand, from autumn 2012 the school began accepting pupils in the temporary annexe building which has additional capacity of 180. The applications site, located on Twybridge Way is a short walk away from the main Stonebridge School, these sites are 450m apart. The education of children in off site annexes is not educationally desirable, nor is it considered to be cost effective long -term. The proposed school expansion will allow 180 off-site pupils to be accommodated within the main school site, and 3-form entry will allow the school to increase its pupil roll from 600 to 630.

**Context:**

6. The redevelopment of the Former Day Care Centre is intrinsically linked to the expansion of Stonebridge Primary School. This is being considered under parallel application (16/0077) and will allow the school to accommodate the bulge classes currently accommodated at the Former Day Care Centre, thereby releasing this site for redevelopment and new housing. The proposed redevelopment of this site is enabling development which will help to generate capital revenue, that will help contribute towards the costs involved in the school expansion programme and associated open space improvements.
7. For the above reasons this proposal cannot be considered in isolation, and it must be considered in the context of 16/0077, proposing Stonebridge School expansion, open space improvements and enabling residential development on Hillside and Milton Avenue. For this reason both applications are reported to the same Planning Committee.
8. The Former Day Care Centre is proposed to be redeveloped for new market housing, which will contribute to the costs associated with school expansion programme and the site is also to accommodate some C3b accommodation. New Accommodation for Independent Living (NAIL) is proposed (28 units), providing self-contained supported accommodation for adults with physical and learning impairments. This type of accommodation has been identified as being required to meet an identified Borough housing need.

**Residential Development;**

9. The proposed residential redevelopment of the site is presented in outline form only, with all matters reserved for later consideration (appearance, means of access, landscaping, layout and scale). This application is seeking to agree the principle of residential development, without providing details of all elements of the proposal. Therefore what has been presented to date in terms appearance, means of access, landscaping, layout and scale have been shown for indicative purposes only.

Housing mix:

10. The proposed scheme is to provide up to 55 residential units, and the breakdown is as follows:-

| Tenure                               | 1 bed flat | 2 bed flat | 3 bed flat | 3 bed house | 4 bed house | Total     |
|--------------------------------------|------------|------------|------------|-------------|-------------|-----------|
| Market                               | 5          | 7          | 0          | 14          | 1           | 27        |
| Affordable Rent (80% of market rent) | 28         | 0          | 0          | 0           | 0           | 28        |
| <b>Total</b>                         |            |            |            |             |             | <b>55</b> |

11. The proposal comprises 15 houses up to three - storeys and two flatted blocks are to the south of the site fronting Hillside up to 5-storeys each. The proposed houses will be located along the proposed loop road, with access gained from Twybridge Way.

*Justification for NAIL accommodation:*

12. The inclusion of C3b residential accommodation is a result of Brent Council's Adult Social Care and Housing departments New Accommodation for Independent Living (NAIL) scheme to develop Extra Care and supported living accommodation in order to provide alternatives to residential and nursing care homes. Extra care housing is based on the idea of independent and self-contained accommodation but

with on site access to care and support services for a range of people with varying needs such as learning disabilities, mild to moderate dementia and physical disabilities. There is an identified need for more of this type of accommodation with the Borough, and its delivery on site would meet a key corporate objective.

*Appearance:*

13. This matter is reserved so all details submitted are indicative only. It is intended that the principle external materials used will be brick, which is appropriate to the local context. It is envisaged that brickwork will make reference to existing local materiality. Further detail on fenestration, materials and detailing will all be considered through the reserved matters submission.

*Means of access:*

14. This matter is reserved and will come forward as part of the reserved matters application. It has been demonstrated indicitavely that vehicular access will be achieved by a new one-way vehicular loop road that will run through the site in a horseshoe, with access gained from Twybridge Way, from which parallel and echelon parking bays are suggested. This form of access will provide residential access, access for emergency services and the dedicated ambulance / mini-bus parking required for the proposed NAIL accommodation.
15. Pedestrian access will be via Twybridge Way, linked to the alignment of the proposed loop road.
16. The indicative access arrangements are supported by your Transportation officer.

*Landscaping:*

17. The existing landscape contains a group of semi-mature and mature Category B and C trees. These are sited mainly parallel to the canal feeder footpath to the north of the site and along the Hillside frontage. It is claimed that a number of trees towards Hillside are causing root damage to the retaining wall at the back of the pavement. The proposed development envisages the removal of a number of existing trees, with mitigation proposed in the form of a replacement tree planting strategy.
18. The arboricultural survey submitted in support of the application identified the two linear groups of trees within the site, these are to the north and along the Hillside frontage. In addition this survey identifies other species scattered across the site, and these are deemed less significant in the landscape. No category A trees were identified on the site. The survey makes the following recommendations;-
- *Retention of the Category B trees across the site should be considered as a priority as these make a substantial contribution to the continued landscape character of the site.*
  - *Retention of the Category C trees should be considered where possible.*
  - *Category U trees should be removed or made safe.*
  - *All new development should be outside of RPA's and where development is proposed within RPA's of trees to be retained it must be constructed in a way that damage of the trees root system or crown be avoided.*
  - *An Arboricultural Method Statement will be required should new development require works within RPA's.*
  - *New planting should consist of native species.*
  - *Tree protection measures should be in accordance with British Standard BS 5837:2012.*
19. Having considered the site conditions and the survey the Council's Principal Tree Officer is broadly in agreement with the supporting tree survey. It is noted that two highly visible trees of considerable amenity value, T30 a Sycamore located on the south west corner of the site and T28 and T29, both mature Leyland cypress would be affected by the building footprint, and would be inappropriate for retention in such close proximity to the proposed building. There are a range of other trees for which long term retention is not considered to be viable also.
20. In view of the site circumstances it is considered there are only 3/4 trees along the southern boundary worthy of retention, none of which are considered to be of sufficient quality to dictate the layout of development on site. None of the trees on the western boundary, or within the site itself are considered to be of particular merit and can be adequtaley replaced through a well considered replacement strategy. Any approval should secure a suitable replacement tree planting strategy to mitigate the lost trees. It is considered that a replacement strategy for the Hillside (southern) boundary is the highest priority.
21. Full details of the site wide landscape strategy and the tree strategy will come forward at reserved matters stage.

*Layout:*

*Document Imaged*

22. Although presented in outline form only the site layout is dictated to a large extent by the loop road arrangement and the need to be sensitive to neighbouring residential uses. The taller flatted blocks, each up to 5-storeys are sited at the southern end of the site. Here these taller elements front onto Hillside, and this is considered the most appropriate location within the site for accommodating taller elements. The frontage blocks will retain a generous set back of approximately 6.3m, which is commensurate to the existing building line and the siting of these blocks respond appropriately to the existing streetscape.
23. The block closest to the boundary with Twybridge Way is for private housing, of one and two bedroom units. This will be set in from the site boundary by approximately 1.5m. Adjacent to this is another block of up to 5-storeys in height, and this is to accommodate all the NAIL accommodation. This is also set back approximately 6.3m from Hillside.
24. To the rear of the taller elements is the internal loop road, semi-detached and detached houses are arranged fronting onto this. Two of the houses are proposed to front directly onto Twybridge Way which will reinforce the street frontage along this section of the road. The detached house proposed within the centre of the site directly faces the rear elevation of the frontage blocks, with a separation of 15m provided. SPG17 would ordinarily seek a separation of 20m between facing elevations, however the siting of this house is such that it will have a direct outlook towards the 'break' in between the two frontage blocks. This relationship reduces the potential for direct overlooking and on balance this is considered to be an acceptable relationship across a road. The pattern of development relates well to the local context, as there are a lot of terraced and semi-detached houses found locally.
25. Each house is afforded a private rear garden. The majority of these gardens meet SPG17 standards for 50sqm of amenity space. It is noted that a small number of houses to the northern end of the site, backing onto the canal feeder have rear gardens which fall below the 50sqm standard. These are 6m deep, but they do not back onto residential so there is no privacy or overlooking issue. These houses will still benefit from gardens of approximately 40sqm, and they back on to the canal feeder so maintain an acceptable level of outlook in this direction, therefore on balance this shortfall is not considered significant enough to harm the amenity or the quality of accommodation for prospective occupiers. Along the eastern edge of the site houses will have private gardens 9m deep, which is considered to result in an acceptable level of outlook. The houses are orientated obliquely to an existing terrace of housing on West End Close, so will not result in direct overlooking, but at detailed design stage careful consideration of the siting and type of windows on the rear elevation will need to be considered to reduce any potential overlooking issues. Each of the one and two-bed units in the market housing block located on the corner will have their own private balconies. The size of these will come forward at the reserved matters stage when detailed layouts are submitted.
26. The block that will contain the NAIL accommodation will have its own private communal space of approximately 325sqm, and this is to be located adjacent to the eastern boundary of the site. Due to the levels difference, with this being at a higher level than Hillside it is considered that this would provide some useable outdoor space that will feel private for resident users of this. This is less than the suggested 20sqm per unit that would ordinarily be required, but units above ground will have private balconies. The size of these will come forward at the reserved matters stage. It is relevant to note that public open space exists directly opposite the site, the entrance to Stonebridge Recreation Ground is 20m away on the southern side of Hillside and this is easily accessible for future residents of all units on this site.
27. The NAIL accommodation comprises a total of 28 x one-bedroom units. All units above ground floor will benefit from a balcony. The following communal facilities are proposed within this block; reception, office, carers room, staff changing, meeting space, disabled WC's and DDA compliant lift and staircases. An accessible parking area close to the main entrance is provided for an ambulance / mini-bus to use.
28. All flats within the market housing block will be dual aspect, and this will be confirmed at reserved matters stage when detailed layouts are submitted.
29. An existing detached dwelling fronting onto Twybridge Way, known as 'The Cottage' is to be retained within the centre of the site, this is not included within the application but the proposed development will see new housing built around this on three sides, and has the potential to impact on this. It will be faced to the north, east and south by new semi-detached and detached housing. Separation distances between facing elevations will range from between 12.5m to 23m, across the width of the internal access road. On balance this is considered to be an appropriate site layout that achieves suitable separation between existing and proposed buildings within the site.

30. Landscaping is provided around the buildings to provide a buffer, and defensible space between building facades at ground level and the footway / internal access road.

*Scale:*

31. During the course of the application the scale of development proposed has been increased to allow the potential for all detached and semi-detached housing to be up to 3-storeys high and the two flatted blocks fronting Hillside to go be to 5-storeys high. Full re-consultation has been carried out in response to the change in scale to the parameter plans, as discussed in the 'consultation' section of this report.
32. The proposed heights are considered appropriate within the local context, there are four-storey blocks of flats directly opposite, and further along Hillside, to the east are examples of three and four storey development, and further east along Hillside more recent 4-6 storey development been built as part of the phased Stonebridge regeneration. In this context the indicative heights are considered to be appropriate, subject to further details at the reserved matters stage. This will also need to demonstrate an acceptable scale of building envelope that complies with the 45 degree test, to ensure that neighbouring amenity is not unduly harmed.

**Transport considerations;**

33. Car parking allowances for residential use are set out in standard PS14 of the adopted UDP 2004. As the site does not have good access to public transport services and is not located within a year-round CPZ, the full allowance as set out in the main table of the standard applies.
34. The 27 proposed dwellings are therefore permitted a total of 37.8 car parking spaces, whilst the proposed independent living accommodation is permitted 0.1 spaces per flat plus a warden space (total 3.8 spaces), giving a total allowance of 41 spaces across the site
35. The proposed provision of 28 parking bays within the site therefore accords with standards.
36. However, where the full residential parking standard is not met within any site, Policy TRN23 requires the impact on on-street parking to be assessed, with on-street parking able to be counted towards standards along the site frontage only, as long as the site is located on a local access road that is not heavily parked and has sufficient width to accommodate parking on both sides.
37. Twybridge Way is a local access road that is not noted as being heavily parked at night. However, it has a narrow carriageway that cannot accommodate parking on-street along both sides and as such parking bays are marked along the wide footways along either side.
38. This application includes the re-provision of the parking bays along the Twybridge Way site frontage within a lay-by, in order to provide additional on-street parking along the site frontage. This is generally welcomed, although details are sketchy about what format these will take. For the avoidance of doubt, these works should comprise two lay-bays to a 2m width set into the existing footway at carriageway level, with a 2m kerbed footway to the rear. The indicative layout generally complies with this requirement.
39. The indicative parking spaces within the lay-bys are shown at 4.8m in length, rather than the usual 6m required for parallel parking bays. As such, about five spaces would be possible in total, rather than the seven that have been indicated. This would take total parking provision within and adjoining the development to 33 spaces, which is considered to be close enough to the maximum allowance to satisfy likely future parking demand.
40. Standard PS15 requires at least two disabled parking spaces, whilst servicing standard PS22 for the care home requires a minibus/ambulance space. A wide 12m long space has been indicated to the front of the care accommodation, although its purpose is unspecified at present. Please note though that it will not be able to be reserved for exclusive use for minibuses/ambulances by the care home if the estate road is to be adopted as public highway.
41. Standard PS16 requires a secure bicycle parking space for each dwelling, plus one space per eight staff for the care home. Each of the proposed houses will have private garden space within which bicycles can be securely stored, which is fine. This shall be secured by condition.
42. Two further communal bicycle stores with space for about 8 and 10 bicycles respectively have also been shown around the development; one of which will be well placed to serve the care home. However, no

bicycle storage has been indicated in the vicinity of the 12 proposed flats and this omission would need to be addressed in any reserved matters application.

43. Bin storage for the flats and care home is shown adjacent to a passage between the two buildings, but about 12m from the proposed loop road. Detailed design of the buildings should reposition any communal bin stores within 10m of the new access road. Each of the houses is shown with private front gardens that can be used for bin storage.
44. Access to the development is proposed via a 4.8m wide loop road with parallel and echelon parking bays along its length, meeting Twybridge Way in two locations with 4m kerb radii at the junctions. The proposed width of the road is appropriate for this level of development and the alignment, with two sharp bends, will keep vehicular speeds low. Tracking has been provided for the two bends to demonstrate that refuse vehicles and fire appliances can negotiate the site, which is fine. Larger vehicles, such as pantechnicons, would not be able to negotiate the southern bend in one turn though and an overrun strip is recommended on the inside of the bend to aid this movement, whilst still retaining a tight bend for other vehicles.
45. Sightlines at the two access points will be fine, but raised entry tables and tactile paving are recommended at the junctions with Twybridge Way.
46. The footway widths of 2m are also fine, but it is noted that a continuous footway is not proposed around the inside of the northern bend in the road, due to land falling outside of the application site. This will reduce forward visibility around the bend to a minimal value. To address these concerns, it is recommended that the carriageway level around this bend be raised up to footway height to slow traffic further and to allow pedestrians to cross safely to the opposite footway, with the parking space and cycle store in the area removed to accommodate an unobstructed pedestrian route. Please also note that a 450mm kerbed margin will also be required to the third party fence to prevent potential future damage by passing vehicles.
47. The works to construct the new access road and to create the on-street parking lay-bys will need to be carried out via an agreement under Sections 38/278 of the Highways Act 1980 and offered to the Transportation Unit for adoption as public highway. The design will also be subject to a Safety Audit (which may well also pick up on the matter of the protruding fence and its impact on forward visibility and pedestrian routes). The works must also incorporate the removal of all signage and lining associated with the school, including zig-zag markings (with associated sign), guardrailings and advance school warning sign (on lamp column 8 on Twybridge Way).
48. A full Transport Assessment has been submitted to support this application, even though the size of the development is not particularly significant in terms of unit numbers.
49. Estimated traffic flows are considered to be very robust. These flows have been used to inform junction testing. This shows that plenty of spare capacity will remain at the junction after this development has been completed.
50. A Residential Travel Plan has been produced to help to manage travel to and from the site by non-car modes of transport, even though the development in itself falls below TfL's threshold for production of a full Travel Plan. At present, no baseline modal share has been estimated and no firm targets have been set, with the aim being that these will be agreed post-occupation following the results of initial surveys. As the development is relatively small scale, this is considered to be acceptable and the implementation of the Travel Plan can be secured by planning condition.

#### **Affordable Housing;-**

51. The affordable housing element of this application must be considered alongside the provision proposed on Hillside open space and Milton Avenue. Housing on both of these sites is being considered as part of the Hybrid application that seeks consent for the expansion of Stonebridge School. This Hybrid application is being considered in parallel (16/0077). The delivery of affordable housing is linked across the three sites, one site cannot come forward for development without the other.
52. In total up to 128 residential units will be provided across these three sites. It is envisaged that 45 of these will be affordable, for rent up to 80% of the market rent value. This equates to 35% affordable housing across the sites.

53. The redevelopment of the Former Day Care Centre site proposes 28 affordable units of the total of 55, and this will be NAIL accommodation, and ring fenced specifically to a particular client group by LBB's Adult Social Care department. This would be restricted to use as C3b residential accommodation through condition. In addition to this 17 affordable units will be delivered as part of the parallel application (16/0077), with 4 being on Milton Avenue and 13 within the Hillside residential building. The affordable housing will be across all unit sizes, and is put forward on a rental basis.
54. In terms of phasing it is submitted that the Hillside residential building will be constructed first, delivering 13 affordable units. Milton Avenue housing and the Former Day Care Centre site will be constructed afterwards, but at the same time as one another delivering the remaining 32 affordable units. A condition is recommended requiring further details of the detailed phasing programme.
55. The precise location of the affordable units will be set out at the reserved matters stage when detailed approval for layout is sought.
56. It is recognised that this (35%) falls below the 50% proportion required by Brent Core Strategy policy CP2. The reasons that have been put forward for this are (i) the space requirements for the 28 affordable units that will be provided on the annexe site, these are to be NAIL housing which requires a large amount of communal space and (ii) an outline development appraisal has been carried out to demonstrate the proposed level of affordable housing is the maximum reasonable level that can be achieved by the scheme given the requirement to fund the expansion of the main Stonebridge School, proposed highway works and open space improvements. It is recommended that a condition secures the submission of a detailed financial viability assessment at the reserved matters stage to be tested to ensure that 35% does in fact represent the maximum reasonable amount of affordable housing that can be delivered across these sites.

**Grade II Site of Importance for Nature Conservation Value (SINC):**

57. The existing canal feeder to the north of the site is designated locally as a Grade II Sinc, and a wildlife corridor. The feeder connects the River Brent to the Grand Union Canal. The proposed development does not encroach into the designated corridor, however it does have the potential to impact on this.
58. An ecological desk study was undertaken, with the canal feeder found to support breeding birds and a range of invertebrates. It found that trees were generally scattered around the perimeters of the site.
59. The study concludes that no direct impact on the watercourse is anticipated, but due to the proximity there is a potential for indirect impacts such as pollution from runoff during the construction phase.
60. In considering the proposal no objection is raised by the Canal & River Trust, but it is requested that further details of the proposed hard and soft landscaping scheme along the northern boundary of the site be submitted to and approved in writing in consultation with them. A separate condition requiring the approval of all lighting and another requiring the submission and approval of a construction method statement outlining all works to be carried out adjacent to the watercourse.

**Conclusion:**

61. It is considered that the proposed redevelopment of the site for housing is acceptable in principle. The main Stonebridge School extension will render this site redundant for educational use. The application is presented in outline form only with all matters reserved, however the parameter plans submitted (as amended) provide officers with sufficient comfort that the scale and level of development proposed can be suitably accommodated on site without causing harm to the amenity of neighbouring sites, or the character of the surrounding area, subject to further detail on matters relating to layout, scale, appearance, means of access and landscaping being approved at reserved matters stage.
62. The proposal will provide an element of affordable housing, contributing to the Borough wide need for more affordable housing, and specifically it will provide C3b extra care housing, which meets an identified Borough wide housing need.
63. The transport impacts associated are considered to be acceptable, and highway improvement works are to be secured by condition, as discussed above.
64. On balance the proposed outline application is considered to be acceptable, subject to the recommended conditions.



## SUSTAINABILITY ASSESSMENT

With regard to sustainability, no sustainability information was submitted as the scheme is still in the early stages of design. All of the necessary sustainability information will be submitted as part of the reserved matters application.

## CIL DETAILS

This application is liable to pay **£901,172.48\*** 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): 1424 sq. m.

Total amount of floorspace on completion (G): 4557 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 | 4557                          |                                    | 3133                              | £200.00                       | £35.15                          | £766,466.07     | £134,706.41       |

|  |                    |                    |
|--|--------------------|--------------------|
| 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) | 274                |                    |
| <b>Total chargeable amount</b>   | <b>£766,466.07</b> | <b>£134,706.41</b> |

\*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 residential floorspace is submitted in outline, with all matters reserved. The CIL liability applicable to the residential floorspace is indicative only, and is subject to detailed layout plans at reserved matters stage.



DECISION NOTICE – APPROVAL

=====

Application No: 16/0073

To: Mr Jon Grantham  
LUC  
43 Chalton Street

NW1 1JD

I refer to your application dated 07/01/2016 proposing the following:  
Outline planning permission for the demolition of the Former Day Centre and erection of up to 55 units comprising of 15 x houses up to 3-storeys in height (use class C3), one apartment block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height (use class C3) and one apartment block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays **with all matters reserved** (as amended).  
and accompanied by plans or documents listed here:  
(See Condition 2)  
at Stonebridge Primary School Annexe, Twybridge Way, London, NW10 0ST

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 2015  
Brent Core Strategy 2010  
Brent Unitary Development Plan 2004  
Council's Supplementary Planning Guidance 17:- Design Guide For New Development

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

Built Environment: in terms of the protection and enhancement of the environment  
Environmental Protection: in terms of protecting specific features of the environment and protecting the public  
Housing: in terms of protecting residential amenities and guiding new development  
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  
Community Facilities: in terms of meeting the demand for community services

- 1 Details of all of the reserved matters access, appearance, landscaping, layout and scale for the development shall be submitted to be approved in writing by the Local Planning Authority before:-

(i) the expiration of three years from the date of this permission; or  
(ii) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To conform with the requirements of Section 92 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):

001 A  
002 A  
003 B  
010 A  
011 A  
090 A  
100 B  
101 B  
200 B

Design and Access Statement - Masterplan and Housing at Hillside and Milton Avenue (Jan 2016)

Design and Access Statement - Housing at Former Day Care Centre, Twybridge Way (Jan 2016)

tpa, Transport Assessment (Jan 2016)

LUC, Planning Statement (Jan 2016)

Middlemarch, Preliminary Ecological Assessment (May 2015)

Middlemarch, Pre-Development Arboricultural Survey (May 2015)

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

- 3 No works shall commence on site until such times as a Tree Protection Plan and arboricultural

method statement following the recommendations and principles embodied in BS5837:2012 has been 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, hedges and shrubs on-site or off-site near the site boundaries will be protected during the construction phases; and
- (iii) clearly define root-protection zones with fencing and ground protection measurements annotated on plans.

Works shall not commence on site until the Local Planning Authority has been on site and inspected the required tree protection measures in relation to the relevant construction phase. The development shall be carried out strictly in accordance with the agreed details thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

- 4 No works shall commence on site until such times as an arboricultural impact assessment following the recommendations and principles embodied in BS5837:2012 has been submitted to and approved in writing by the Local Planning Authority. These shall include a plan and text which:

- (i) clearly identifies trees to be removed as a consequence of the development
- (ii) clearly identifies trees that will be compromised in any way as a consequence of the development
- (iii) Gives details of trees that require remedial or site facilitation pruning works as well as those trees on which root encroachment may be envisaged.

Reason: To ensure that the safe and healthy retention of trees with significant landscape value has been considered as part of the overall design process.

- 5 No mechanical plant shall be installed unless further details of such mechanical plant, including but not limited to refrigeration, air-conditioning, ventilation system, air source heat pumps, combined heat and power units and kitchen extraction systems, have been submitted to and approved in writing by the local planning authority.

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

- 6 All the residential premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:

| Criterion<br>LAeq, T                                     | Typical situations | Design range                                |
|--|--------------------|---|
| Reasonable resting conditions<br>T=16hrs 07:00 – 23:00)  | Living rooms       | 30-40 dB (day:                              |
| Reasonable sleeping conditions<br>T= 8hrs 23:00 – 07:00) | Bedrooms           | 30-35 dB (night:<br>LAm <sub>ax</sub> 45 dB |
| (night 23:00 – 07:00)                                    |                    |   |

No part of the development shall be occupied prior to submission to and approval in writing of the results of a sound test which demonstrates that the above required internal noise levels have been met. The sound insulation measures shall be retained thereafter for the lifetime of the development.

Reason: To obtain required sound insulation and prevent noise nuisance harming the amenity of future occupants

- 7 All residential units shall be designed to comply with London Plan policy 3.5 on minimum residential space standards, and shall also provide for not less than 10% of all units as wheelchair accessible or easily adaptable units. A detailed schedule of accommodation shall be provided to demonstrate compliance with this, and this shall be submitted for approval in writing by the Local Planning Authority prior to commencement of works (save for demolition)

Reason; To ensure the development is in accordance with London Plan policy 3.5.

- 8 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).

- 9 The parking spaces, access road and footways shall be constructed and permanently marked out prior to any occupation of the development as approved by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety within the site and along the neighbouring highway.

- 10 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 site 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.

- 11 Notwithstanding the provisions of the Town & Country Planning (Use Classes Order) 1987, as amended, the eastern most frontage block hereby permitted shall only be used for the provision of residential accommodation within Use Class C3b and for no other purposes within Class C3 of the schedule to the Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason: To ensure that the use remains appropriate for the site location and to ensure that the standards applied to the consideration of the approved development are maintained in connection with the completed development so approved and to meet Brent's housing needs.

- 12 The C3b residential accommodation hereby approved shall be implemented and maintained for the lifetime of the development as 100% affordable rented housing (meaning subsidised housing at up to 80% of market rents inclusive of service charge, intended for households who cannot afford housing at market rates) and LB Brent will have the right to nominate people to be housed in the C3b residential accommodation, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the development is implemented in accordance with the approved details submitted having regard to the weight that was given to this scheme being 100% affordable when reaching a decision and to contribute to meeting Brent's identified housing needs, including meeting LB Brent's statutory housing duties.

- 13 A detailed Financial Viability Assessment shall be submitted with any Reserved Matters application that includes residential floorspace. This Assessment shall demonstrate the maximum reasonable proportion of affordable housing, which shall not be less than 35%, but which may include provision of off-site affordable housing within the land subject to application (16/0077). The Financial Viability Assessment shall be tested to the satisfaction of the Local Planning Authority and approved in writing.

No more than 50% of private residential units shall be occupied unless the approved affordable housing has been delivered and is ready for occupation.

Where delivered in phases no more than 50% of units in each relevant phase shall be occupied unless the approved affordable housing for that phase has been delivered and is ready for occupation.

Reason; To ensure the maximum reasonable proportion of affordable housing is delivered.

- 14 Prior to commencement of any works on site (including site clearance works and or demolition) a Construction Traffic & Logistics Plan shall be submitted to and approved in writing, and the development shall be implemented fully in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority. The Plan shall provide for;

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to 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 as part of the Construction Management Plan);
- (vi) wheel washing facilities and schedule of highway cleaning;
- (vii) measures to control the emission of dust and dirt during construction;
- (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (ix) Staff car parking facilities; and
- (x) Adhere to the Considerate Contractors Scheme.

Reason: To ensure that the environmental impacts of the works are suitably mitigated to protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 15 Further details of materials for all external building work shall be submitted to and approved in writing by the Local Planning Authority before above ground construction works are commenced. The development shall be carried out in full 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.

- 16 Notwithstanding any details of landscape works referred to in the approved plans, a detailed scheme for the landscape works and treatment of the surroundings of the proposed development (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground construction works. The approved details shall be completed fully in accordance with the approved details prior to any occupation or in accordance with a programme agreed in writing with the Local Planning Authority.

Such a scheme shall include:-

- (a) the identification and means of protection of existing trees and shrubs not directly affected by the building works and which are to be retained;
- (b) proposed walls and fences indicating materials and heights and any other works to existing boundary treatments that are to be retained and or proposed;
- (c) adequate physical separation, such as protective walls and fencing between landscaped and paved areas
- (d) existing contours and any proposed alteration to ground levels such as earth mounding;
- (e) areas of hard landscape works and the proposed materials;
- (f) a scheme for tree planting
- (g) details of the proposed arrangements for the maintenance of the landscape works.

Any planting that is part of an 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 positions.

Reason: To ensure a satisfactory standard of development.

- 17 (a) Prior to commencement of the development (save for demolition) further details of disabled parking across the site in accordance with adopted standards, and a mini-bus/ambulance space for the C3b accommodation shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

(b) Prior to commencement of the development (save for demolition) revised details for communal cycle parking locations, in accordance with adopted standards shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

(c) A minimum of one cycle parking space shall be provided for all detached and semi-detached dwellings.

Reason: To ensure appropriate facilities for cyclists and disabled motorists are provided as part of the development.

- 18 Prior to commencement of the development (save for demolition) revised details for communal refuse storage, in accordance with the Council's adopted standards and in a position within 10m of the new access road shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate facilities for future occupants and appropriate siting for collection.

- 19 Prior to commencement of the development (save for demolition), the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:

(i) construct the proposed loop road for the development including footways and parking bays, with minor amendments to include raised tables at the junctions with Twybridge Way and the northern bend in the road and an overrun strip at the southern bend in the road

(ii) construct parking lay-bys along the Twybridge Road frontage of the site

(iii) remove all signing, lining and guardrailling associated with the existing school use, together with all associated lighting, signing, lining and drainage and other ancillary and accommodation works and works necessary to statutory undertakers' equipment;

(iv) a review of waiting restrictions and traffic management measures in the vicinity of the school;

None of the units hereby approved shall 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.

Reason: In the interests of highway and pedestrian safety.

- 20 At Reserved Matters submission stage the applicant shall submit a detailed Energy and Sustainability Statement to demonstrate how the development will through reasonable endeavours comply with London Plan policy 5.2 and achieve a minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions; .Such details shall be submitted to and approved in writing by the Local Planning Authority and fully implemented in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason; To ensure compliance with London Plan policy 5.2 on minimising carbon emissions.

- 21 Within 3 months of first occupation the *Residential Travel Plan* shall be submitted to and approved in writing, and shall be fully implemented for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing. This Plan shall demonstrate the Travel Plan is of sufficient quality to score a PASS 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.

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

- 22 Prior to the commencement of development hereby approved (save for demolition), full details of the proposed hard and soft landscaping scheme along the northern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The landscaping shall be carried out fully in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area.

- 23 Prior to the commencement of the development hereby approved (save for demolition), full details of the proposed external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting scheme should be implemented in full thereafter prior to first occupation of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of ecology, visual amenity and the waterway setting.

- 24 Prior to the commencement of development hereby approved (save for demolition) a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust and the works shall be carried out fully in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the canal feeder.

- 25 The development hereby approved shall not be commenced (save for demolition) unless a Flood Risk Assessment, which contains details of a surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented fully in accordance with the approved details before the development is completed, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

- 26 Prior to the commencement of any works a detailed phasing plan which incorporates development subject of application 16/0077 shall be submitted to and approved in writing by the Local Planning Authority, and fully complied with thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of clarity and proper planning.

- 27 A scheme detailing water efficiency and management measures for the development, including measures to limit the use of water, together with rainwater harvesting and grey-water re-use, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site (save for demolition). Should any of these measures not be proposed, the reasons for excluding such measures should be outlined within the scheme. The development shall be carried out in full accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.



Reason: To ensure a sustainable development.

- 28 Within 3 months of practical completion of the development, an 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;

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 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.

- 29 Prior to the commencement of development (save for demolition) a scheme of sound insulation measures shall be submitted to the Local Planning Authority for approval. The insulation of the separating floors between the flats shall be designed to meet the standards of Building Regulations Approved Document E 'Resistance to the passage of sound'. The approved measures shall thereafter be implemented in full.

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

- 30 An Air Quality Neutral Assessment must be undertaken in accordance with guidance published by the Greater London Authority (GLA) and submitted to the Local Planning Authority for approval prior to the commencement of works on site. The assessment shall include mitigation proposals should it be found that the development is not air quality neutral.

**Reason:** To protect local air quality, in accordance with Brent Policy EP3

- 31 Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report is subject to the approval in writing of the Local Planning Authority.

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

- 32 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

INFORMATIVES

- 1 The applicant/developer is advised that any oversail, encroachment or access to the Brent Feeder requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding this. Please contact their Estates team at [jonathan.young@canalrivertrust.org.uk](mailto:jonathan.young@canalrivertrust.org.uk).
- 2 Given the age of the buildings to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

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

9 May, 2016  
08  
16/0077

## SITE INFORMATION

**RECEIVED:** 8 January, 2016

**WARD:** Stonebridge

**PLANNING AREA:** Brent Connects Harlesden

**LOCATION:** The Stonebridge School Site & Adventure Playground, Shakespeare Avenue, Stonebridge Estate Open Space, Hillside and Open Space, Milton Avenue, NW10

**PROPOSAL:** Hybrid planning application comprising: Full planning permission for the demolition of the Former Adventure Playground; the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building; reconfiguration of Stonebridge Primary School's playground including the provision of two Multi-Use Games Areas and the erection of new perimeter fencing and the creation of 1.2ha of public open space with associated ancillary works ("Phase 1").

AND

Outline planning permission for the erection of an apartment block up to 6-storey's comprising up to 51 residential units (16x 1bed, 25x 2bed and 10x 3bed flats) and 246sqm of commercial floorspace (Use class A3) and car parking at ground floor at Stonebridge Open Space, Hillside, the reconfiguration of Shakespeare Avenue, access to the residential units and up to 22x 3-storey houses (use class C3) at Open Space, Milton Avenue with all matters reserved.("Phase 2").

**APPLICANT:** The London Borough of Brent

**CONTACT:** Mr Jon Grantham

**PLAN NO'S:** (See Condition 2)

**LINK TO  
DOCUMENTS  
ASSOCIATED TO  
THIS  
APPLICATION**

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case  
[https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR\\_125948](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_125948)

[When viewing this as a Hard Copy](#) .

Please use the following steps

1. Please go to [pa.brent.gov.uk](http://pa.brent.gov.uk)
2. Select Planning and conduct a search tying "16/0077" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

## SITE MAP



### Planning Committee Map

Site address: The Stonebridge School Site & Adventure Playground, Shakespeare Avenue, Stonebridge Estate Open Space, Hillside and Open Space, Milton Avenue, NW10

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This map is indicative only.

## SELECTED SITE PLANS SELECTED SITE PLANS



Existing site plan



Proposed site plan



Proposed school extension elevation AA

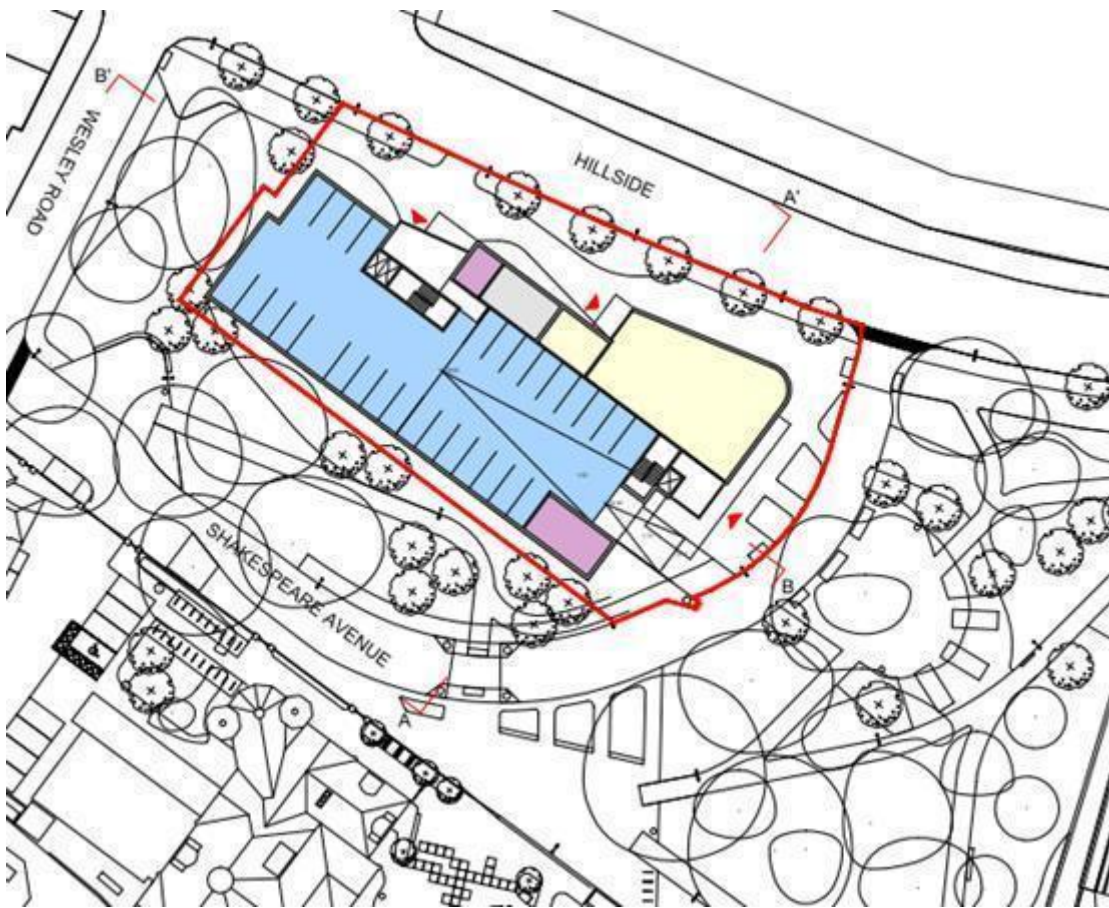




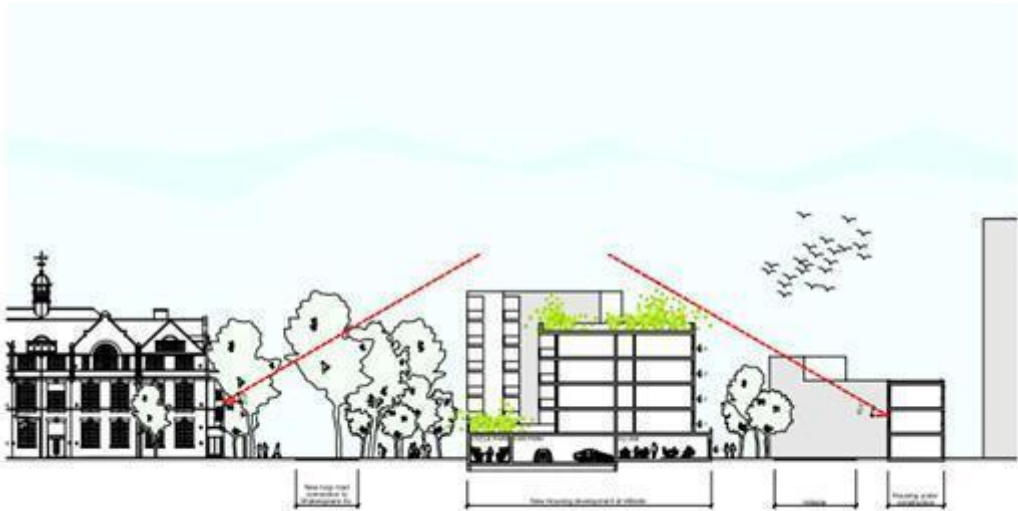
Proposed school extension elevation BB



Proposed school extension elevation CC



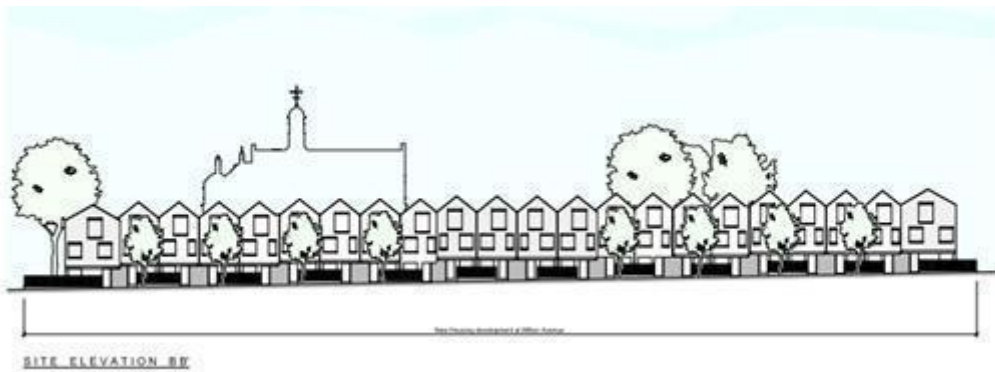
Siting of proposed Hillside housing



Section plan of proposed Hillside housing



Milton Avenue housing



Milton Avenue housing proposed elevation





General arrangement plan (proposed)

## RECOMMENDATIONS

Grant consent subject to referral to the Secretary of State, subject to the conditions set out in the Draft Decision Notice.

### A) PROPOSAL

Hybrid planning application comprising: Full planning permission for the demolition of the Former Adventure Playground; the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building; reconfiguration of Stonebridge Primary School's playground including the provision of two Multi-Use Games Areas and the erection of new perimeter fencing and the creation of 1.2ha of public open space with associated ancillary works ("Phase 1").

AND

Outline planning permission for the erection of an apartment block up to 6-storey's comprising up to 51 residential units (16x 1bed, 25x 2bed and 10x 3bed flats) and 246sqm of commercial floorspace (Use class

A3) and car parking at ground floor at Stonebridge Open Space, Hillside, the reconfiguration of Shakespeare Avenue, access to the residential units and up to 22x 3-storey houses (use class C3) at Open Space, Milton Avenue with all matters reserved. ("Phase 2").

## **B) EXISTING**

The application site contains Stonebridge Primary School, the former adventure playground and public open space. Hillside runs along the northern boundary of the site, and this provides access to the school via Wesley Road and Shakespeare Avenue. To the east and south of the site are residential properties, and to the west of the site is Our Lady of Lourdes Catholic Primary School.

Running north-south within the site is a canal feeder which connects the River Brent to the Grand Union Canal. The feeder is designated as a Site of Borough Importance for Nature Conservation (SBINC) Grade II, and a wildlife corridor.

Stonebridge School is Grade II Listed, the listing also applies to other ancillary buildings, boundary walls, gates and railings within the curtilage. This is not within a designated Conservation Area.

## **D) SUMMARY OF KEY ISSUES**

**Land Use and Nature of Application:** This application seeks full planning permission for the expansion of Stonebridge School from 2FE to 3FE. The works include a two storey extension, a bridge link to connect this to the main school building, alterations to the existing school building, which is Grade II Listed. Other associated works are proposed to the school playground and ancillary buildings. This is an existing school site and the principle of expansion is considered acceptable.

Full planning permission is sought for works to reconfigure and re-orientate the existing open space and provide improvements to this in terms of new opportunities for play.

Outline permission is sought, with all matters reserved for residential development proposed on part of the existing Hillside open space, and along Milton Avenue.

**Impact on a designated heritage asset:** Stonebridge School is Grade II Listed. The refurbishment and extension of Grade II Listed building together with associated external works, and reconfiguration of existing school playground is considered in terms of does this preserve the significance of the designated heritage asset.

**Impact on open space:** Outline permission is sought for a residential building on part of Hillside open space. The overall quantum of open space is not reduced due to the proposed reconfiguration and re-orientation of this, involving land that accommodated the former adventure playground. The open space improvements will provide new opportunities for play and recreation.

**Landscaping, trees and ecology:** A number of existing trees within the site will be removed, but equally a large number of existing mature trees will be retained. New trees and landscaping is proposed as part of the proposal. The application site is a designated Site of Importance for Nature Conservation (SINC) Grade II and the canal feeder a designated wildlife corridor. Ecological improvements are proposed through the proposed naturalisation of a section of the canal feeder.

**Sustainability:** Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings however the proposed scheme is predicted to achieve BREEAM 'Very Good' which falls short of this target. It is considered given the benefits of the scheme to provide an improved education facility, provision of 'lean measures', 'clean measures', the proposal can be supported.

**Transportation matters:** Sufficient levels of vehicle parking and cycle parking are proposed on site. The proposed school expansion can be supported on highway grounds through the continued implementation of the existing school Travel Plan. The scheme will secure highway improvement works to the school entrance on Shakespeare Avenue, and the proposed creation of an alternative pedestrian entrance from the east will ease pressure on the Shakespeare Avenue entrance, which is welcomed. Further access and highway improvement works will come forward at reserved matters stage when detailed permission for access to the residential building on Hillside is sought. The access road that has been presented as an extension of Shakespeare Avenue is indicative only and officers will be expecting the applicants to explore alternative means of access (as set out in the remarks section).

## 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) |
|------------------------------|----------|----------|------|------|----------------|
| Dwelling houses              |          |          |      | 7751 | 7751           |
| Non-residential institutions | 3914     |          | 335  | 1628 | 5542           |
| Restaurants and cafes        |          |          |      | 246  | 246            |

### Monitoring Residential Breakdown

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

## RELEVANT SITE HISTORY

*16/0077 - Concurrent application recommended for approval.*

Listed building consent for internal refurbishment works to include new WC suites throughout, new staircase and DDA compliant lift shaft in a central bay on all three floors, replacement of non-original existing double door with a window and new double doorway created in the adjacent existing window with associated ancillary works, part removal of boundary wall (in playground), demolition of an outbuilding and playground WC's and the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building.

*16/0073 - Concurrent application recommended for approval. This is linked to the hybrid application as the affordable housing is being provided off-site.*

Outline planning permission for the demolition of the Former Day Centre and erection of 15 x houses up to 3-storeys in height (use class C3), one apartment block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height (use class C3) and one apartment block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays **with all matters reserved** (as amended).

## CONSULTATIONS

A total of 635 addresses were consulted on 12/02/16, which is in accordance with SPG2 consultation requirements.

Press Notice 18/02/16

Site Notice 11/02/16

To date no representations have been received.

### STATUTORY CONSULTEES

#### Stonebridge Ward Councillors -

No representations received.

#### Local Lead Flood Authority -

The site falls within the Flood Zone 1 and the risk of flooding is considered to be low. There is a canal feeder adjacent to site and their report indicates that they are proposing to modify this watercourse which will be beneficial to new development and also improve the water quality.

The applicants are following the guidelines in the London Plan and reducing the discharge to existing drainage system. It would be preferable to see more permeable paving and utilise green roof to reduce the

flow and consider rain water harvesting.

### **Transportation -**

Subject to:-

- (a) a S38/S278 Agreement under the Highways Act 1980 to: (i) construct the proposed reconfiguration to Shakespeare Avenue; (ii) construct sheltered parking lay-bys and footway extensions along Wesley Road, together with no entry restrictions and a raised table at its junction with Hillside; (iii) widen and resurface the footway of Hillside along the site frontage, including the provision of a highway verge and tree planting; (iv) resurface the footway along the Milton Avenue frontage of the site, together with all associated lighting, signing, lining and drainage and other ancillary and accommodation works and works necessary to statutory undertakers' equipment;
- (b) and implementation of the proposed Residential, Retail and School Travel Plans;

there would be no objections on transportation grounds to this proposal.

A condition is recommended requiring the provision of four electric vehicle charging points for the school.

It is noted that detailed reserved matters applications for the flats will need to address access to refuse storage for collection, margins to the car park access ramp, disabled parking, publicly accessible cycle parking and loading for the café.

### **Heritage & Conservation Officer -**

The proposal in so far as it relates to Stonebridge School is considered acceptable in principle.

In conclusion then it is considered that these works do not cause substantial harm to the significance of the heritage asset. The approach to the adaptation of the school building is considered sympathetic to the historic fabric, retaining its features of significance. The new school structures are contemporary in design and are considered to make a positive contribution.

### **Environmental Health -**

No objection raised, conditions have been recommended related to internal noise levels, construction noise and dust, air quality, lighting and odour.

### **Sustainability Officer -**

No objection raised.

### **Tree Officer -**

No objection raised. There are some concerns about the proposed tree loss, but the reconfigured open space and replacement planting strategy provides the ideal opportunity to select tree, shrub and perennial plant species that will enhance the biodiversity credentials of the SINC area. A large number of mature trees will remain throughout the site and it is essential that provision is made through the use of conditions.

### **Affordable Housing -**

No objection raised, subject to conditions to secure affordable housing following the submission of a detailed financial viability assessment at reserved matters stage..

### **Recycling & Waste (Public Realm) -**

No response provided.

### **Historic England -**

No objection has been raised. The merit of the bridge linking element has been questioned as it is considered this will have some degree of impact on the south eastern elevation, which is well composed and highly visible from various positions. It is considered the partial obscuring of the elevation will cause a degree of harm to the listed building, and the Local Authority should be assured that this harm is outweighed by clear public benefits, and that the same benefits could not be achieved by a proposal that omitted the link.

Historic England confirm they do not wish to be consulted again and that this application should be determined on the basis of your specialist conservation advice.

## **POLICY CONSIDERATIONS**

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

- National Planning Policy Framework 2012 (NPPF)

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.

- National Planning Practice Guidance (NPPG)
- Technical Housing Standards 2015
- London Plan 2015
- Mayors Housing SPG 2012
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Unitary Development Plan 2004 ('saved' policies)
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development
- Brent s106 Supplementary Planning Document

## **DETAILED CONSIDERATIONS**

### **Proposals:**

1. There are three main components to this Hybrid application;-
  - (a). The refurbishment and extension of Grade II Listed Stonebridge Primary School from 2 to 3 form entry, together with associated external works, and reconfiguration of existing school playground.
  - (b). Demolition of the former adventure playground, the re-orientation, enlargement and landscaping of open space along Hillside and leading along the existing canal feeder in a linear form.
  - (c). The provision of residential development fronting Hillside and along Milton Avenue. Off site housing provision is also proposed on the Stonebridge School annexe site, on Twybridge Way which is the subject of application 16/0073, but linked to this application by affordable housing delivery, which is discussed in further detail below.

### **Need and the case for school expansion:**

2. A report was submitted to Brent Cabinet on 1 June 2015 which set out the case for permanent expansion from a 2-form entry to a 3-form entry school.
3. In October 2014 a new School Place Planning Strategy was approved, this established the need for a continuing programme of additional school places within the Borough. The plan was updated in November 2015 and identified a need to provide 23 additional primary forms of entry by 2018. The Strategy set out which schools were identified for expansion, and this strategy included Stonebridge Primary School.
4. The current permanent capacity of the school is 420. To meet additional demand, from autumn 2012 the school began accepting pupils in a temporary annexe building which has additional capacity of 180. The site is known as Former Day Centre, and is a short walk away on Twybridge Way, approx 450m away.



The education of children in off site annexes is not educationally desirable, nor is it considered to be cost effective in the long-term. The proposed school expansion will allow these 180 off-site pupils to be accommodated within the main school and 3-form entry will allow the school to consolidate everything on one site and increase its pupil roll from 600 to 630.

**Context:**

5. Instead of looking at the expansion of the school in isolation wider enabling development is proposed which seeks the redevelopment of land at Hillside and Milton Avenue to provide new homes, a new area of public open space (1.2ha), and access improvements. All these elements are proposed as part of this Hybrid application, with the proposed residential elements on Milton Avenue and Hillside and the reconfiguration of Shakespeare Avenue being presented in outline form at this stage with all matters reserved.
6. The re-locating of pupils from the annexe building on Twybridge Way will render this site redundant for the school's needs. This creates the opportunity for the site to be redeveloped for housing, comprising both market housing and affordable housing. An application has been submitted in outline form parallel to this (ref; 16/0073) which entails the demolition of the Former Day Centre and erection of 15 x houses up to 3-storeys in height, one residential block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height and one residential block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays. The proposed C3b residential accommodation is intended to be New Accommodation for Independent Living (NAIL), which provides supported living accommodation for adults with physical and learning impairments. Brent has identified a housing need for this particular type of accommodation.
7. The Day Care Centre proposals (ref; 16/0073) are intrinsically linked to this application through the school expansion programme and the provision of affordable housing, which can only be achieved by the expansion of Stonebridge School as this will leave the annexe school building vacant, thus releasing this site for residential development.

**FULL**

**Stonebridge School extension and associated works:**

8. As explained above the school refurbishment and extension programme it to facilitate expansion from 2 to 3 form entry. This will allow the main (expanded) school to accommodate the off-site bulge classes currently at the annexe site on Twybridge Way.
9. The main constraint to these proposals is the Grade II Listing, which applies to the main school building, ancillary buildings, boundary walls and railings. Given the Listing the proposals have been subject to extensive consultation, including pre-application consultation with the Council's Principal Heritage and Conservation Officer and Historic England, neither of whom raises objection to the proposals. The Victoria Society have not yet provided a response.
10. The existing Listed Building is to be refurbished internally to meet modern teaching requirements, and to include new WC suites throughout, a new staircase and DDA compliant lift core within the existing building envelope which ensure DDA compliance.
11. A new bridge link element is proposed at first floor to connect the main school building to the proposed new teaching accommodation. This is proposed over two levels (1500sqm).

Internal alterations within the school:-

12. The internal works of demolition are to stud partitions and later fitted out parts which have little or no architectural or historic interest. It is considered these alterations will not adversely harm the integrity of the listed building.
13. The proposal to install a new main stair, lift and WC core within the existing envelope will have limited impact on the overall integrity of the listed building.
14. Three new classrooms are proposed within the central hall at first floor level. These are to be constructed of simple stud partitions and are considered to be lightweight and reversible in nature and will not adversely harm the historic fabric.

#### Alterations within the curtilage:-

15. It is proposed to remove the existing covered shelter to the rear playground and the adjoining WC block. The removal of the shelter is regrettable in the view of your Heritage and Conservation Officer but the better example of this, which is the Ann John Centre building, at the northern end of the playground is to be retained, so on balance this is considered acceptable.
16. To facilitate access to the playground and emergency vehicle access a section of railings (approx 8.7m long) will be removed. The termination of the railing is proposed to be constructed with a brick pier and ornamental stone capping to match existing. It is considered that its removal in part only will not adversely harm the heritage asset.

#### Link building:-

17. A bridge link is proposed to connect the new teaching building to the first floor level of the main school building. This will have minimal impact on the Listed Building in terms of physical alterations, affecting a window opening only. The bridge link has been designed as a lightweight feature, clad entirely in translucent polycarbonate and supported on freestanding columns. This addition could be easily reversible in the future and provides an interesting element which allows the main body of the historic school as well as its decorative facades and profile to remain prominent and intact.

#### New school building:-

18. To minimise the impact on the historic school the new building is set away from the main building by 18m and is significantly lower in scale and massing. The new building will be faced with redbricks at ground, with a grey zinc tiled surface at the upper level. The assembly hall element fronting the open space will be clad in dark bronze zinc. The architectural style, detailing and materials are considered to make a positive contribution to the character of the area.

#### School playground works:-

19. The school playground will be reconfigured at the same time to make this more useable and to make the most efficient use of the limited space available. Two new multi-use games areas / pitches (MUGA's) are proposed in the eastern corner of the site. The playground will be re-surfaced with colourful thermoplastic play markings which will add interest for the pupils. New play surfacing will be installed, this will comprise tiger mulch recycled bound rubber and new paths will be constructed of self binding gravel. The hard landscape will be complemented and softened by a landscape strategy that is to include wildflower meadow turf, general amenity turf, ornamental planting and trees. This will significantly improve the current play offer for pupils.

#### Impact on heritage asset:-

20. Stonebridge School is designated Grade II because of its special architectural interest as a London suburban board school built on an urban scale. It was constructed between 1899-1900 by Willesden School Board, Middlesex, to the designs of GET Laurence. It demonstrates the high standards of school design achieved by some school boards on the metropolitan fringes. It is in a bold and distinctive rendition of the Queen-Anne style with good detailing and a striking silhouette. The School Board for London developed the characteristic Queen Anne style as a secular alternative to the Gothic of Anglican schools. The school and outbuildings constitute a well preserved ensemble with strong group value.
21. The impact of the proposed development on the setting of these important designated heritage assets needs to be given special consideration, and has been duly considered by the Council's Principal Heritage and Conservation Officer. In accordance with the NPPF the application has been accompanied by a Heritage Statement (set within the Design & Access Statement) which considers the impact of the proposals on the historic environment.
22. The NPPF defines the setting of a Heritage Asset as "*The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral*".
23. In terms of assessing harm to designated Heritage Assets the NPPF states "*Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent*". Where the harm to the designated Heritage Asset is less than substantial the NPPF sets out that "*this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use*". The NPPF suggests that less than substantial harm to a designated heritage asset may be acceptable, provided that any harm is outweighed by the

public benefit of the proposal. However, in making a balanced judgement in respect of any harm to a designated heritage asset versus the public benefit of a proposal, regard must be given to the statutory test set out in the Planning (Listed Buildings and Conservation Areas) Act 1990.

24. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that " *In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*". This statutory test sets out a presumption against development where there would be harm to the setting of a listed building and therefore special regard, and great weight, has to be given to any harm to the setting of the grade II listed Stonebridge School in making the balanced judgement required by the NPPF, in respect of any less than substantial harm to the designated heritage asset.
25. Historic England do not object to the proposal to extend the school but have made comments regarding the bridge link extension, and the potential impact this has on the well composed and highly visible southern elevation. Adding that paragraph 134 of the NPPF 2012 states that harm to a designated heritage asset should only be permitted if outweighed by public benefits, and that officer's should be assured that the same benefits could not be achieved by a proposal which omitted the bridge link. They have advised that the Council should determine the application in accordance with national and local policy guidance and on the basis of the specialist advice from the Council's Heritage and Conservation Officer.
26. The Council's Heritage and Conservation Officer considers that the bridge link provides an element of fun, and that this allows the main body of the historic school as well as its decorative facades and profile to remain intact and prominent. It also ensures DDA compliance for access between the existing and the new. In relation to the two-storey extension building it is considered that the architectural style, detailing and materials will contribute positively to the character. The position set out by the Council's Principal Heritage and Conservation Officer is that on balance it is that these works would not cause substantial harm to the significance of the designated heritage asset, it allows retention of the buildings historic fabric and features of significance. The point is also made that new works will be easily reversible, therefore protecting the building's integrity and plan form. For these reasons it is considered the proposal will sustain the significance of the designated heritage asset.
27. Overall, officers consider that whilst the proposed development would clearly have some impact on the existing Grade II Listed school building, there is a public benefit associated, and as set out above it is considered the works will sustain the significance of the heritage asset. This will facilitate much needed school expansion and overall the impact would be acceptable in accordance with national and local policy guidance.

Transport considerations of school expansion:-

28. Stonebridge Primary School has an existing two-form entry intake (420 pupils) on this site, with six additional temporary bulge classrooms for 180 pupils on an annexe site at Twybridge Way, which takes the overall existing accommodation to 3-forms of entry across the two sites.
29. This proposal involves the erection of a new two-storey building to accommodate four reception and nursery classes and six classrooms for years 1 and 2, in order to increase the accommodation on this site to 630 pupils for 3-form entry.
30. As such, accommodation for all pupils would be consolidated onto one site, which is generally welcomed in terms of minimising travel between the two sites.
31. Car parking allowances for school uses are set out in standard PS12 of the adopted UDP and allow up to one space per five staff, plus 20% for visitors. Staffing numbers on this site are expected to increase from 79 f.t.e. staff to 110 staff and on this basis, the car parking allowance would rise from 18 spaces to 26 spaces.
32. The existing car park currently accommodates up to about 15 cars (with a further 16 spaces available at the Twybridge Way site), but is not particularly well laid out as turning space is restricted at the far end of the car park. This proposal includes the enlargement of the car park to accommodate an increased total of 16 spaces (which still accords with maximum allowances), including a wide, marked disabled space to satisfy Standard PS15. The layout is also to be improved to ensure adequate manoeuvring is provided for each parking space.

33. At least four of the proposed spaces should be provided with electric vehicles charging points, and this shall be secured by condition.
34. Standard PS16 requires at least one bicycle parking space per ten staff, giving a requirement for at least 11 spaces for the expanded school on this site. Two bicycle enclosures are proposed alongside the car park at the front of the site with total capacity of 20 stands (40 spaces) for use by students and staff and these are welcomed.
35. Servicing arrangements have not been detailed, but a delivery or refuse vehicle could continue to reverse into the car park and temporarily obstruct staff parking spaces or stand on Shakespeare Avenue to service the site, as at present. Fire tender access is proposed to be retained to the playground on the eastern side of the main school building.
36. Access to the car park remains in its existing location, but as part of the highway works, the condition of the crossover to the site will be improved to replace the concrete surfacing with a more attractive finish and to ensure the crossover width matches the width of the gates.
37. Pedestrian access to the school from Shakespeare Avenue remains unaltered, but a new school entrance is also proposed from the adventure playground site on the eastern side of the school, which is to be opened up as public open space. This is very much welcomed, opening a traffic-free approach to the school from the Stonebridge estate to the east. This may also help to spread some of the school drop-off and pick up activity away from Shakespeare Avenue to Johnson Road.
38. Standard PS12 also requires consideration to be given to the impact of educational proposals on traffic and parking conditions in the area at the start and finish of sessions. To this end, the site was visited by Brent's Transportation officers at the start and finish of the school day on Monday 29<sup>th</sup> February 2016.
39. At the start of the day (8.15am), six cars were observed as parked in Shakespeare Avenue, with four further cars within the school car park. Between 8.20am and 9am, a total of 34 cars were observed entering Shakespeare Avenue to drop children at either this school or the adjoining Our Lady of Lourdes School, with six further cars entering the school car park.
40. In the afternoon, seven cars were observed parked at 3.10pm, with a further 19 cars arriving to collect children from the two schools between 3.10pm and 3.45pm.
41. The maximum number of cars parked within Shakespeare Avenue and Wesley Road at any time was 16, which significantly exceeds the legal on-street parking capacity of the streets. This was as a result of vehicles stopping on double yellow lines in Wesley Road (which is lawful for the setting down and picking up of passengers) and the SCHOOL KEEP CLEAR markings.
42. Parking beat surveys provided in the Transport Assessment for July 2015 showed approximately 50% more parking in these streets than was observed by Brent's officers.
43. As Shakespeare Avenue is cul-de-sac used only by the schools general nuisance to residents is not currently an issue and the only minor congestion was between school parents' vehicles entering and leaving the narrow stretch of Shakespeare Avenue at the same time.
44. However, as a cul-de-sac, all vehicles need to turn around in the street and due to the narrowness of Shakespeare Avenue, many of these were doing so at the junction of Wesley Road and Shakespeare Avenue, in front of the access gates to Our Lady of Lourdes School. This is a concern in terms of pedestrian and pupil safety.
45. Although access is shown as indicative only at this stage, to address this, the option presented is for Shakespeare Avenue is proposed to be extended eastwards to meet Hillside at a location 90 metres east of the junction with Wesley Road, thus forming a loop road in front of the school site. This is welcomed, in terms of removing the need for cars to turn around in front of the school gates.
46. With this option the width of the carriageway of the extended road is shown varying between 5.5m and 6.5m (as it bends towards Hillside), with a pinch point to 3.5m with a speed table part way along its length to provide a traffic calming feature. The general width is appropriate for a local access road and will allow parking along one side.

47. It is noted that the seven existing parking spaces in the lay-by opposite the school would be lost, but the proposed road extension would nevertheless result in a net gain of at least seven spaces in the road.
48. To minimise congestion outside the school, the road is shown with a one-way restriction clockwise, which is welcomed. However, it would be preferable to retain two-way flow along the stretch between Hillside and the entrance to the car park for the flats, to help to maintain unfettered access and egress for residents at school opening and closing times.
49. As a future one-way street, it would be appropriate to also reduce the carriageway width of Wesley Road, by providing kerb build-outs to provide protected parking bays along its eastern side and extending the footway outwards on its western side fronting the adjoining school. An extension of the Shakespeare Avenue footway between the Stonebridge School car park access and Wesley Road would also be appropriate.
50. The location of the proposed new junction onto Hillside is staggered at least 90 metres from any junction on either side in both directions, so does not cause concern in terms of conflicting turning movements from the main road. Sightlines in both directions are also good.
51. Footways along either side of the extended length of Shakespeare Avenue are intermittent though, as footpaths are proposed across the adjoining public open space instead. However, with on-street parking to be encouraged along the street, continuous footways along both sides of the length of the road would be required.
52. Indicative materials include asphalt surfacing for the new length of Shakespeare Avenue and a mixture of asphalt, granite and self-binding gravel for the footways. The use of self-binding gravel in the public highway is not supported though, as it is not robust for heavy wear and tear.
53. To preserve the integrity of the highway and ensure it is clear which areas of footway will form part of the future public highway, there also needs to be a clear line of demarcation and/or contrasting materials between the highway and the privately maintained/parks areas of the site.
54. Notwithstanding the Transportation position set out above in respect of access it is set out below why there are other related concerns with the loop road solution.
55. Any works to reconfigure / extend Shakespeare Avenue, including all lighting, signing, lining and drainage, will need to be carried out via an agreement under Section 38 of the Highways Act 1980 and offered to the Transportation Unit for adoption as public highway. The final design will also be subject to a Safety Audit. Any works sought to Wesley Road would need to be undertaken through an Agreement under S278 of the Highways Act 1980.
56. Works are also proposed to the open space and adventure playground area on the eastern side of the site, straddling the canal feeder. These are welcomed in terms of providing a park with improved pedestrian routes across the site.
57. A total of 19 publicly accessible bicycle stands have been indicated in three locations around the park for the use of visitors, which are also welcomed.
58. A new footbridge over the existing canal feeder close to the western end of Mordaunt Road is proposed to facilitate pedestrian movement to and from the school, whilst the existing footbridge close to the end of Lawrence Avenue also requires upgrading. These works are within open space, so do not directly affect the highway, but should nevertheless be referred to Transportation's structural engineering team for approval in principle to ensure structural integrity.

#### **Open Space:**

59. A newly reconfigured and reorientated high quality area of 1.2ha of open space will be delivered which brings in the former adventure playground site and adjacent unused land into the open space. This will include new formal play for children of a range of ages, as well as opportunity for informal play, an outdoor gym, new community garden and the naturalisation of the canal feeder. These new facilities provide mitigation for the loss of the former adventure playground, which closed in March 2015 and represent a significant improvement on the existing open space. The existing open space is 1.2ha in size,

as such there is to be no net reduction in open space as a result of this proposal.

60. The existing open space fronts Hillside to the north of the school and is largely rectangular in form. The canal feeder runs along one side of this space. There is a significant number of trees, a large majority are self sown, and there are some Category A trees and a large number of Category B trees also. None of the tree's are subject of a preservation order. The space has a series of grass covered mounds and there is a fall in levels across the site of 2.5m from east to west. No formal play space is currently provided within the open space and there is little opportunity for play, activity or community involvement. The dense tree canopy coverage reduces the opportunity for play or recreation. The busy road which is adjacent, Hillside also has an impact on the quality and useability of the space. As it currently exists the space is under utilised and offers little to attract users and make them want to stay and enjoy the space. There is also a lack of pedestrian pathways along key desire lines.
61. In seeking to improve the open space offer the strategy seeks to retain existing mature trees where practical to do so, including a Category A group of trees in close proximity to the school entrance along Shakespeare Avenue which are considered to be of high value. A number of new trees and shrubs will also be planted bringing added ecological benefits. A new naturalised section of the canal feeder will be provided, this will encourage wildlife and biodiversity, which is welcomed as the site is designated as a Site of Importance for Nature Conservation - Grade II (SINC) and a designated wildlife corridor. Also new improved pedestrian connections proposed are crucial to the success of the open space. A new pedestrian bridge will be provided over the canal feeder, the existing bridge will be widened and new legible pedestrian routes through the open will be defined to respond to pedestrian desire lines.
62. New play grounds form part of the improved offer. Two distinct play spaces are proposed. One is to cater for children up to the age of 6, within this will be a toddlers area (0-2 years), and the second play area will cater for children 6 - 14 years. The space for younger children is purposely located in a central area, close to the school extension, in clear view of the gathering space where it will benefit from good natural surveillance.
63. The proposed layout is also to provide seating and picnic areas, new seating alongside the canal feeder and purposely designed gathering spaces.
64. The materials palette aims to give a more natural feel to the space. The proposed extent to which granite sets are to be used as a surfacing material has been met with some concern by officers in Parks which must be duly considered as it is Parks who will be responsible for future maintenance of the open space. It is understood this concern is related to on-going maintenance of this and the cost of maintaining hard surfacing materials such as this. It is suggested therefore that the final layout in terms of surfacing materials be secured by condition, which the applicants and Parks are both agreeable to.
65. At this stage details of seating, tables, all other street furniture, play equipment, outdoor gym equipment, fencing, hardsurfacing materials and any other related features have not been confirmed. A condition is recommended requiring the submission and approval of such details, and this will ensure there is control over the final finished quality. This is confirmed as being acceptable by officers in the Parks department, who will be responsible for future maintenance of the open space.
66. The Council's Landscape Design officer does not support the indicative loop road solution, because of the loss of open space, and the fact this would fragment the open space and potentially generate additional traffic. These concerns are shared by officers, and this will require further detailed consideration at the reserved matters stage. Concerns are raised in respect of the Hillside residential block and the loss of trees that would be associated with this. It is also considered the reconfigured open space is poorly designed in terms of the extent of footpaths proposed, and their potential to impact on existing trees and their root protection area's. To address this point on footpath routes it is recommended that a condition be attached requiring the submission and approval of a revised open space layout which rationalises the extent of footpath construction proposed and the amount of hardsurfacing.
67. The total quantum of open space being proposed does not represent a reduction, this satisfies the NPPF and London Plan policy 7.18. On balance this will provide an improved open space that is more accessible and with much greater potential for use through the range of play equipment and outdoor gym equipment proposed. Through measures such as the naturalisation of part of the canal feeder and new native planting it also will bring added ecological and biodiversity benefits, which are welcomed given the site's proximity to the canal feeder and designated SINC.

## OUTLINE

**Re-configuration of Shakespeare Avenue:**

- 68. The indicative new loop road from Shakespeare Avenue, connecting to Hillside. has been presented as a response to existing traffic and congestion that occurs on Shakespeare Avenue and Wesley Road. Both roads are used for dropping off and picking up at Stonebridge School and the adjoining Our Lady of Lourdes School. There is currently no through route on either road and vehicles are forced to turn around and leave via Wesley Road, this currently is the only option.
- 69. Notwithstanding that the Council's Transport officer is supportive of the proposed loop road on transportation grounds officers are concerned that dissecting the open space in this way reduces the quality and useability of the space. Not only this, it is also considered this creates a potential conflict between vehicle users, pedestrians and users of the open space. This new road layout would do little to reduce car journeys to the school, in fact it may well do the very opposite and it has the potential to become a car dominated environment and encourage cars to the school.
- 70. Officers are of the view that there is potential for an alternative solution which would utilise the existing Wesley Road access, and that Shakespeare Avenue could be re-configured to accommodate a vehicle turning area. This may end up being at the expense of a small element of open space, however on balance this is preferable to the alternative presented which is a new road dissecting the open space. Furthermore the amount of open space that may be lost in order to accommodate a suitable turning area would not amount to any more than would be associated with the proposed loop road.
- 71. Your officers have discussed this with the applicants and members of the project team. Who are agreeable to reconfiguration of Shakespeare Avenue being reserved for further detailed consideration as part of the reserved matters submission. Any works that result in the reconfiguration of Shakespeare Avenue will need approval when seeking approval for means of access at reserved matters stage, and this is captured through conditions.

**Residential Development on Hillside and Milton Avenue:**

- 72. The proposed residential elements are presented in outline form only, with all matters reserved for later consideration (appearance, means of access, landscaping, layout and scale). This application is seeking to agree the principle of residential development, without providing details of all elements of the proposal. Therefore what has been presented to date in terms appearance, means of access, landscaping, layout and scale have been shown for indicative purposes only.

*Hillside*

- 73. Residential development is proposed on part of the open space. An apartment block up to 6-storey's is envisaged in the north east section to accommodate up to 51 residential units. The loss of open space that would result is mitigated through the new and improved space that is to be delivered, as discussed above. There would be no overall reduction in the quantum of open space, so development on part of it for housing is acceptable in principle, subject to due consideration for its impact on the setting of the Listed Building and its impact on the existing landscape.

- 74. The housing mix proposed is;-

|                          | <b>1-bed</b> | <b>2-bed</b> | <b>3-bed</b> | <b>Total</b> |
|--------------------------|--------------|--------------|--------------|--------------|
| Total units              | 16           | 25           | 10           | 51           |
| Size                     | 51           | 62           | 86           |              |
| Affordable Rent (80% MR) |              | 7            | 6            | 13           |
| Sale/Rent                | 16           | 18           | 4            | 38           |

*Impact on the setting of Stonebridge School Listed Building*

- 75. The relationship of the school building to its setting is one that has changed over time as the regeneration of Stonebridge has taken place, with a number of new buildings of varying scale and heights having been built or currently in the process of being completed nearby. The setting of the Listed Building is very much associated with surrounding open landscaped areas.
- 76. The dense tree coverage across the existing Hillside open space creates a buffer between the building and Hillside, and reduces visibility of the school building from views along Hillside. It is more visible from oblique views, east and west of the school.

77. In terms of scale it is indicated that a building up to 6 storey's would be located here, with the tallest element located furthest away from Stonebridge School. Notably this would be no higher than the Listed Building. It would be sited some 27m away from the school site, which is considered a sufficient distance away from the heritage asset, so as not to have an overbearing or harmful impact on this building. Your Principal Heritage & Conservation Officer does not consider that this will cause harm to the setting of the designated heritage asset. The height and massing of existing surrounding residential development varies locally. More recent developments along Hillside range from 4 to 6 storey's typically. Opposite the site on Hillside is a new terrace of 3 and 4 storey houses, with residential blocks of 6 to 9 storeys at the rear under construction. In the context of the wider Stonebridge regeneration that has already occurred locally a building up to 6 storey's high is considered to be appropriate in this location.
78. Shadow analysis tests have been carried out which show only a minimal impact from a building of this scale on the terraced housing opposite. It should also be noted that there are no habitable windows at the lower level of these houses.
79. Indicative plans have been presented showing a building that is stepped in plan form and height, this will help to reduce the bulk and mass, and also helps to maximise the number of dual aspect units that can be achieved when detailed layouts come forward. The building will provide a strong, defined frontage to Hillside, and pavement widening will be secured to improve access, as well as providing an opportunity for new street trees.
80. Further detail on the building's appearance will come forward as part of the reserved matters submission. It is envisaged to be constructed mostly of brick, with largely inset balconies fronting the busy Hillside. On the southern elevation residential openings are larger, with external balconies to take advantage of these being south facing.
81. On the ground floor along Hillside an active frontage is envisaged through the commercial unit, the detailed design of this is to maximise the use of glazing. Further activity will be provided through the location of glazed entrance lobbies. Indicative layout plans show that ground floor parking will be enclosed and the building treated with perforated brickwork and/or planted green walls. This has been met with some concerns by your Urban Design officer. It is not apparent how the building will respond to its setting at ground level, and how an active frontage at ground level can be provided which allows for natural surveillance. Full details of layout the type of architecture, design, materials palette and fenestrations will be considered through the reserved matters submission which shall be required to demonstrate how the building will be a high quality design that relates appropriately to its immediate environment at ground floor.
82. Pedestrian access will be gained from Hillside, and it is proposed to widen the footway along the site frontage. New footpath connections are also proposed through the open space. As set out above the application seeks to improve vehicular access, and the applicants preferred solution is through the installation of a new loop road, as an extension of Shakespeare Avenue. From a technical transportation position this is workable, as confirmed by your Transportation officer. Notwithstanding this officers do consider that an alternative option is preferable, which would impact less on the open space. This option needs to be explored at reserved matters stage when details related to access come forward, but it is envisaged this would involve reconfiguration of the existing Wesley Road / Shakespeare Avenue junction to accommodate turning, negating the need for a new road to be built through the open space. Final detail on the vehicular access will come forward as part of the reserved matters application, but the applicants are expected to explore how this can work with turning provided through more modest alterations to Shakespeare Avenue / Wesley Road.
83. When the reserved matters details come forward the applicants will need to provide further detail on a properly defined curtilage for the residential building. This will be secured through condition.

#### *Milton Avenue*

84. This forms the southern edge of the site, sharing a boundary with Stonebridge School. Housing is currently only on the southern side of Milton Avenue. The street frontage adjacent to the school boundary contains a number of existing semi-mature trees, many are self sown, fenced off and set behind the existing back edge of pavement. These provide an attractive green edge to Milton Avenue and are a constraint to development.
85. With housing along one side of the street only the streetscene has the feeling of being unbalanced. Two-storey Victorian housing with steep pitched roofs and attractive, articulated bays define one half of



the street.

86. New 4-bed / 6 person family housing is proposed, as follows;-

|                          | 4-bed / 6 person house |
|--------------------------|------------------------|
| Total units - 22         | 22                     |
| Size (sqm)               | 118                    |
| Affordable Rent (80% MR) | 4                      |
| Sale / Rent              | 18                     |

87. New terraced housing is proposed which will help to balance the streetscene by providing housing along both sides. This fits in comfortably with the existing built form, and is preferable to semi-detached housing in this location. This will provide a strong well defined building frontage, with dwellings set back from the back edge of pavement with well defined front gardens that will provide the opportunity for defensible space, refuse storage and tree planting.

88. The indicative layout demonstrates that 10m deep rear gardens can be achieved, which is welcomed for family housing.

89. Regrettably the existing corridor of trees along Milton Avenue are located in the developable area and will have to be removed. New tree planting is proposed as part of the replacement tree strategy. It is indicated that eight new trees will be planted along the pavement, whilst this is welcomed it is considered by your Principal Tree Officer that there is scope to maximise this further and this is reflected in the conditions recommended. There is the possibility that new trees could be introduced along the southern side of Milton Avenue, to do this pavement build-outs would need to be created. It is recommended that this be secured through conditions. If it is technically feasible to incorporate pavement build-outs it is recommended that this be secured through a condition that, subject to public consultation, this work be undertaken at the applicants expense.

90. All matters are reserved at this stage but three storey terraced housing is indicated which will be commensurate to the height of the Victorian terrace opposite. The scale is considered appropriate, without resulting in loss of amenity or harm to properties opposite, subject to further details coming forward at reserved matters stage.

91. Access to the housing will be from Milton Avenue, as per the existing housing, this will apply to pedestrians and vehicles. This will be the access to parking, and for these houses on-street parking is relied upon, which is accepted by the Council's Transport officer given the spare capacity for this that exists along Milton Avenue.

92. Although appearance is reserved at this stage it has been indicated that the architecture and palette of materials will make use of red brick to reflect the existing materials opposite. This is acceptable in principle, and full details of the appearance will come forward at reserved matters stage.

93. In summary, the residential elements are presented in outline form with all matters reserved. Indicative massing is provided at this stage which suggests that the listed school would not be harmed by the siting of the Hillside block. The access to this block and the relationship of this at ground floor to its immediate environment will require some further, careful consideration at the reserved matters stage. On balance, the proposed massing for this building is considered to be within the envelope of an acceptable scale of development, subject to a more detailed consideration at the reserved matters stage. The terraced housing onto Milton Avenue is acceptable in principle, and further consideration of appearance, scale and landscaping will all be dealt with at the reserved matters stage also.

#### Transport considerations of proposed residential development (Outline):-

##### *Hillside building;*

94. The 51 proposed flats (16 x 1-bed, 25 x 2-bed & 10 x 3-bed, of which 7 x 2-bed & 6 x 3-bed are proposed for affordable rented accommodation) are permitted a total of 62 off-street car parking spaces. The proposed provision of 30 parking spaces within a 2.6m-4.2m high undercroft beneath the building therefore accords with standards.

95. However, where the full residential parking standard is not met within any site, Policy TRN23 requires the impact on on-street parking to be assessed, with on-street parking able to be counted towards standards

along the site frontage only, as long as the site is located on a local access road that is not heavily parked and has sufficient width to accommodate parking on both sides.

96. The indicative idea to extend Shakespeare Avenue eastwards will create new roadscape adjoining the development, with sufficient width shown to accommodate on-street parking for at least 14 cars along the street. This would take the total parking provision to 42 spaces, which is sufficient to meet 75% of the maximum standard for the private housing units and 50% of the maximum standard for the affordable rented housing.
97. On this basis, adequate on- and off-street parking would be provided to satisfy likely residential demand from this block of flats, although there will be demand from parents to use spaces at school opening and closing times too, when most residents' vehicles will have left the area.
98. No wide disabled spaces have been indicated at present, 10% is required and this will need to be addressed in any future reserved matters submission, which would be likely to reduce the number of spaces in the proposed car park. Adequate headroom is proposed to accommodate high-top conversion vehicles for wheelchairs. This can be secured through condition.
99. Standard PS20 requires the café to be serviced by transit sized vehicles. No loading area has been indicated at present and this should be incorporated into any future reserved matters submission. Options include provision of a loading bay within the car park with a rear access door into the café and this can be secured through condition also.
100. The layout of the car park meets standards in terms of dimensions of spaces and aisle widths.
101. Vehicular access is shown onto the proposed extended length of Shakespeare Avenue, on the inside of the bend in the road. The building is set back far enough from the new road to maintain a visibility splay of about 2.4m x 43m westwards. Though it is envisaged this will be subject to change at the reserved matters stage.
102. The building is to be set back 7m from the Hillside kerb line, with new landscaping proposed between the building and the road. This includes the introduction of a 2m wide grass verge with tree planting adjoining the carriageway of Hillside, with the footway repositioned behind the verge. These works will require the repositioned granite-surfaced footway to be adopted as public highway under an agreement under S38/S278 of the Highways Act 1980 and is secured by condition.
103. Officers remain concerned with the introduction of a loop road through the open space, for the reasons set out previously within this report. It is considered that alternative arrangements that provide turning, with more modest alterations/extension to Shakespeare Road, be considered at the reserved matters stage. While the loop is shown within the open space on a number of submission documents it is indicative only at this time and approval for any reconfiguration of Shakespeare Avenue is given in outline form only, with the detailed approval required at the reserved matters stage.
104. In exploring alternative access arrangements the vehicle entrance to the Hillside block could in theory be provided without the need for the loop road, with an access formed further to the northeast along Hillside.

#### *Milton Avenue*

105. The 22 proposed 4-bedroom houses fronting Milton Avenue are permitted a total of 44 off-street car parking spaces. The proposed absence of any off-street parking for the dwellings therefore accords with standards.
106. As with the above flats though, consideration also needs to be given to on-street parking where full residential standards are not met.
107. In this case, the site has a 168m long frontage onto a length of the local Milton Avenue that is not heavily parked (although the road does become heavily parked east of Johnson Road) and which has sufficient width to safely accommodate parking along both sides.
108. This provides capacity for 28 on-street parking spaces for these houses and although this still falls short of the 75% of the maximum standard that is usually taken as a proxy for likely future car ownership, there is further spare parking capacity further west on Milton Avenue and in the nearby lightly parked Johnson

Road to absorb further overspill parking if necessary. As such, there are no concerns over the under provision of parking for these houses.

109. The houses will have private front and rear gardens within which bicycles and bins can be securely stored and further details would be required as a condition of any approval.

110. Resurfacing of the Milton Avenue footway is also proposed, which is welcomed and this also needs to be incorporated into a S278 Agreement.

*Transport Assessment:-*

111. A full assessment was submitted in support of the application looking at the impact of increased pupil numbers to Stonebridge School, as well as the housing proposals and the proposed cafe use. This showed that road junctions tested will continue to be within acceptable limits.

112. Separate travel plans have been produced for the residential, the cafe and the school, even though many elements of the development in themselves fall below TfL's threshold for a full Travel Plan.

113. The school Travel Plan is considered to be comprehensive and would secure a PASS rating, and its implementation should be secured by condition. With regards the residential and cafe Travel Plans, at present, no baseline modal share has been estimated and there are no firm targets set. These will be agreed post occupation, and as these are relatively small in their own right it is acceptable to secure these by condition.

114. Road accident history has also been examined for the five year period ending Dec 2014. No common pattern of accidents was observed that would be likely to be worsened by this proposal.

115. In summary there would be no objections on transportation grounds subject to:-

- A S38/278 Agreement under the Highways Act 1990 to carry out any proposed works to reconfigure Shakespeare Avenue and other associated works to Hillside, Wesley Road and Milton Avenue.
- Implementation of the proposed residential, retail and school Travel Plans

116. It should also be noted that at detailed reserved matters stage the application will need to address access to refuse storage for collection, car park access, disabled parking, publicly accessible cycle parking and loading / servicing for the cafe.

**Affordable Housing:**

117. The affordable housing element of this application must be considered alongside the provision proposed to be provided on the Former Day Care Centre site, which is the Stonebridge School annexe site. There is an application being considered in parallel for the redevelopment of this site for housing (ref; 16/0073). The delivery of affordable housing is linked across the two sites, one site cannot come forward for development without the other.

118. In total up to 128 residential units will be provided across these two sites. It is envisaged that 45 of these will be affordable, for rent up to 80% of the market rent value. This equates to 35% affordable housing across the sites.

119. 17 affordable units will be delivered as part of this scheme, with 4 on Milton Avenue and 13 within the Hillside building. This will be across all unit sizes, and are put forward on a rental basis. The remaining 28 units will be provided at the former Day Care Centre, and this will be NAIL accommodation, and ring fenced specifically to a particular client group by LBB's Adult Social Care department. This is C3b accommodation would be restricted through condition.

120. The phasing would see the Hillside building constructed first, delivering 13 affordable units. Milton Avenue housing and the Former Day Care Centre site will be constructed afterwards, but at the same time as one another delivering the remaining 32 affordable units.

121. The precise location of the affordable units will be set out at the reserved matters stage when details of layout are confirmed.

122. It is recognised that this (35%) falls below the 50% proportion required by Brent Core Strategy policy CP2. The reasons that have been put forward for this are (i) the space requirements for the 28 affordable units that will be provided on the annexe site, these are to be NAIL housing which requires a

large amount of communal space and (ii) an outline development appraisal has been carried out to demonstrate the proposed level of affordable housing is the maximum reasonable level that can be achieved by the scheme given the requirement to fund the expansion of the main Stonebridge School, proposed highway works and open space improvements. It is recommended that a condition secures the submission of a detailed financial viability assessment at the reserved matters stage to be tested to ensure that 35% does in fact represent the maximum reasonable amount of affordable housing that can be delivered across these sites.

**Commercial Unit:**

123. On the ground floor of the Hillside building up to 246sqm of A3 floorspace is proposed. It is envisaged this will be a community cafe, and this will be located on a prominent corner position with landscaping improvements and new paving areas directly outside. Such a use in this location could complement the adjacent open space and would bring activity to the immediate area.
124. The unit can in theory be serviced from the parking area that is indicated. As access is a reserved matter then this would be confirmed at the reserved matters stage.

**Impact on trees:**

125. The loss of a number of existing tree's, as identified in the tree protection plan is an unfortunate consequence of the proposed development on open space. These provide an amenity value in the current environment. This scheme does seek to offset the loss of open space, occupied by a large percentage of tree canopy with a reconfigured open space of equal size. It is considered that the newly configured open space will be more attractive to users.
126. A large number of mature trees will still remain throughout the site and it is essential that provision is made through the use of conditions to ensure that retained trees are given adequate protection throughout the phased development of the scheme. A standard landscape condition should require the adequate replacement of any retained tree that should go into decline or die as a consequence of the proposed works. A re-worked landscape scheme specifically in the proposed open space should seek to 'tread carefully' within the rooting areas of retained trees. The same care should also be taken when working in proximity to the historic group of category A Plane trees on the corner of Shakespeare Avenue and Wesley Road.
127. The landscaping proposals and replacement planting strategy provides the opportunity to select tree, shrub and perennial plant species that will enhance the biodiversity credentials of the SINC area whilst also providing the public with a high quality usable open space.
128. The proposed residential development on Hillside must be of sufficient quality in terms of landscape and tree planting, further details of which will come forward at reserved matters stage. The same applies to Milton Avenue residential development, Your Principal Tree Officer supports the principle of the removal of existing mature vegetation along Milton Avenue in order to implement the proposed housing with additional suitable trees in location currently shown as not being treed (i.e. the central section of footway along the northern side of Milton Avenue). This scheme will be further enhanced if additional street tree planting on build outs to the opposite side of Milton Avenue can be secured through condition.
129. In conclusion, despite some reservations concerning the extent of tree removal, if implemented correctly, the overall scheme is likely to have a positive impact on the area's tree stock and on the quality of open space/public realm in general for the public's benefit.

**Grade II Site of Importance for Nature Conservation Value (SINC):**

130. The existing open space and canal feeder are designated locally as a Grade II SINC, and in the case of the canal feeder a wildlife corridor. The feeder connects the River Brent to the Grand Union Canal.
131. The proposals include the naturalisation (in part) of the canal feeder. It will be broken out of its current steel and concrete culverts and a more natural course created. New, high quality trees will be planted and these will be complemented by wildflower meadow turf, general amenity turf, ornamental and riverside planting with the aim of bringing ecological and biodiversity improvements. This naturalisation is welcomed. Regrettably there will be some loss of trees, but there will be a net increase in trees across the site.

132. An Ecological Assessment has been submitted. This makes a number of recommendations including:-
- Incorporate biodiversity enhancement measures into the site to maximise the ecological value of the site, in accordance with the NPPF.
  - Any trees on site, or overhanging the site, which are not to be removed as part of any proposed works should be protected in accordance with BS 5837:2012. Protection should be installed on site prior to the commencement of any works on site.
  - Adjacent watercourses should not be adversely impacted by the proposed works.
  - A daytime bat survey should be undertaken (one has been and is discussed below).
  - The development should aim to limit the impact of light pollution on bats.
  - Vegetation and building/structure clearance undertaken within the nesting season (generally March - Sept) should be checked by an ecologist prior to works commencing.
133. A daytime bat survey has been carried out. This found that two buildings on site (Building 1: Ann John Centre and Building 2: Welsh School) were deemed to be of medium to high potential for bat roosts. Building 3: Adventure Playground was not deemed suitable to support roosts. Neither building 1 or 2 is proposed for demolition through this application.
134. Trees were inspected and found to either have no bat roosts present, or did not have the potential to support roosts.
135. A number of the above recommendations will be secured through conditions.

#### **Flood Risk:**

136. The site is in Flood Zone 1, defined as an area with little or no potential risk of flooding. As such there is no risk of flooding from existing watercourses.
137. Run-off rates on the school site will not be increased as the works will reduce the impermeable areas on the site. A SUDS assessment has been submitted which aims to restrict surface water runoff from the new school building and landscaped playground to Greenfield rates, in order to satisfy London Plan policy.

#### **Other matters for consideration:**

##### *Acoustic report:*

138. A noise report has been submitted, this looks at the noise levels affecting the site in relation to the proposed school extension building. This considered external noise levels and the implications on achieving appropriate internal conditions for teaching.
139. The report recommends that any plant shall be installed so that the rated noise level shall be 10dB(A) below the measured background noise levels when measured at the nearest sensitive premises. This has also been recommended as a condition by the Council's Environmental Health officer.

##### *External lighting:*

140. The statement submitted advises that building perimeter lighting, including emergency lighting to building access and egress areas is to consist of wall mounted fittings to be positioned at approximately 3m above ground, and that all luminaires will include LED or high frequency lamps. External lighting will be provided to the car park and cycle parking areas. The bridge link will be lit using recessed LED fittings. The multi - use games areas are not proposed to be lit. A condition is recommended to ensure further details of external lighting are secured, this is in view of the potential impact on the setting of the designated heritage asset, and the adjacent designated SINC / wildlife corridor.

#### **Conclusion:**

141. It is considered the school expansion would provide significant benefits for the pupils of Stonebridge Primary School and for other Brent pupils with the increase in numbers, supporting the Council's wider objectives of increasing school places throughout the Borough. It will also allow the school to consolidate to one site.
142. The impact on the designated heritage asset has been duly considered, and the proposals to extend and alter Stonebridge School would continue to sustain the heritage asset.

143. The proposed wider and enabling development does not result in the loss of open space, and will result in improvements to this and a more useable and accessible open space. This is acceptable in principle subject to revised details of layout and further details of all play equipment, furniture, planting, and other associated details.
144. It is not considered the school expansion will have a harmful impact on the highway network. A good, robust Travel Plan is already in place, which will help mitigate the impacts in the adjoining roads. The new pedestrian entrance to the school proposed will help to ease congestion on Shakespeare Avenue. With regards to the elements of the application that are presented in outline only Access is reserved until reserved matters stage and this will need to provide detail on access to the residential, as well as proposed access improvements to the Stonebridge School site.
145. Housing proposed will help meet Brent's housing need and will deliver much needed affordable housing, subject to a detailed financial viability assessment being submitted at reserved matters stage to demonstrate the maximum reasonable proportion.
146. Although there may be some concerns regarding the loss of trees, open space layout, relationships around the site and access officers consider that on balance the scheme would make a positive contribution and recommend the application for approval subject to the conditions set out.

## SUSTAINABILITY ASSESSMENT

An Energy Statement has been submitted which demonstrates that a 35% reduction in carbon emissions for the school extension will be achieved. The strategy is based on the London Plan hierarchy approach to Be Lean, Be Clean and Be Green. It proposes that renewable technologies in the form of PV panels be used to meet the 35% target in carbon reductions for the new build element. This is in line with London Plan policy 5.2.

The energy strategy is also seeking to reduce emissions from the existing building where practicable, and is targeting 11% carbon reduction to the existing school building which though not strictly required by policy is welcomed all the same. As the main school building is Grade II Listed there are constraints as to what can be achieved without harming the heritage asset. The applicant's proposed 'Be Lean' measures include higher efficiency heating and hot water system, energy sub-metering, good daylight and cross ventilation for the existing school.

With regard to connection to any future district heat network, the School will retain its existing boilers as it is currently more cost effective. In future, if there is a local district heat network that is viable to connect to then the existing plant could be removed and replaced with a connection via a heat exchanger to the district heat network.

The new build extension is able to achieve a BREEAM rating of "Very Good" with an aspiration to achieve "Excellent". A post construction BREEAM assessment will be secured through condition to verify the level achieved. On balance, whilst the scheme fails to comply with policy CP19 in not demonstrating at this stage that a rating of "Excellent" can be achieved, this is outweighed by the benefits of providing a school expansion with modern facilities and additional pupil places in the area. Policy 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.

Details of the energy and sustainability strategy in relation to the residential elements on Hillside and Milton Avenue will come forward at the reserved matters stage, as the detailed design for these advances. This will be secured through conditions.

## CIL DETAILS

This application is liable to pay **£2,151,890.85\*** 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): 335 sq. m.  
Total amount of floorspace on completion (G): 9625 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 | 1874                          |                                    | 1808.77506<br>493506              | £0.00                         | £0.00                           | £0.00           | £0.00             |
| Dwelling houses              | 7751                          |                                    | 7481.22493<br>506494              | £200.00                       | £35.15                          | £1,830,228.24   | £321,662.61       |

|  |               |             |
|--|---------------|-------------|
| 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) | 274           |             |
| <b>Total chargeable amount</b>   | £1,830,228.24 | £321,662.61 |

\*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 residential development is submitted in outline, with all matters reserved. The CIL liability applicable to the residential floorspace is indicative only, and is subject to detailed layout plans at reserved matters stage.



DECISION NOTICE – APPROVAL

Application No: 16/0077

To: Mr Jon Grantham  
43 Chalton Street

NW1 1JD

I refer to your application dated 07/01/2016 proposing the following:  
Hybrid planning application comprising: Full planning permission for the demolition of the Former Adventure Playground; the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building; reconfiguration of Stonebridge Primary School's playground including the provision of two Multi-Use Games Areas and the erection of new perimeter fencing and the creation of 1.2ha of public open space with associated ancillary works ("Phase 1").

AND

Outline planning permission for the erection of an apartment block up to 6-storey's comprising up to 51 residential units (16x 1bed, 25x 2bed and 10x 3bed flats) and 246sqm of commercial floorspace (Use class A3) and car parking at ground floor at Stonebridge Open Space, Hillside, the reconfiguration of Shakespeare Avenue, access to the residential units and up to 22x 3-storey houses (use class C3) at Open Space, Milton Avenue with all matters reserved. ("Phase 2").  
and accompanied by plans or documents listed here:  
(See Condition 2)  
at The Stonebridge School Site & Adventure Playground, Shakespeare Avenue, Stonebridge Estate Open Space, Hillside and Open Space, Milton Avenue, NW10

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 2015  
 Brent Core Strategy 2010  
 Brent Unitary Development Plan 2004  
 Council's Supplementary Planning Guidance 17:- Design Guide For New Development

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

Built Environment: in terms of the protection and enhancement of the environment  
 Environmental Protection: in terms of protecting specific features of the environment and protecting the public  
 Housing: in terms of protecting residential amenities and guiding new development  
 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  
 Community Facilities: in terms of meeting the demand for community services

- 1 Details of all of the reserved matters access, appearance, landscaping, layout and scale for the Phase 2 development shall be submitted to be approved in writing by the Local Planning Authority before:-

(i) the expiration of three years from the date of this permission; or  
 (ii) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Such reserved matters shall be designed to reflect the requirement to explore the opportunity to provide a revised means of access to the Hillside residential building, the approved parameter plans notwithstanding, so that the access is not through the open space and so that it would not harm unacceptably the amenity value of this space.

Reason: To conform with the requirements of Section 92 of the Town and Country Planning Act 1990.

- 2 The Phase 1 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.

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

(90)LP001 revB  
 (90)LP002 revA  
 (90)LP003 revA  
 001 A, 002A, 003 B, 010 A, 020 A, 021 A, 022 A, 023 A, 090 A, 091 A, 092 A, 093 A, 094 A, 095 A, 096 A, 100 A, 101 A, 102 A, 103 A, 200 A  
 201 A, 202 A, 203 A, 204 A, 300 A, 301 A, 302 A, 303 A, 400 A, 401 A, 402 A, 403 A, 404 A,  
 410 A, 420 A, 421 A, 800 A, 801 A, 810 A, 900 A  
 910 A  
 56/5 - Floor Plan Building D

Stonebridge School main building

BA20200515\_01, 02, 03, 04, 05, 06, 07, 08, 09, 10 & 11

Design & Access Statement - Masterplan and Housing at Hillside and Milton Avenue (Jan 2016)

Design & Access Statement - Stonebridge Primary School (Jan 2016)

tpa, Transport Assessment (Jan 2016)

tpa, Stonebridge Primary School Travel Plan (Jan 2016)

Price & Myers, Flood Risk Assessment (24349) (July 2015)

LUC, Planning Statement (Jan 2016)

Kaizenge, Energy Assessment (Dec 2015)(

Kaizenge, Sustainability Statement (Dec 2015)

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

- 4 No works shall commence on site until such times as a Tree Protection Plan and arboricultural method statement following the recommendations and principles embodied in BS5837:2012 has been 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, hedges and shrubs on-site or off-site near the site boundaries will be protected during the construction phases; and

(iii) clearly define root-protection zones with fencing and ground protection measurements annotated on plans.

Works shall not commence on site until the Local Planning Authority has been on site and inspected the required tree protection measures in relation to the relevant construction phase. The development shall be carried out strictly in accordance with the agreed details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

- 5 All vehicle and cycle parking for the Phase 1 development indicated on the plans, hereby approved, shall be made available prior to any occupation of the relevant part of the Phase 1 development. These facilities shall be retained for the lifetime of the development thereafter.

Reason: To ensure that appropriate vehicle and cycling parking facilities are provided for future occupiers of the development.

- 6 Within 6 months of occupation of the new school building (Phase 1), 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) Minimum BREEAM 'Very Good' rating

If the review specifies that the development has failed to meet the above levels, and/or the maximum feasible BREEAM standard has not been achieved compensatory measure shall be submitted to and approved in writing by the Local Planning Authority within 2 months of the Review and shall be implemented in full thereafter in accordance with an agreed timescale.

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.

- 7 The Phase 1 development hereby approved shall be carried out fully in accordance with the measures set out in the Energy Assessment dated December 15, produced by Kaizenge and the Sustainability Statement dated December 15, produced by Kaizenge, unless otherwise agreed in writing by the Local Planning Authority.

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

- 8 (a) Prior to commencement of the development for Phase 1, the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:

- (i) improvements to the crossover finish and widening of this to match the width of the existing gates at the access to the staff car park
- (ii) footway improvement works along the Shakespeare Avenue frontage to the school

The new school 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.

- (b) Prior to commencement of the development for Phase 2, specifically Milton Avenue housing the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:

- (i) resurfacing of the Milton Avenue footway
- (ii) street tree planting on Milton Avenue
- (iii) build outs on the southern side of Milton Avenue in order to secure further street tree planting, in accordance with a scheme to be submitted to and approved in writing that will also be required to be the subject of public consultation with Milton Avenue properties. In the event that residents are not in support of this then this will not be required.

- (c) Prior to commencement of the development for Phase 2, specifically the Hillside residential building the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:

- (iv) pavement widening along the Hillside site frontage, in accordance with details to be agreed in writing
- (v) any works to reconfigure the highway relating to Shakespeare Avenue and / or Wesley Road approved under any approval of Reserved Matters

Any necessary highway works shall be carried out at the applicants own expense.

Reason: In the interests of highway and pedestrian safety.

- 9 Approval of the plans and particulars of the Reserved Matters for each Phase referred to in Condition ? 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, demolition of existing buildings and structures, ground investigation and site survey works, erection of temporary boundary fencing or hoarding and works of decontamination and remediation (hereafter 'preparatory works') and each Phase shall be carried out only as approved.

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

- 10 No mechanical plant shall be installed within either Phase 1 or 2 unless further details of such mechanical plant, including but not limited to refrigeration, air-conditioning, ventilation system, air source heat pumps, combined heat and power units and kitchen extraction systems, have been submitted to and approved in writing by the local planning authority.

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 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to the Local Planning Authority in writing for approval. The plant shall thereafter be installed and maintained in accordance with the approved details

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

- 11 All the residential premises (Phase 2) shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:

| Criterion<br>LAeq, T                                     | Typical situations | Design range                    |
|--|--------------------|---------------------------------|
| Reasonable resting conditions<br>T=16hrs 07:00 – 23:00)  | Living rooms       | 30-40 dB (day:                  |
| Reasonable sleeping conditions<br>T= 8hrs 23:00 – 07:00) | Bedrooms           | 30-35 dB (night:<br>LAmax 45 dB |
| (night 23:00 – 07:00)                                    |                    |                                 |

No part of the Phase 2 development shall be occupied prior to submission to and approval in writing of the results of a sound test which demonstrates that the above required internal noise levels have been met. The sound insulation measures shall be retained thereafter for the lifetime of the development.

Reason: To obtain required sound insulation and prevent noise nuisance harming the amenity of future occupants

- 12 All residential units (Phase 2) shall be designed to comply with London Plan policy 3.5 on minimum residential space standards, and shall also provide for not less than 10% of all units as wheelchair accessible or easily adaptable units. A detailed schedule of accommodation shall be provided to demonstrate compliance with this, and this shall be submitted for approval in writing by the Local Planning Authority prior to commencement of works on Phase 2.

Reason; To ensure the development is in accordance with London Plan policy 3.5.

- 13 No floodlights or other form of lighting for the Multi Use Games Areas hereby approved shall be installed on site without the prior submission to and approval in writing by the Local Planning Authority. This shall include the specification, manufacturer, lux level, model, direction and the siting of each lamp. Thereafter the lights shall be installed and operated in accordance with the details so approved prior to installation.

Reason: In order to prevent harm to local amenities from light spillage.

- 14 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).

- 15 Works hereby approved related to the reconfiguration and re-orientation of the Hillside open space shall be fully completed prior to the commencement of any works that may relate to residential floorspace on Hillside or Milton Avenue.

Reason; To ensure adequate provision of open space in the locality.

- 16 (a) Prior to commencement of works on the Phase 1 development a Construction Traffic & Logistics Management Plan shall be submitted to and approved in writing, and the development shall be implemented fully in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority. The Plan shall provide for;
- (i) the parking of vehicles of site operatives and visitors;
  - (ii) Construction traffic routes to the development site;
  - (iii) loading and unloading of plant and materials;
  - (iv) storage of plant and materials used in constructing the development;
  - (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to 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 as part of the Construction Management Plan);
  - (vi) wheel washing facilities and schedule of highway cleaning;
  - (vii) measures to control the emission of dust and dirt during construction, including details of a dust monitoring plan;
  - (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
  - (ix) School access during the construction phase (including servicing and delivery arrangements);
  - (x) Staff car parking facilities; and
  - (xi) Adhere to the Considerate Contractors Scheme.

(b) Prior to commencement of works on the Phase 2 development a Construction Traffic & Logistics Management Plan shall be submitted to and approved in writing, and the development shall be implemented fully in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority. The submitted Plan shall provide for the details as set out above in full.

Reason: To ensure that the environmental impacts of the works are suitably mitigated to protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 17 Further details of materials for all external work for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority before above ground construction works are commenced on that relevant phase. The development shall be carried out in full accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

For the avoidance of doubt, in relation to new school building (Phase 1) the following materials shall be approved on site before the commencement of works above ground construction - cladding, brick facing, windows and doors, brise soleil, roof materials, new boundary treatment, construction materials (including cladding of the bridge link).

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

- 18 Notwithstanding any details of landscape works referred to in the approved plans, a detailed scheme for the landscape works and treatment of the surroundings of each phase of the proposed development (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground construction works on that relevant phase. The approved details for each phase shall be completed fully in accordance with the approved details prior to any occupation of that phase or in accordance with a programme agreed in writing with the Local Planning Authority.

Such a scheme shall include:-

- (a) the identification and means of protection of existing trees and shrubs not directly affected by the building works and which are to be retained;
- (b) proposed walls and fences indicating materials and heights and any other works to existing boundary treatments that are to be retained;

- (c) adequate physical separation, such as protective walls and fencing between landscaped and paved areas
- (d) existing contours and any proposed alteration to ground levels such as earth mounding;
- (e) areas of hard landscape works and the proposed materials;
- (f) a scheme for tree planting
- (g) details of the proposed arrangements for the maintenance of the landscape works.
- (h) provision for additional street trees of an appropriate size and species, to be agreed in writing, along the northern footway of Milton Avenue to infill the central gap, as shown on drg no 900, rev A
- (i) the proposed bridge(s) over the canal feeder

Any planting that is part of an 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 positions.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 19 Further details of a minimum of four charging points for electric vehicles within Phase 1 of the development, hereby approved, shall be submitted to and approved in writing by the Local Planning Authority before above ground construction works are commenced on Phase 1 of the development. The approved charging points shall be in operation prior to the occupation of the Phase 1 development.

Reason: To ensure suitable facilities for electric vehicles are provided within the development.

- 20 (a) Further details of a minimum 10% disabled parking and cycle storage for the Phase 2 development shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented prior to any occupation of the Phase 2 development, unless otherwise agreed in writing by the Local Planning Authority.

(b) Further details of provision for not less than 12 electric vehicle charging points for the Phase 2 development shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented prior to any occupation of the Phase 2 development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate facilities for cyclists and disabled motorists are provided as part of the development.

- 21 (a) On first occupation of the new school building (Phase 1) The School Travel Plan (by tpa and dated Jan 2016) hereby approved shall be fully implemented for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

(b) Within 3 months of first occupation of the Phase 2 development, specifically the Hillside building the Residential and Commercial Unit Travel Plan shall be submitted to and approved in writing, and shall be fully implemented for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing. This shall demonstrate the Travel Plan is of sufficient quality to score a PASS 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.

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

- 22 Further details of the following;

- (i) secure bicycle parking (with a minimum of one space per residential unit), and external cycle parking for the commercial unit
- (ii) a dedicated servicing / loading area for the commercial unit
- (iii) all refuse storage provision

in the Phase 2 development (Hillside building) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work for the relevant phase, and the development shall be carried fully in accordance with the details approved thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason; To ensure satisfactory cycle parking, servicing / loading facilities and refuse storage in accordance with adopted standards.

- 23 Notwithstanding the plans hereby approved for Phase 1 further details of a revised layout of the open space reconfiguration and associated works shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works related to the open space. Such details shall include the following;

(i) Revised details of the treatment (including specification of materials) of all areas to be hardsurfaced.

(ii) Revised layout and rationalisation of pedestrian footways, paths and areas of hardsurfacing in the reconfigured open space.

The development shall be implemented fully in accordance with the details hereby approved thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To preserve the amenity of the open space and mitigate potential impact on trees.

- 24 Prior to the commencement of any works a detailed phasing plan which incorporates development subject of application 16/0073 shall be submitted to and approved in writing by the Local Planning Authority, and fully complied with thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of clarity and proper planning.

- 25 Prior to the commencement of work on Phase 1 development further details of the following are required to be submitted to and approved in writing by the Local Planning Authority at a scale of 1:10

(i) Details of the connection between the listed school and the bridge link

(ii) Details of new stud walls within the school hall and fixing to the floor and roof structure

(iii) A schedule of any internal repairs

(iv) An internal door schedule for new doors

(v) A detailed schedule of all works to the listed boundary wall, railings, piers and gates

The development shall be carried out fully in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority

Reason: To protect the character and integrity of the Listed Building.

- 26 Prior to the commencement of work on Phase 1 development further details of where the materials following demolition of the south east shelter and the boundary wall and associated railings within the playground will be reused or stored shall be submitted to and approved in writing by the Local Planning Authority. Any surplus materials shall be offered to the Local Planning Authority for reuse.

Reason: To protect the character and integrity of the Listed Building.

- 27 Notwithstanding the plans hereby approved in so far as they relate to the open space works and its reconfiguration (Phase 1), and prior to the commencement of works associated with this further details (including locations) and specifications of the following shall be submitted to and approved in writing by the Local Planning Authority;

1. All play equipment
2. Outdoor gym equipment
3. Seating and tables
4. Signage

5. Refuse bins
6. Raised planters
7. All fencing, railings and any other means of enclosure
8. Other related street / public realm furniture
9. All hardsurfacing (including decked areas)
10. Site levels (existing and proposed)
11. All planting (including trees)
12. Future maintenance programme / schedule

Reason: To ensure appropriate on-site facilities for play are provided and in the interests of the character of the area and the amenity of the locality.

- 28 At Reserved Matters submission stage the applicant shall submit a detailed Energy and Sustainability Statement to demonstrate how Phase 2 development will through reasonable endeavours comply with London Plan policy 5.2 and achieve a minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions; .Such details shall be submitted to and approved in writing by the Local Planning Authority and fully implemented in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority. If the applicant demonstrates to the Council's satisfaction that the required standard has not been achieved, the applicant shall submit for approval of the Council proposed measures for remedying such shortcomings and/or carrying out compensatory works, which shall be implemented in full.

Reason; To ensure compliance with London Plan policy 5.2 on minimising carbon emissions.

- 29 Details of the roof plan, showing the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, in so far as this relates to new school extension (Phase 1 development) shall be submitted to and approved in writing by the Local Planning Authority, prior to completion of construction work and shall be installed prior to occupation of the development hereby approved.

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

- 30 A detailed Financial Viability Assessment shall be submitted with any Reserved Matters application that includes residential floorspace. This Assessment shall demonstrate the maximum reasonable proportion of affordable housing, which shall not be less than 35%, but which may include provision of off-site affordable housing within the land subject to application (16/0073). The Financial Viability Assessment shall be tested to the satisfaction of the Local Planning Authority and approved in writing.

No more than 50% of private residential units shall be occupied unless the approved affordable housing has been delivered and is ready for occupation.

Where delivered in phases no more than 50% of units in each relevant phase shall be occupied unless the approved affordable housing for that phase has been delivered and is ready for occupation.

LB Brent will have the right to nominate people to be housed in the approved affordable housing accommodation, unless otherwise agreed in writing with the local planning authority.

Reason; To ensure the maximum reasonable proportion of affordable housing is delivered.

- 31 Prior to commencement of works on the relevant phase of development a scheme detailing water efficiency and management measures for that phase of the development, including measures to limit the use of water, together with rainwater harvesting and grey-water re-use, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site (save for demolition). Should any of these measures not be proposed, the reasons for excluding such measures should be outlined within the scheme. The relevant phase of the development shall be carried out in full accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.



Reason: To ensure a sustainable development.

- 32 No works shall commence on site until such times as an Arboricultural Impact Assessment following the recommendations and principles embodied in BS5837:2012 has been submitted to and approved in writing by the Local Planning Authority. These shall include a plan and text which:

- (i) clearly identifies trees to be removed as a consequence of the development
- (ii) clearly identifies trees that will be compromised in any way as a consequence of the development
- (iii) Gives details of trees that require remedial or site facilitation pruning works as well as those trees on which root encroachment may be envisaged.

Reason: To ensure that the safe and healthy retention of trees with significant landscape value has been considered as part of the overall design process.

- 33 At Reserved Matters stage further details shall be submitted to demonstrate the provision of a properly defined curtilage, and treatment of this for the Hillside residential building. The development shall be carried out fully in accordance with this thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of residential amenity for future occupiers.

- 34 (a) Details of all external lighting for Phase 1 development, baffled so as to avoid glare, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development above ground. The approved details shall be fully implemented thereafter, unless otherwise agreed in writing by the Local Planning Authority.

(b) Details of all external lighting for Phase 2 development, baffled so as to avoid glare, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development above ground. The approved details shall be fully implemented thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of safety, amenity and convenience.

- 35 Prior to the commencement of use details of the proposed opening hours of the A3 unit in Phase 2 development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the use shall operate in accordance with the approved hours, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity of residential occupiers.

- 36 (a) Prior to the commencement of works related to Phase 2 development a scheme of sound insulation measures shall be submitted to the Local Planning Authority for approval. The insulation between the floors of the flats shall be designed to meet the standards of Building Regulations Approved Document E 'Resistance to the passage of sound'. The approved measures shall thereafter be implemented in full.

(b) Prior to the commencement of works related to Phase 2 development A scheme of sound insulation measures shall be submitted to the Local Planning Authority for approval. The insulation of the separating floor between the commercial use and the flats shall be designed to meet the standards of Building Regulations Approved Document E 'Resistance to the passage of sound'. The approved measures shall thereafter be implemented in full.

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

- 37 Details of the extract ventilation system and odour control equipment for the commercial kitchens in each relevant phase of the development, including all details of external ducting, must be submitted to the Local Planning Authority for approval. The approved equipment shall be installed prior to the commencement of the A3 and the school kitchen use in each relevant phase of the development and shall thereafter be operated at all times during the operating

hours of the A3 and school kitchen use and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of residents.

- 38 Prior to the commencement of development hereby approved to naturalise a section of existing canal feeder a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust and the works shall be carried out fully in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the canal feeder.

#### INFORMATIVES

- 1 Given the age of the buildings to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 2 The applicant is advised this decision should be read in conjunction with 16/0079 (Listed Building Consent).

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

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## COMMITTEE REPORT

Planning Committee on 9 May, 2016  
Item No 08  
Case Number 16/0079

### SITE INFORMATION

RECEIVED: 8 January, 2016

WARD: Stonebridge

PLANNING AREA: Brent Connects Harlesden

LOCATION: The Stonebridge School and Playground, Shakespeare Avenue, London, NW10 8NG

PROPOSAL: Listed building consent for internal refurbishment works to include new WC suites throughout, new staircase and DDA compliant lift shaft in a central bay on all three floors, replacement of non-original existing double door with a window and new double doorway created in the adjacent existing window with associated ancillary works, part removal of boundary wall (in playground), demolition of an outbuilding and playground WC's and the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building.

APPLICANT: London Borough of Brent

CONTACT: LUC

PLAN NO'S: (See Condition 2)

#### LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

[https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR\\_125950](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_125950)

[When viewing this as an Hard Copy](#)

Please use the following steps

1. Please go to [pa.brent.gov.uk](http://pa.brent.gov.uk)
2. Select Planning and conduct a search tying "16/0079" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

## SITE MAP



### Planning Committee Map

Site address: The Stonebridge School and Playground, Shakespeare Avenue,  
London, NW10 8NG

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This map is indicative only.

# SELECTED SITE PLANS

## SELECTED SITE PLANS



Proposed school extension elevation AA



Proposed school extension elevation BB

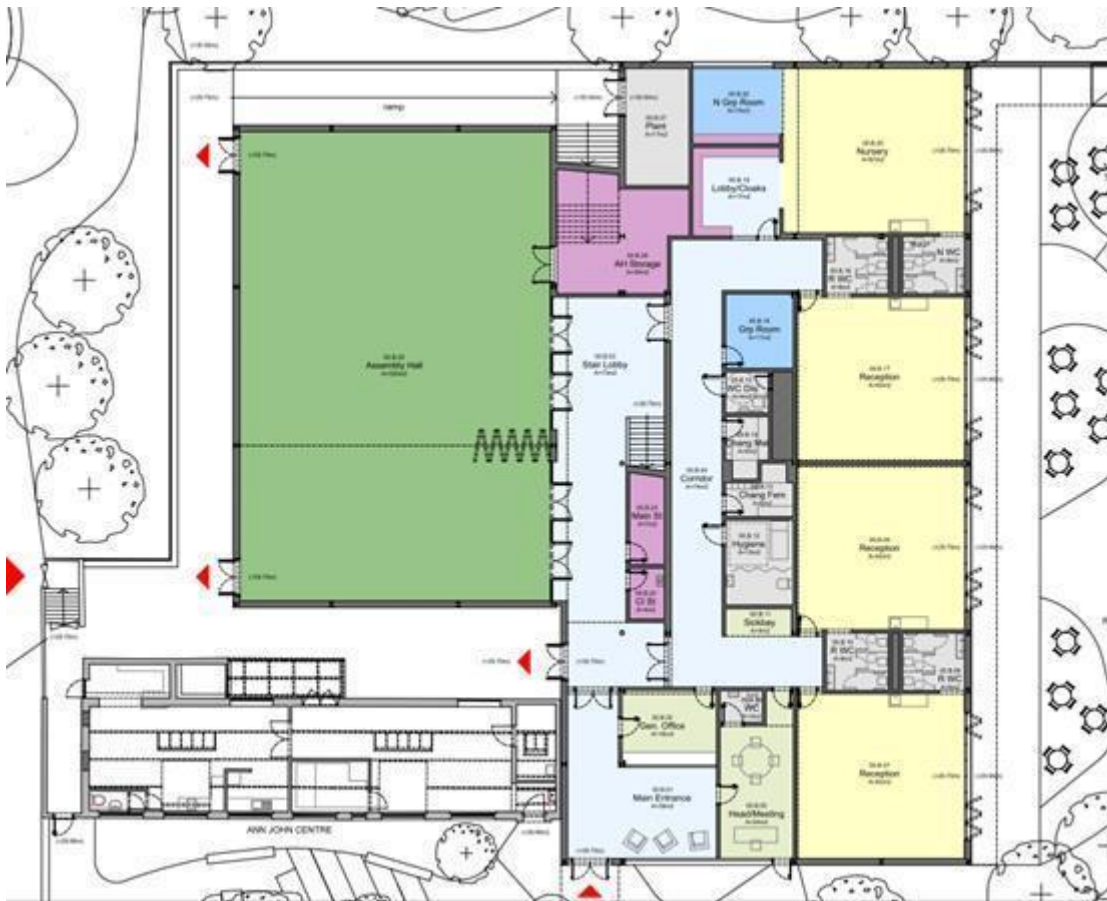


Proposed school extension elevation CC



Proposed school extension





Ground floor proposed school extension

## RECOMMENDATIONS

Grant consent subject to referral to the Secretary of State, subject to the conditions set out in the Draft Decision Notice.

### A) PROPOSAL

Listed building consent for internal refurbishment works to include new WC suites throughout, new staircase and DDA compliant lift shaft in a central bay on all three floors, replacement of non-original existing double door with a window and new double doorway created in the adjacent existing window with associated ancillary works, part removal of boundary wall (in playground), demolition of an outbuilding and playground WC's and the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building.

### B) EXISTING

The application site contains Stonebridge Primary School, the former adventure playground and public open space. Hillside runs along the northern boundary of the site, and this provides access to the school via Wesley Road and Shakespeare Avenue. To the east and south of the site are residential properties, and to the west of the site is Our Lady of Lourdes Catholic Primary School.

Running north-south within the site is a canal feeder which connects the River Brent to the Grand Union Canal. The feeder is designated as a Site of Borough Importance for Nature Conservation (SBINC) Grade II, and a wildlife corridor.

Stonebridge School is Grade II Listed, the listing also applies to other ancillary buildings, boundary walls, gates and railings within the curtilage. This is not within a designated Conservation Area.

## D) SUMMARY OF KEY ISSUES

**Impact on a designated heritage asset:** Stonebridge School is Grade II Listed. The refurbishment and extension of Grade II Listed building together with associated external works, and reconfiguration of existing school playground is considered in terms of the statutory test, which is does this preserve the significance of the designated heritage asset.

## 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) |
|-------------|----------|----------|------|-----|----------------|
|-------------|----------|----------|------|-----|----------------|

### Monitoring Residential Breakdown

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

## RELEVANT SITE HISTORY

*16/0077 - Parallel application currently being considered.*

Hybrid planning application comprising: Full planning permission for the demolition of the Former Adventure Playground; the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building; reconfiguration of Stonebridge Primary School's playground including the provision of two Multi-Use Games Areas and the erection of new perimeter fencing and the creation of 1.2ha of public open space with associated ancillary works

AND

Outline planning permission for the erection of an apartment block up to 6-storey's comprising 51 residential units (16x 1bed, 25x 2bed and 10x 3bed flats) and 246sqm of commercial floorspace (Use class A3) and car parking at ground floor at Stonebridge Open Space, Hillside, the reconfiguration of Shakespeare Avenue, access to the residential units and 22x 3-storey houses (use class C3) at Open Space, Milton Avenue with **all matters reserved**.

*14/4072 - Granted*

Listed Building Consent for Replacement and renewal of windows with associated alterations to main building and caretakers house, including the installation of x5 extract fans, stone and brick cleaning and repair, repair and renewal of rainwater goods, removal of redundant dumb waiter, and tile repairs, and alterations also proposed to the former PRU building to include window and door repairs, renewal of tile roof, lead roofs and lead dormer roofs and asphalt repairs.

*14/4071 - Granted*

Replacement and renewal of windows with associated alterations to main building and caretakers house, including the installation of x5 extract fans, stone and brick cleaning and repair, repair and renewal of rainwater goods, removal of redundant dumb waiter, and tile repairs, and alterations also proposed to the former PRU building to include window and door repairs, renewal of tile roof, lead roofs and lead dormer roofs and asphalt repairs.

## CONSULTATIONS

A total of 635 addresses were consulted on 12/02/16, which is in accordance with SPG2 consultation requirements.

Press Notice 18/02/16  
Site Notice 11/02/16

To date no representations have been received.

## STATUTORY CONSULTEES

### **Stonebridge Ward Councillors;-**

No responses received.

### **Principal Heritage & Conservation Officer (Brent)**

The proposal in so far as it relates to Stonebridge School is considered acceptable in principle.

In conclusion it is considered that these works do not cause substantial harm to the significance of the heritage asset. The approach to the adaptation of the school building is considered sympathetic to the historic fabric, retaining its features of significance. The new school structures are contemporary in design and are considered to make a positive contribution.

### **Historic England;-**

No objection has been raised. The merit of the bridge linking element has been questioned as it is considered this will have some degree of impact on the south eastern elevation, which is well composed and highly visible from various positions. It is considered the partial obscuring of the elevation will cause a degree of harm to the listed building, and the Local Authority should be assured that this harm is outweighed by clear public benefits, and that the same benefits could not be achieved by a proposal that omitted the link.

Historic England confirm they do not wish to be consulted again and that this application should be determined on the basis of your specialist conservation advice.

### **The Victorian Society;-**

To date no response received.

## **POLICY CONSIDERATIONS**

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

### **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 Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- London Plan 2015
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Unitary Development Plan 2004 ('saved' policies)
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development

## **DETAILED CONSIDERATIONS**

### **Introduction:**

1. The main school building was statutorily listed on 28 September 2009 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 after July 1948 will require listed building consent. The listing also applies to the former caretaker's house, playground shelter, cookery and laundry building, other ancillary building, boundary walls, gates and railings.

*Reason for designation:-*

2. Stonebridge School is designated for the following principal reasons:

- Special architectural interest as a London suburban board school built on an urban scale, which demonstrates the high standards of school design achieved by some school boards on the metropolitan fringes.
- A bold and distinctive rendition of the Queen-Anne style with good detailing and a striking silhouette
- The school, and outbuildings with their handsome inscriptions, constitute a well-preserved ensemble with strong group value.

**Existing listed building fabric:**

3. The Listed Building is a substantial red brick building, with moulded string courses and stone pediments and detailing, clay tiled pitched roofs with flemish gables and green copper cupola and lucarnes. It is a well proportioned building with generous volumes and average floor to ceiling heights are 4.8m.
4. The distribution of space internally is not considered to be suited to current teaching requirements for mixed classes. The current circulation arrangements on the upper levels are non compliant with Equality Act requirements, and narrow staircases do not work for a modern school. A wide range of ad-hoc additions and changes to the building over the years have compromised the quality of the original building. One of the most problematic circulation areas is the main foyer to the school, this is small and poorly located. For these reasons some internal works and reconfiguration of spaces are proposed. With regards to the external areas there have been several additions and amendments to the original as follows:
- Single storey kitchen extension and covered way provided to the western elevation.
  - Single storey outbuilding erected in the playground as part of the former Welsh School.
  - An external single storey WC block and locked store added in part of the eastern existing building

**External spaces:**

5. The use of the school site has changed incrementally over time due to an expanding school population and changing outdoor activities. This has led to ad-hoc alterations to the arrangement of play and external spaces. There are fenced off areas, and an inefficient division of space across the site. The original site boundary treatment exists along Shakespeare Avenue, comprising stone capped dwarf walls with 1.5m high iron railings on top. Entrance points are defined by prick piers with decorative stone caps.
6. The proposals seek to make alterations to the external space and rationalise the arrangement of open spaces, and regrettably this will involve loss of some existing trees on the site.

**Proposed development:**

- Demolition of ancillary outbuildings attached to the Ann John Centre, situated within the school playground, and a building in the south-western corner formerly occupied by the Welsh School.
  - Amendment and adaptation of existing railings within playground - This will result in the removal of 8.7m length of existing boundary wall and railings.
  - Construction of new two-storey school building, with bridge link to main school building.
  - New stair and lift core to be installed within main school building. This results in the removal of an existing classroom on all levels in the centre of the south-east elevation. This will provide DDA compliant access.
  - New WC's proposed on ground, first and second floors.
  - Reconfiguration of central hall at first floor to provide three new classrooms. Existing parquet floor and building fabric is retained and the classrooms are to be created using lightweight dry construction bearing onto the parquet floor that is being retained.
  - New boundary treatments and / or maintenance of existing.
7. The new two-storey building is to provide new and modern teaching space for younger age groups including nursery, reception and Key Stage 1, a new assembly hall and lastly it will be a new arrival point for the school. This has been purposely designed to have reduced floor to ceiling heights in order to limit the massing, and the potential impact on the designated heritage asset. The assembly hall has been set half a metre below ground level for the same reason.

8. The proposed extensions have the benefit of allowing the school to consolidate onto one site. Currently bulge classrooms are used off-site on Twybridge Way. It will also allow the school to increase its pupil roll.

Internal alterations within the school:-

9. The internal works of demolition are to stud partitions and later fitted out parts which have little or no architectural or historic interest. It is considered these alterations will not adversely harm the integrity of the listed building.
10. The proposal to install a new main stair, lift and WC core within the existing envelope will have limited impact on the overall integrity of the listed building.
11. Three new classrooms are proposed within the central hall at first floor level. These are to be constructed of simple stud partitions and are considered to be lightweight and reversible in nature and will not adversely harm the historic fabric.

Alterations within the curtilage:-

12. It is proposed to remove the existing covered shelter to the rear playground and the adjoining WC block. The removal of the shelter is regrettable in the view of your Heritage and Conservation Officer but the better example of this is to be retained, which for clarity is the Ann John Centre building to the northern part of the site, so on balance this is considered acceptable.
13. To facilitate access to the playground and emergency vehicle access a section of railings (approx 8.7m long) will be removed. The termination of the railing is proposed to be constructed with a brick pier and ornamental stone capping to match existing. It is considered that its removal in part only will not adversely harm the heritage asset.

Link building:-

14. A bridge link is proposed to connect the new teaching building to the first floor level of the main school building. This will have minimal impact on the listed building in terms of physical alterations, affecting a window opening only and blocking up of a non-original doorway. The bridge link has been designed as a lightweight feature, clad entirely in translucent polycarbonate and supported on freestanding columns. This addition could be easily reversible in the future and provides an interesting element which allows the main body of the historic school as well as its decorative facades and profile to remain prominent and intact.

New school building:-

15. To minimise the impact on the historic school the new building is set away from the main building by 18m and is significantly lower in scale and massing. The new building will be faced with redbricks at ground, with a grey zinc tiled surface at the upper level. The assembly hall element fronting the open space will be clad in dark bronze zinc. The architectural style, detailing and materials palette are considered to make a positive contribution to the character of the area.

School playground works:-

16. The school playground will be reconfigured at the same time to make this more useable and to make the most efficient use of the limited space available. Two new multi-use games areas / pitches (MUGA's) are proposed in the eastern corner of the site. The playground will be re-surfaced with colourful thermoplastic play markings which will add interest for the pupils. New play surfacing will be installed, this will comprise of tiger mulch recycled bound rubber and new paths will be constructed of self binding gravel. The hard landscape will be complemented and softened by a landscape strategy that is to include wildflower meadow turf, general amenity turf, ornamental planting and trees. This will significantly improve the current play offer for pupils.

**Significance of and impact on heritage asset:**

17. The impact of the proposed development on the setting of the designated heritage assets needs to be given special consideration, and has been duly considered by your Principal Heritage and Conservation Officer. In accordance with the NPPF the application has been accompanied by a Heritage Statement (set within the Design & Access Statement) which considers the impact of the proposals on the historic environment.
18. The NPPF defines the setting of a Heritage Asset as "*The surroundings in which a heritage asset is*

*experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral".*

19. In terms of assessing harm to designated Heritage Assets the NPPF states "*Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent*". Where the harm to the designated Heritage Asset is less than substantial the NPPF sets out that "*this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use*". The NPPF suggests that less than substantial harm to a designated heritage asset may be acceptable, provided that any harm is outweighed by the public benefit of the proposal. However, in making a balanced judgement in respect of any harm to a designated heritage asset versus the public benefit of a proposal, regard must be given to the statutory test set out in the Planning (Listed Buildings and Conservation Areas) Act 1990.
20. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that "*In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*". This statutory test sets out a presumption against development where there would be harm to the setting of a listed building and therefore special regard, and great weight, has to be given to any harm to the setting of the grade II listed Stonebridge School in making the balanced judgement required by the NPPF, in respect of any less than substantial harm to the designated heritage asset.
21. Historic England does not object to the proposal to extend and make alterations the school but have made comments regarding the bridge link extension, and the potential impact this has on the well composed and highly visible southern elevation. Adding that paragraph 134 of the NPPF 2012 states that harm to a designated heritage asset should only be permitted if outweighed by public benefits, and that officer's should be assured that the same benefits could not be achieved by a proposal which omitted the bridge link. They have advised that the Council should determine the application in accordance with national and local policy guidance and on the basis of the specialist advice from the Council's Heritage and Conservation Officer.
22. The Council's Heritage and Conservation Officer raises no objection, and considers that the bridge link provides an element of fun, and that this allows the main body of the historic school as well as its decorative facades and profile to remain intact and prominent. It also ensures DDA compliance for access between the existing and the new parts of the school, which is welcomed. In relation to the two-storey extension building it is considered that the architectural style, detailing and materials will contribute positively to the character. The position set out by the Council's Principal Heritage and Conservation Officer is that on balance it is that these works would not cause substantial harm to the significance of the designated heritage asset, it allows retention of the buildings historic fabric and features of significance. The point is also made that new works will be easily reversible, therefore protecting the buildings integrity and plan form. For these reasons it is considered the proposal will sustain the significance of the designated heritage asset.
23. Overall, officers consider that whilst the proposed development would clearly have some impact on the existing Grade II Listed school building, notably there is a public benefit associated with the proposal, and as set out above it is considered the works will sustain the significance of the heritage asset. This will facilitate much needed school expansion and overall the impact would be acceptable in accordance with national and local policy guidance.
24. There is no objection on heritage or conservation grounds raised. Your Heritage and Conservation Officer has recommended conditions be attached to any grant of consent, so to has Historic England.

#### **Conclusion:**

25. In conclusion, it is considered that the proposed alterations to the listed building including the new build addition with associated internal and external works, will have limited degree of impact upon the significance of the designated heritage asset, in this case the main school building and its setting. It will secure the future expansion and long-term use of the school bringing both heritage and wider public benefits. Approval is accordingly recommended subject to recommended conditions.



**Brent**

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

**DECISION NOTICE – LISTED BUILDING CONSENT APPROVAL**

=====  
Application No: 16/0079

To: Mr Grantham  
LUC  
43 Chalton Street  
London  
NW1 1JD

I refer to your application dated 07/01/2016 proposing the following:  
Listed building consent for internal refurbishment works to include new WC suites throughout, new staircase and DDA compliant lift shaft in a central bay on all three floors, replacement of non-original existing double door with a window and new double doorway created in the adjacent existing window with associated ancillary works, part removal of boundary wall (in playground), demolition of an outbuilding and playground WC's and the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building.  
and accompanied by plans or documents listed here:  
(See Condition 2)  
at The Stonebridge School and Playground, Shakespeare Avenue, London, NW10 8NG

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:-

National Planning Policy Framework 2012  
Brent Unitary Development Plan 2004  
Central Government Guidance

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):

(90)LP001 revB

(90)LP002 revA

(90)LP003 revB

001 A, 002 A, 003 A, 010 A, 020 A, 021 A, 022 A, 023 A, 090 A, 091 A, 092 A, 093 A, 094 A, 095 A, 096 A, 100 A, 101 A, 102 A, 103 A, 200 A

201 A, 202 A, 203 A, 204 A, 300 A, 301 A, 302 A, 303 A, 400 A, 401 A, 402 A, 403 A, 404 A, 410 A, 420 A, and 421 A

56/5

Existing school building plans

BA20200515\_01, 02, 03, 04, 05, 06, 07, 08, 09, 10 and 11

Design & Access Statement Masterplan (January 2016)

Design & Access Statement Stonebridge Primary School (January 2016)

LUC Planning Statement (January 2016)

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

- 3 In relation to new school building and associated works the following materials shall be approved on site before the commencement of works above ground construction -

- cladding,
- brick facing,
- windows and doors,
- brise soleil,
- roof materials,
- new boundary treatment,
- construction materials (including cladding of the bridge link).

The approved details shall be implemented in full 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.

- 4 Prior to the commencement of work further details of where the materials following demolition of the south east shelter and the boundary wall and associated railings within the playground will be reused or stored shall be submitted to and approved in writing by the Local Planning Authority. Any surplus materials shall be offered to the Local Planning Authority for reuse.

Reason: To protect the character and integrity of the Listed Building.

- 5 Further details of all proposed boundary works, including any new treatments and modifications to retained parts are to be submitted to and approved in writing by the Local Planning Authority before the commencement of above ground construction.

Reason: To protect the character and integrity of the Listed Building.

#### INFORMATIVES

- 1 The applicant is advised this decision should be read in conjunction with 16/0077 (Full Planning).

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