



Planning Committee

Wednesday 15 March 2017 at 7.00 pm

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

Membership:

Members

Councillors:

Marquis (Chair)
Agha (Vice-Chair)
Hylton
Long
Maurice
Moher
J Mitchell Murray
Pitruzzella

Substitute Members

Councillors:

A Choudry, Colacicco, Daly, Ezeajughi, Hoda-Benn, Kabir, Khan and Naheerathan

Councillors

Colwill and Kansagra

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

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

democracy.brent.gov.uk

The press and public are welcome to attend this meeting

Members' briefing will take place at 6.00pm in Boardrooms 7 and 8

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1. Declarations of personal and prejudicial interests Members are invited to declare at this stage of the meeting, any relevant personal and prejudicial interests and discloseable pecuniary interests in any matter to be considered at this meeting.		
2. Minutes of the last meeting - 15 February 2017		1 - 8
PART 1 - DEVELOPMENT PRESENTATIONS		
3. 370 High Road & 54-68 Dudden Hill Lane, London, NW10 (Ref. 16/0445/PRE)	Dudden Hill	11 - 18
4. 500 High Road, Wembley HA9 7BH (Ref. 16/1537/PRE)	Wembley Central	19 - 28
PART 2 - APPLICATIONS FOR DECISION		
5. Raglan Court, Empire Way, Wembley (Ref. 16/3408)	Tokyngton	33 - 52
6. 633 & 635 Harrow Road, Wembley (Ref. 16/4666)		53 - 70
7. Garages, Atherton Heights, Wembley (Ref.16/5103)	Alperton	71 - 82
8. Land at junction of Engineers Way and First Way, Wembley (Quintain plot E03) Ref.17/0016)	Tokyngton	83 - 104
9. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 64.		

Date of the next meeting: Thursday 23 March 2017 at 6:30pm



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.



LONDON BOROUGH OF BRENT

MINUTES OF THE PLANNING COMMITTEE Wednesday 15 February 2017 at 7.00 pm

PRESENT: Councillor Marquis (Chair), Councillor Agha (Vice-Chair) and Councillors Hylton, Long, Moher and Pitruzzella

ALSO PRESENT: Councillors Jones and Hirani

Apologies for absence were received from Councillors J Mitchell Murray and Maurice

1. **Declarations of personal and prejudicial interests**

Street Record, Neasden Lane NW10 (Ref. 16/5130)

Councillor Long declared that she had been actively involved in the development of the market in her role as a ward councillor and that it was impossible not to get involved in the discussion and as such she would withdraw from the meeting room during consideration of the application and would take no part in the discussion and voting.

Councillor Agha also declared that he had been involved in a meeting but would approach the application with an open mind.

The following approaches, having been notified to the Monitoring Officer in advance of the meeting, were recorded:

Roseland Care Home, Draycott Avenue, Harrow, HA3 0BL (Ref. 16/3377)

Councillor Marquis received an email from Councillor Colwill which she had referred to officers.

All members re-affirmed that they would consider the applications with an open mind.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 18 January 2017 be approved as an accurate record of the meeting.

3. **Olympic Office Centre, 8 Fulton Road, Wembley, HA9 0NU (Ref. 15/0139/PRE)**

Vicky Savage, Scott Adams and Dominic Toms gave a presentation on the development and responded to questions. Members then questioned the presenters and raised issues for further consideration prior to submission of a planning application.

The main issues raised at the meeting were:

- Affordable housing; ownership, tenure, mix, affordability and distribution.
- Impact of design and height on the townscape and the Wembley area Action plan (WAAP).
- Community engagement and how the results would be fed into the final scheme.
- Servicing arrangement.
- Road network.
- Waste collection.
- Allocation of car parking spaces.
- Viability issues.

4. 16/3377 Roseland Care Home, 57 Draycott Avenue, Harrow, HA3 0BL

PR OPOSAL: Demolition of existing care home building and erection of a two storey building with a converted loft space and basement level to provide 5 self-contained flats (2 x 3 bed and 3 x 2 bed) with associated car and cycle parking spaces, bin stores, amended drop kerb and landscaping (Revised proposed plans to show adjustment of building location and revised forecourt plans).

RECOMMENDATION: That the Committee would have GRANTED planning permission had the application not been appealed subject to conditions and informatives to secure the matters set out in the report.

Angus Saunders (Area Planning Manager) introduced the scheme and updated members that following the postponement from the last meeting the applicant's agent had lodged an appeal to the Planning Inspectorate for failure to determine the application within statutory timescale. As the decision on the application would be made by the Planning Inspector, he urged members to endorse the recommendation to signal the Council's intention. Prior to voting the Head of Planning read out a letter from Councillor Colwill (ward member) which urged members for refusal.

DECISION: Agreed as recommended.

(Voting was unanimous: For 6; Against 0).

5. 16/5111 Land rear of 234-240, Princes Avenue, London, NW9 9QU

PROPOSAL: Erection of a terrace of 5 two storey dwellinghouses (5 x 4 bedroom) with basement levels and front and rear lightwells, to the rear of 234-240 Princes Avenue with vehicular and pedestrian access from Princes Close, provision of 9 car parking spaces, cycle and bin store and associated landscaping

RECOMMENDATION: That the Committee resolve to GRANT planning permission and that the Head of Planning is delegated authority to issue the

planning permission and impose conditions and informatives to secure the matters set out in the report.

Angus Saunders (Area Planning Manager) introduced scheme and answered members' queries.

Jody Lyster (applicant) addressed the Committee and answered members' questions on parking provision and overlooking.

Members discussed the application and in approving the recommendation added an additional informative on repairs to the public realm as set out in the decision column below.

DECISION: Granted planning permission as recommended and an additional informative for the applicant to inform the Council's Highways Authority prior to the commencement of works so that any damage to the public realm can be repaired.

(Voting was unanimous: For 6; Against 0).

6. 16/5130 Street Record, Neasden Lane, London

PROPOSAL: Temporary planning permission for erection of 44no. temporary market stalls along the northern and southern pavements of Neasden Lane to provide a new street market operated between the hours of 07:00 – 18:00 every Wednesday and Saturday for a period of 3 years.

RECOMMENDATION: That the Committee resolve to GRANT planning permission for 3 years and that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.

Angus Saunders (Area Planning Manager) introduced scheme and answered members' queries. He added that the principle of the proposed market which would contribute to the vitality of Neasden Shopping Centre was supported in policy terms and went on to address issues about parking and enforcement. With reference to the supplementary report he informed members about an omission from the report of the plan numbers and in correcting this, amended condition 2.

Brendon Ryan (Chair of Neasden Business Association) addressed the Committee and answered members' questions on parking provision and overlooking.

Councillor Hirani (Cabinet Member for Community and Wellbeing and ward member) stated that he had been approached by the residents and the Traders' Association. In addressing the Committee, Councillor Hirani informed members that the local residents' association expected the operators to address concerns on noise and security, although residents were looking forward to the market proposal and would welcome an opportunity to be involved in the tendering process.

Damian Tungatt (applicant's agent) addressed the Committee and responded to concerns expressed on behalf of the residents' association and questions raised by members. He also highlighted the measures set out in the management plan to address the concerns raised.

Members discussed the application during which they revised condition 5 to provide signage to the additional short stay parking bays and new condition 6 to control appearance of the stalls and the deletion of references to conditions for the preservation or planting of trees (page 61 of the main report).

DECISION: Granted planning permission as recommended subject to amendment to condition 2 as set out in the supplementary report and revised condition 5 to provide signs to the additional short stay parking bays and new condition 6 to control appearance of the stalls and the deletion of references to conditions for the preservation or planting of trees (page 61 of the report).

(Voting was unanimous: For 6; Against 0).

7. 16/3682 211 Willesden Lane, Kilburn, London, NW6 7YR

PROPOSAL: Demolition of existing dwelling and erection of a new 4 storey building with a basement to provide 6 self-contained flats (3 x 1bed, 1 x 2bed and 2 x 3bed) with associated car and cycle parking space, bin stores and amenity space.

RECOMMENDATION: That the Committee resolve to GRANT planning permission and that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.

Damian Manhertz (Deputy Area Planning Manager) introduced the scheme and with reference to the supplementary report responded to concerns expressed by Councillor Shaw on parking. Members heard that the site was accessible for reduced parking provision and coupled with moderate access to public transport network, he recommended a condition for "permit free" to mitigate against parking overspill.

DECISION: Granted planning permission as recommended.

(Voting was unanimous: For 6; Against 0).

8. 16/4003 10 Villiers Road, London, NW2 5PH

PROPOSAL: Erection of a rear dormer window and three front roof lights, conversion of garage, erection of a single storey rear extension, creation of a basement level, erection of rear extension at first floor level and sub-division to provide an additional 2 flats to existing flats (totalling 1x 3bed, 1x 2bed, 1x 1bed and 1x studio) with associated bin and cycle stores.

RECOMMENDATION: That the Committee resolve to GRANT planning permission and that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.

Angus Saunders (Area Planning Manager) introduced scheme and answered members' queries. In referencing the supplementary report, he drew members' attention to amendments to conditions 1, 6, 8 and 9 and the deletion of references to conditions for the preservation or planting of trees (page 99 of the report).

John Reynolds in objecting to the proposed development highlighted his concerns of over-development, increased parking problems, significant alteration to the character of the houses in the area and construction noise. He added that the basement construction could set a precedent for future such undesirable developments in the area.

In accordance with the provisions of the Planning Code of Practice, Councillor Jones (ward member) stated that she had been approached by the objectors. Councillor Jones echoed the views expressed by the objector.

In responding to concerns raised by the objector, Angus Saunders stated that the principle of the development was acceptable and that the proposal complied with the London Plan and the Council's basement guidance. He added that construction issues would be addressed by Building Regulations but if members so wished additional conditions could be imposed to control further aspects of the development.

Members discussed the application and in approving the recommendations as amended, added an informative that the development of a Construction Management Plan be carried out in consultation with the local residents

DECISION: Granted planning permission as recommended subject to amendments to conditions 1, 6, 8 and 9 as set out in the supplementary report, the deletion of references to conditions for the preservation or planting of trees (page 99 of the report) and an informative for the development of a Construction Management Plan in consultation with the local residents.

(Voting was unanimous: For 6; Against 0).

9. 16/4174 Peel Precinct, 97-112 Carlton House, Canterbury Terrace, 8-14 Neville 09 Kilburn Close, 2 Canterbury Road & Peel Site Garages, London, NW6

PROPOSAL: Hybrid Application for the proposed redevelopment of the Peel site comprising Peel Precinct, 97-112 Carlton House, 8-14 Neville Close, 2 Canterbury Road & Peel site garages:

- Full planning application for the demolition of 2A Canterbury Road, 1-7 and 15-33 Peel Precinct and 8-14 Neville Close, and erection of four buildings (A, B, C and E) ranging between four to 16 storeys, plus part basement

comprising of 38 replacement affordable homes for existing South Kilburn secure tenants, 64 private sale units (38 x 1-bed, 47 x 2-bed, 13 x 3-bed and 4 x 4-bed units) new health centre (Use Class D1) with flexible first floor space (Classes A1/D1/D2), 3no A-class retail units at ground floor, associated landscaping, highways and public realm improvements (including new public space), private open space, associated car parking, cycle parking and servicing provision.

- Outline planning application with reserved matters (around Appearance, Landscaping, and Scale) for the demolition of 97-112 Carlton House, 34-57 Peel Precinct and Peel site garages, and erection of three buildings (D, F and G) ranging in height between up to 4 and up to 8 storeys provide up to 124 residential units comprising of 4 Affordable Housing units, and up to 120 private units, with associated landscaping, private open space, and cycle parking.

RECOMMENDATION: That the Committee resolve to GRANT planning permission subject to the prior completion of a legal agreement to secure the planning obligations set out in the report, delegate authority to the Head of Planning to negotiate the legal agreement and to issue the planning permission and impose conditions (and informatives) to secure the matters set out in the report.

Angus Saunders (Area Planning Manager) introduced scheme and answered members' queries. He informed members that the development would deliver a space for 3 GP practices but not 3 GPs to practice as stated in the main report (page 120 referred) and in referencing the supplementary report, he drew members' attention to amended condition 8.

In accordance with the provisions of the Planning Code of Practice, Councillor Conneely (ward member) stated that she had not been approached by the objectors. Councillor Conneely emphasised that the involvement of GP surgeries was key to the development and expressed concerns about the anticipated delivery date of 2023.

Mark Rowe (agent) addressed the Committee and urged members for their support for the scheme which he said would deliver a substantial number of homes, 3 GP practices, other A3 uses and infrastructure projects.

Richard Barrett (Director of South Kilburn Regeneration Project) clarified that if permission was granted, construction could commence by early next year with anticipated completion in 2021. He added that the scheme had received the support of NHS England however if the support was subsequently withdrawn, he would look to create additional affordable housing units following viability assessment. Richard Barrett clarified measures to ensure security and the position with existing leaseholders.

Members discussed the application during which they raised questions about the low take up rate, social rent, security, highways issues and whether an

independent consultant had looked into disability issues. Members heard from the agent and Richard Barrett that satisfactory meetings had been held with Secure by Design Officers, that there would be a crossing as part of the Carlton Vale Improvement scheme and although an independent consultant for disability had not been employed, disability guidance had been followed. The low take up was probably due to future marginal increase in service charges which were invariably higher in all new build properties however additional marketing would be undertaken.

DECISION: Granted planning permission as recommended subject to: referral to the Mayor of London there being no contrary direction from the Mayor of London; amended condition 8 as set out in the supplementary report; amendments to the Section 106 legal agreement heads of terms in respect of phased affordable housing review mechanism and securing the delivery of the medical centre with priority given to identified GP practices and consultation with the Chair to ensure that the wording accurately reflected the views of the Committee.

(Voting was unanimous: For 6; Against 0).

10. Any Other Urgent Business

None.

Note: At 10:00pm, the Committee voted to disapply the guillotine procedure to enable all applications to be considered on the night.

The meeting closed at 10.20 pm

S MARQUIS
Chair

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PART 1 DEVELOPMENT PRESENTATIONS

Introduction

1. This part of the agenda is for the committee to receive presentations on proposed developments, particularly when they are at the pre-application stage.
2. Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Advice to Members

4. These proposed developments are being reported to committee to enable Members of the committee to view them at an early stage and to comment upon them. They do not constitute applications for planning permission at this stage (unless otherwise stated in the individual report) and any comments made are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
5. Members of the committee will need to pay careful attention to the probity rules around predisposition, predetermination and bias (set out in the Council's Constitution). Failure to do so may mean that the Councillor will not be able to participate in the meeting when any subsequent application is considered.

Further information

6. Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Supplementary Report.

Public speaking

7. The Council's Constitution only provides for public speaking rights for those applications being reported to Committee in the "Applications for Decision" part of the agenda. Therefore reports on this part of the agenda do not attract public speaking rights.

Recommendation

8. The Committee is not required to make any decisions with respect to the reports on this part of the agenda. The reports are presented as background information.

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PRE-APPLICATION REPORT TO COMMITTEE

Planning Committee on 15 March 2017
Case Number 16/0445/PRE

SITE INFORMATION

RECEIVED: 2016

WARD: Dudden Hill

LOCATION: 370 High Road & 54-68 Dudden Hill Lane, London, NW10

SCHEME: The proposal is for a mixed use development consisting of 224 residential units, a supermarket, nursery, gym, café, workshops and amenity space.

APPLICANT: R55 Group

CONTACT: Colliers International

OFFICER: Barry Henn (South Team)

**LINK TO DOCUMENTS
ASSOCIATED TO
THIS APPLICATION** No plans as this is a pre-application item. Members will view a presentation at Committee.

SITE MAP
This map is indicative only



BACKGROUND

1. This proposed development is being presented to enable Members of the committee to view it before a planning application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
2. This is the first time that the proposed development has been presented to Members. To date, in accordance with the Planning Performance Agreement, there has been an initiation meeting between officers and the applicant, a site visit and two further meetings titled 'Place Making & Employment' and 'Retail and Transport'. The applicant has also sought pre-application advice from the Greater London Authority (GLA); the latter due to the fact the proposed development is referable to the GLA under the provisions of the Mayor of London Order 2008 for development which includes the provision of more than 150 units.

PROPOSAL and LOCATION

Proposal

3. The proposal in its current form seeks to create a mixed use development comprising 224 residential units and amenity space, affordable workspace, café, nursery, florist, supermarket and gym. The workspace and retail elements of the proposal would be located at ground floor level with the residential units located on the upper floors. Vehicular access to the site would be from the eastern side via Dudden Hill Lane. Pedestrian access would also be from this side of the site and on the western side to create a desire line through the site and improve connectivity. The proposal would have three main buildings above ground floor level with heights of nine, seven and five storeys. The residential units would have access to communal space at first floor level between the taller buildings.

Site and Surroundings

4. The site has an area of 0.93 hectares and is bounded by the Sapcote Trading Centre to the north; Colin Road to the south; Dudden Hill Lane to the east; and High Road to the west. The site is currently occupied by a number of industrial units including a heavy plant hire business, storage facilities for haulage equipment and scaffolding and a MOT station/Used car sales garage. There are three retail units located on the southern side of the site adjacent to the Colin Road/High Road junction. There is also a tyre garage located on Colin Road that does not form part of the site proposal.
5. The surrounding area comprises industrial units to the north, an undesignated shopping parade to the east and south and residential properties to the east, west and south. The site is also located within a Locally Significant Industrial Site (LSIS). Residential units in the form of two storey terraced properties are located on the southern boundary of the site on Colin Road. Residential properties are also found along Dudden Hill Lane and High Road. The height of the buildings in the area is generally two/three storeys however there are a number of examples of taller buildings located to the west on the approach to Church End and to the north-east on Dudden Hill Lane. The site is not located within a conservation area and does not contain any listed buildings.
6. The site has a Public Transport Accessibility Level (PTAL) of 5 with Dollis Hill underground station located approximately 160 metres to the north-east and regular bus services to Church End, Neasden and Willesden.

Planning History

7. No significant planning history attached to the site.

CONSULTATION

8. At this stage it is intended that the following will be consulted regarding any subsequent planning application:

Consultee:-

(Internal)

- Ward Councillors (Brent)
- Transportation (Brent)
- Environmental Health (Brent)
- Landscape Design (Brent)
- Tree Protection Officer (Brent)
- Sustainability Officer (Brent)
- Housing (Brent)
- Urban Design Officer (Brent)
- Planning Policy (Brent)
-

(External)

- Greater London Authority
- Transport for London (TfL)
- Secure by Design Officer (Met Police)
- All existing properties and addresses within 300m of the application site.

Community Engagement

9. The proposal is in the early stages of pre-application discussions however the applicant has begun the community engagement process. This has included a series of design and development workshops that have been held over the past 12 months. The key community leads/groups that have been met with are the Willesden Town Team, the Willesden New Testament Church of God and Citizens UK. Early concerns raised by the attendees focused on the impact on parking and construction traffic.

POLICY CONTEXT

10. The National Planning Policy Framework (NPPF) 2012. At the heart of the NPPF is a presumption in favour of sustainable development. Building a strong, competitive economy is of the core principles of the NPPF and paragraph's 21 and 22 are of relevance.
11. London Plan consolidated with alterations since 2011 (March 2016)
12. Mayor's Housing SPG
13. Development Management Policies, London Borough of Brent (2016) – adopted 21 November 2016
14. London Borough of Brent LDF Core Strategy 2010
15. Supplementary Planning Guidance 17 'Design Guide for New Development' (2002)

MATERIAL PLANNING CONSIDERATIONS

Issue 1

Locally Significant Industrial Site

16. The site is located within a Locally Significant Industrial Site (LSIS). Core Strategy (2010) Policy CP20, Development Management Policy DMP 14 and London Plan Policy 2.17 are of particular relevance.

17. Policy CP20 seeks to protect LSISs designated for industrial employment uses characterised by use classes B1, B2 and B8, or Sui Generic uses that are closely related. Policy DMP14 states that LSIS will only be released where it is a low quality employment site and would deliver specified wider benefits. The site is not identified in the Employment Land Demand Study as being of low quality and suitable for release. As such, the proposals are contrary to the Development Plan and such a proposal would be a departure from policy DMP14.

Issue 2

A1 Retail use in out of town centre location

18. The proposed A1 retail use is considered a main town centre use. The site is located outside of the designated town centres of Church End and Willesden which are located approximately 400 and 600 metres away respectively. Therefore the case will have to be made for this being a suitable site which sustains Brent's town centres in line with the NPPF and demonstrates compliance with the Development Plan and specifically the London Plan policy 2.15, Brent's Core Strategy policy CP 16 and Development Management Plan policy DMP2. The proposal would require a robust Retail Impact Assessment and the appliance of the Sequential Approach to Development.

Issue 3

Affordable Housing

19. London Plan policy 3.12 requires borough's to seek the maximum reasonable amount of affordable housing, taking account of a range of factors including local and regional requirements, the need to encourage rather than restrain development and viability. The policy requires borough's to take account of economic viability when negotiating on affordable housing.
20. Normally applicants' are required to demonstrate that the maximum reasonable amount of affordable housing is being provided in this scheme, and this would need to be tested through the submission of a financial appraisal submitted with any future planning application. In this case the applicant is proposing 65% of the units to be affordable in compliance with Brent's policy.

Issue 4

Scale, massing, height and impact on daylight and sunlight

21. London Plan policy 3.5 promotes quality in the design of housing developments. Policy 7.6 on 'Architecture' states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is regarded as being particularly important for tall buildings.
22. Policy 7.7 on tall buildings says that these should not have an unacceptably harmful impact on their surroundings, be located in areas of intensification and with good access to public transport, only be considered in areas whose character would not be adversely affected, relate well to existing urban grain and public realm, incorporate the highest standards of architecture and materials, have ground floor activities that relate positively to surrounding streets and make a significant contribution to local regeneration.
23. The proposal comprises a ground floor level principally occupied by workspace, retail and parking. Above are three angled residential blocks ranging in height from nine 5-9 storeys. The nine storey element is proposed on the High Road/Colin Road. Other than this element, the height parts of the development are located more centrally in the development.
24. In urban design and place making terms it is considered appropriate that the tallest elements of the scheme are located fronting onto the High Road/Colin Road part of the site. This responds to the existing urban grain and the fact that the main arterial route and pedestrian

access would be found in this part of the site. The buildings would then step down in height across to the opposite side of the site in response to the lower scale of predominantly 2/3 storey built form found along Dudden Hill Lane. The GLA have stated that although the development would be a change in scale to the existing terraced residential streets, it would not be considered a substantive change and is appropriate for an inner urban location.

25. In order to justify the height and scale proposed the applicant will need to demonstrate the highest quality of architecture, and that the scale proposed will not unacceptably impact on the surrounding environment and residential amenity. To this end daylight and sunlight conditions will need to be tested for existing surrounding buildings and a sample of proposed residential units. The findings of this will need to be presented and fully considered with any future planning application within a formal assessment and report for further consideration.
26. A detailed townscape and views assessment will also need to be submitted with any application to consider the impact of a proposal of this scale on the existing built environment. This will need to include long views of the site from the different approach roads.
27. The applicant will be required to demonstrate the scheme's level of compliance with the 30 and 45 degree tests, as set out in Supplementary Planning Guidance 17 'Design Guide for New Development'. These tests seek to ensure the scale of new development is appropriate to its context, and that it does not unacceptably harm the amenity of surrounding occupiers. The applicant is also required to demonstrate in their planning application compliance with SPG17 separation distances, and where a 20m separation between directly facing windows is not achieved provide sufficient justification for this, or demonstrate that through careful design considerations this can be mitigated against.

Issue 5

Public Realm

28. An area of public space is proposed between the workspace and retail elements on the western side of the site. This is welcomed in principle and provides the opportunity for public realm benefits and improvements to the site and wider area. However at this stage there are concerns that the same level of detail and place making has not been afforded to the car park area. There is a desire to create a link between Dollis Hill underground station and Church End.

Issue 6

Transportation

29. It is proposed that car parking will be provided for the supermarket with limited parking for the residential use (accessible parking only). The parking and servicing is being reviewed including surveys being undertaken by the applicant.

Planning Obligations

30. In accordance with the Councils Planning Obligations SPD, the proposal would be likely to attract the following obligations to mitigate the impact of the development:
 - Affordable Housing.
 - Employment and training opportunities during construction and operation phases
 - Car-Parking Permit Free development to remove the rights of residents to apply for parking permits in the surrounding roads in the vicinity of the site,
 - Energy - Achieve a 35% reduction in CO2 emissions beyond the 2013 Building Regulations and to provide a carbon off-set contribution of (amount to be agreed) to be used towards on / or off-site improvements related to carbon reduction to off-set any shortfall below the target 35%.
 - Submission and approval of a commercial and residential Travel Plan to score a PASS rating under TfL's ATTruTE programme prior to first occupation fully implement the

approved plan for the lifetime of the development thereafter. Submission of a Delivery & Servicing Plan for the workspace and retail elements

- Undertaking of on and off site highway works through an agreement under S38/S278 of the Highways Act 1980

Community Infrastructure Levy (CIL)

31. The proposed development would be CIL liable development. The amount of liability this would attract will be confirmed at a later stage when the precise quantum of development is known.

Conclusion

32. Members should note that the above development is still in the pre-application stage and that additional work remains to be carried out.

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PRE-APPLICATION REPORT TO COMMITTEE

Planning Committee on **15 March 2017**
Case Number **16/1537/PRE**

SITE INFORMATION

RECEIVED: 2016

WARD: Wembley Central

LOCATION: 500 High Road, Wembley, HA9 7BH

SCHEME: Proposed demolition of existing building and proposed erection of a part 9 and part 11 storey mixed use building containing 360sqm of commercial floorspace (use class A2) on the ground floor and comprising 74 residential units (9x studio, 20x 1 bed, 27x 2 bed and 18x 3 bed) on the upper floors

APPLICANT: Brimelow McSweeney Architects

CONTACT: Mr Stephen Donnelly

OFFICER: Toby Huntingford (North Team)

LINK TO DOCUMENTS No plans as this is a pre-application item. Members will view
ASSOCIATED TO a presentation at Committee.
THIS APPLICATION

SITE MAP
This map is indicative only



BACKGROUND

1. This pre-application submission for a new mixed use development is being presented to enable Members of the committee to view it before any subsequent applications are submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent revised application and the comments received as a result of consultation, publicity and notification.
2. This is the first time the proposals shown within this submission have been presented to Members.

PROPOSAL and LOCATION

Proposal

3. The proposal is for the demolition and rebuilding of the building to the rear of 500 High Road which currently houses a commercial unit (Jobcentre).
4. The proposal incorporates:
 - 74 new flats situated within a part 10 and part 12-storey building located to the rear of 500 High Road, on the corner of Elm Road and St John's Road;
 - 360sqm of commercial floorspace will be provided (Use Class A2 – Jobcentre) at ground floor;
 - Retention of retail store fronting Wembley High Road (Boots).

Proposed residential mix

5. The following residential mix is proposed:

Private Market Housing (68% of total):

9x studio
12x 1 bed
19x 2 bed
10x 3 bed

Affordable Housing (32% of total):

8x 1 bed (5x Affordable Rent and 3x Shared Ownership)
8x 2 bed (5x Affordable Rent and 3x Shared Ownership)
8x 3 bed (6x Affordable Rent and 2x Shared Ownership)

Overall Tenure Split on Affordable Housing = 67:33 (Affordable Rent: Shared Ownership)

Car parking and cycle storage

6. With the exception of five disable spaces and one car club space along the service access part of Elm Road fronting the development, no additional car parking is proposed. A cycle storage room and bin storage room (which can be accessed from the street) are proposed to be contained within the ground floor of each of the two residential cores.

Site and Surroundings

7. The site contains a two storey red brick building containing a Jobcentre retail unit. The building is located on the corner of St John's Road and Elm Road just inside the boundaries of Wembley Town Centre. The site also includes a retail unit (Boots) that fronts Wembley High Road on the south side of the site; however this part of the site is not part of the proposed redevelopment.

8. To the south of the site is Wembley High Road and the Wembley Central development on the opposite side of the High Road. To the north of the site fronting Elm Road is a terrace of houses (some converted to flats) and a Hotel (Elm Road Hotel) within the first 5 buildings of the terrace. To the east of the site is a 5 storey residential development (approved in 2008 – Ref: 07/3058) that immediately borders the site without a break in the frontage. To the west of the site on the opposite side of St John's Road is a parade of secondary shopping frontage within Wembley Town Centre. There is not significant footfall and a more residential character prevails.
9. The site is not within a conservation area, however is within the Wembley Town Centre boundary and is subject to the policies within the Wembley Area Action Plan.

Planning History

10. There is no relevant planning history for this property

CONSULTATION

11. In accordance with the National Planning Policy Framework and Brent's Statement of Community Involvement the developer is required to engage with the local community whilst developing their proposals for the site. No details on such consultation have yet been provided, however this will be expected as part of a full application.
12. The proposals to date have been subject to internal consultation with the Council's Planning Policy department, Transport officer, Regulatory Services and Urban Design officer.
13. The following will be consulted regarding any subsequent planning application:

Consultee:- (Internal)

- Ward Councillors for Wembley Central (Brent)
- Transportation (Brent)
- Environmental Health (Brent)
- Landscape Design (Brent)
- Heritage & Conservation officer (Brent)
- Tree Officer (Brent)
- Housing (Brent)
- Urban Design Officer (Brent)
- Flood/drainage engineer (Brent)

(External)

- Secure by Design Officer (Met Police)
- Thames Water
- Greater London Authority (GLA)
- Transport for London (TfL)

- All existing properties and addresses within 100m of the application site.

(N.B. This is not a final list and is subject to further review/change should any formal planning application be submitted)

POLICY CONTEXT

14. The National Planning Policy Framework (NPPF) 2012. At the heart of the NPPF is a presumption in favour of sustainable development. Building a strong, competitive economy is of the core principles of the NPPF and paragraph's 21 and 22 are of relevance.

15. London Plan consolidated with alterations since 2011 (March 2016)
16. Mayor's Housing SPG
17. Development Management Policies, London Borough of Brent (2016) – adopted 21 November 2016
18. London Borough of Brent LDF Core Strategy 2010
19. Supplementary Planning Guidance 17 'Design Guide for New Development' (2002)
20. Wembley Area Action Plan (2015)

MATERIAL PLANNING CONSIDERATIONS

21. The main issues relevant to this proposal that the Committee should be aware of at this stage are:
 - Principle of development
 - Scale, height, massing and design of the development within its local context
 - Design and layout
 - Quality of residential accommodation
 - Affordable housing provision
 - Impact on amenities of neighbouring properties
 - Transport
 - Environmental health

Issue 1

Principle of development

22. Although covered by the Wembley Area Action Plan (WAAP), the site is not specifically allocated for development. It is within the boundary of a town centre but not within either the primary or secondary frontage (other than the retail unit to the front which is not proposed to be redeveloped). In addition, the site is identified as being sensitive to tall buildings in the WAAP.
23. The principle of residential above commercial/town centre use in this location (within the boundary of a town centre) is consistent with Brent Local Plan policy as well as national policy. The location has a high PTAL score (6a), so there is logic in increasing development density in an area that also has good accessibility to facilities and employment. The ground floor is not within either a primary or secondary frontage, but the proposed commercial use helps animate the ground floor and gives what is a side street within the town centre some interest, as is currently the case.

Issue 2

Scale, height, massing and design of the development within its local context

24. The site is located in an area defined as being 'Sensitive to Tall Buildings' in the WAAP. Policy WEM5 does preclude tall buildings in this location but requires the highest architectural quality and key views assessment to support the proposal. The site is near Central Square and from the south have this as a backdrop. Views from surrounding areas will have an increasing number of taller buildings either in the foreground or the background though it is noted that the existing context to the north is lower rise development.
25. National policy and the Mayor's initial comments on the London Plan review identify public transport nodes as preferred areas in which to maximise additional development opportunities. In moving forward with the Local Plan, the area is likely

to be prioritised for such opportunities and could be subject to substantially more change than identified in the WAAP in the future.

26. In seeking to justify the height, the applicant points to local precedents including King Edward Court (03/3727) which forms a similar bookend at the opposite end of Elm Road. The difference with this site is that it fronts a principal movement corridor in the area and the application site does not. It is recognised that the corner location of the site does help support a taller building but it is considered that the height as proposed is too high. The development is not considered to not reflect lower order role of St John's Road and existing 2 storey housing in the immediate locality. It also noted that there has been no character and context analysis performed in line with the GLA's SPD and London Plan Policy.
27. In terms of the design and architecture, the visualisations show little articulation and does not demonstrate the highest architectural quality as required by policy WEM5. It is noted that the proposed location will not impede protected views of the stadium, as demonstrated within the pre-application submission materials.

Issue 3

Design and layout

28. At present, the extent of inactive frontage at ground floor level is undesirable. It is understood that there have been instances of antisocial behaviour and fly tipping in this area. It is considered that a proposal which creates more activity and incorporates windows to provide natural surveillance may help address these existing problems.
29. The proposed design reduces the frontage given to the A2 use but the overall design will see more activation of the frontage, with two separate entrances to the development:
 - St John's Road entrance providing access to the core serving the affordable units; and
 - Elm Road entrance providing access to the core serving the private market units.

The general layout of the immediate core entrance is similar for both, with access to two lifts, the stairs, plant rooms, bikes and bin stores being the immediate ground floor facilities. The lobby for the private market unit entrance is larger which is considered acceptable given that this core provides access to a significantly greater number of units. However, it is noted that the affordable entrance is provided from the street through a single door whilst the market entrance is provided from the street through a set of double doors. It is important that the entrances are equivalent in terms of their prominence from the street and the design should be revised to reflect this. In addition, the layout of the lobby to the affordable block is not very usable and should be reviewed.

30. The design will necessitate removing the existing servicing access to the Boots shop on the High Road. This is proposed to be re-provided within this development, with a new service access being provided along the Elm Road frontage.
31. The arrangement of the frontage along Elm Road and St John's Road will be altered considerably, with access to two separate bin stores (one for each core) for refuse collection, bike stores, Boots goods access, the two core entrances and the main retail unit access all immediately fronting Elm and St John's Roads. The plans indicate that all of these accesses will be glazed to activate the frontage, although the levels of activity that would be present within each part of the frontage are likely to vary. Careful consideration will need to be given to the design at ground floor to ensure the street environment is acceptable.

32. Five disabled parking bays and a car club bay are to be provided along the service road portion of Elm Road, which immediately fronts the north side of the development.
33. The private market core provides access to eleven upper floors of flats, with each floor containing four flats in a varied mix. The eleventh floor solely contains a 3 bedroom 'penthouse' style flat with a large terrace surrounding it. The affordable core provides access to nine upper floors of flats, containing between two and three flats per floor in a varied mix. The ninth floor solely contains a 3 bedroom 'penthouse' style flat with a larger terrace surrounding it.

Issue 4

Quality of residential accommodation

34. All residential units will need to be compliant with London Plan space standards, and the Part M2 criteria in relation to accessible and adaptable housing, expressed in the nationally prescribed optional housing standards.
35. Most flats have a balcony providing outlook to the east, west or south. The penthouse flats have large terraces. Further communal amenity space is provided in the form of an elevated garden across the first and second floors (approx. 420sqm). The garden includes a sizeable children's play area to accord with the Mayor's Play and Informal Recreation SPG 2012. All flats without a balcony have a small part of the garden apportioned for their use meaning that all flats have some provision of private outdoor amenity space. The garden will be enclosed within the development and is surrounded by approximately 10 additional floors of the building on the north and west sides. The building is also enclosed by the rear of the retail units along the High Road on the south side. The flats with south and east facing balconies overlook this garden space. The overall quantum of amenity space equates to approx. 1300sqm, which is significantly below the required amount of 2020sqm in accordance with SPG17 standards. It is also noted that the communal gardens will have a fairly enclosed character by virtue of the scale and immediacy of surrounding buildings.
36. Whilst weight is given to the town centre location and proximity to transport links, it is considered that the shortfall in overall amenity space provision is significant. There is no public green space present in a close proximity. Consideration will need to be given to ways to help offset this shortfall which may include increasing the internal standard of living of flats by ensuring they notably exceed the London Plan minimum standards.
37. Most residential units will benefit from a good level of outlook, with the number of dual aspect units maximised and the few single aspect units that are present being no larger than one bedroom flats and providing east or west facing outlook which is considered acceptable. Some of the studio flats have a problematic outlook and this will be looked to be addressed as part of a full application.
38. Policy CP21 of Brent's Core Strategy 2010 seeks for 25% of units to be family sized (three bedrooms or more). The proposal achieves 24% family sized units, so is broadly policy compliant.

Issue 5

Affordable housing provision

39. London Plan policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing, taking account of a range of factors including local and regional requirements, the need to encourage rather than restrain development and viability. The policy requires boroughs to take account of economic viability when negotiating on affordable housing, and other individual circumstances.

40. Adopted DMP policy DMP 15 confirms the Core Strategy target (policy CP2) that 50% of all new homes in the borough will be affordable. The maximum reasonable amount will be sought on sites capable of providing 10 units or more. 70% of new affordable housing should be social/affordable rented housing and 30% intermediate housing at affordability levels meeting local needs. Where a reduction to affordable housing obligations is sought on economic viability grounds, developers should provide a viability appraisal to demonstrate that schemes are maximising affordable housing output.
41. London Plan policy 3.12 says that the maximum reasonable amount of affordable housing should be sought when negotiating on schemes and that negotiation should take account of their individual circumstances including development viability.
42. Within the supplied pre-application materials, reference is made to this development achieving 35% affordable housing which is regarded as consistent with the Mayor's requirements. This refers to the draft of the GLA Housing SPG which this borough has yet to comment or set out its position on this. Notwithstanding the content of the SPG, the London Plan policy is one that seeks to maximise affordable housing provision, with a Brent target as set in the Core Strategy and recently reinforced with the adoption of the Development Management Policies of 50%. The Local Plan also seeks 25% of dwellings to be 3 bed or more (the application just falls short), as well as seeking a minimum 20 sqm of amenity space per dwelling.
43. In terms of assessment against Brent's local policy, the current proposal is to deliver a minimum level of 32% affordable housing (when counting units) within the development. The affordable offer would consist of 8x 1 bed flats, 8x 2 bed flats and 8x 3 bed flats. This falls significantly short of Brent's 50% target.
44. The affordable units have a tenure split of 67% affordable rent and 33% shared ownership, which is broadly in line with Brent's 70:30 target tenure split within DMP15. The provision of a 75:25 tenure split on the 3 bedroom flats is welcomed as it increases the provision of family sized units for affordable rent, for which there is a strongly identified need within the borough.
45. Weight is given to the fact that it may be unviable to deliver 50% affordable housing within this development and as such a Financial Viability Assessment (FVA) will be undertaken at full application stage to test whether the affordable housing proposed is in keeping with the development viability. Based on the findings of the FVA, the planning department may consider it necessary to negotiate with the developer to achieve a more attractive affordable housing offer before any consent is granted.

Issue 6

Impact on amenities of neighbouring properties

46. The proposed building has been designed so as to not project beyond the established rear building line of the building to the east along Elm Road (07/3058). The rear of the new development along the St John's Road frontage is set in 9m from this eastern boundary . The acceptability of this relationship will require further consideration and it is likely that additional information will be required to show how this relationship works.
47. The plans identify other nearby habitable room windows (such as those above the primary shopping frontage on the High Road), and the plans make clear that more than 20m of separation distance is established between facing habitable rear windows in these instances.
48. The wider impact of a building of this height cannot be assessed using the Council's amenity impact standards (within SPG17). We will therefore require the developer to undertake a daylighting and sunlight assessment to ascertain the wider impact of this proposal on surrounding premises, at different times the day and year. The findings of

this report will be taken into account as part of a full application assessment. If it is found that significant losses of amenity would occur as a result of this development, then this impact will need to be weighed against any other benefits or drawbacks of this proposal to consider if the overall development is acceptable.

Issue 7 Transport

49. The site is located within Wembley town centre, so is within a Controlled Parking Zone and has excellent access to public transport services. Car-free housing is therefore promoted and the absence of any car parking for the flats is welcomed, as long as a 'car-free' agreement to remove the rights of future residents is secured by condition.
50. The cycle stores will need to satisfy London Plan standards so will need to accommodate 119 bikes. The refuse stores are well positioned to allow easy access by Brent's contractors and they will need to accommodate 16 Eurobins in total.
51. Although standards would allow two car parking spaces for a shop, the absence of any parking for the retail unit is acceptable in this town centre area, given the availability of nearby public parking.
52. Further clarity is sought from the applicant with regard to servicing of the proposed retail unit and the Boots (A1) unit. Loading from the adjoining streets (High Road, St. John's Road or the Elm Road service road) would be obstructive. An off-street loading area for deliveries to the proposed retail unit and Boots is therefore required and this can be accessed from either the rear service road or St. John's Road.
53. A publicly accessible bicycle stand should be provided, but as there is no external area around the building, this will need to be funded for provision on the footway fronting the commercial unit within a full application.
54. It will be important for the applicant to provide a Transport Statement and Travel Plan Statement with a full application to ensure a full consideration of wider transport impact. The Travel Plan will need to include a promotion of local Car Clubs to future residents, including subsidised membership.

Issue 8 Environmental Health

55. Key considerations are noise insulation for residents given the proximity to commercial premises, impact on air quality, construction noise and dust, asbestos and the potential for light pollution from any external lighting.
56. The abovementioned concerns will be addressed as part of a full planning application with planning conditions or informative notes as appropriate. The noise insulation will be addressed through requirements for:
 - Adherence to (and a test of) the relevant British Standards for sound insulation;
 - The submission of an air quality impact assessment to consider the air quality impact building works and the operations of the building will have on local air quality and future residents;
 - The submission of an air quality neutral assessment in accordance with GLA guidance;
 - A construction method statement to detail measures that will be taken to control dust, noise and other environmental impacts of construction , and;
 - A lighting spillage plan to demonstrate that the external lighting from the new development will not impact on the surrounding residential premises.

OTHER CONSIDERATIONS

57. A detailed energy/sustainability strategy would need to be submitted as part of any subsequent full application to demonstrate compliance with the Mayor's strategy of Be Lean, Be Clean, Be Green, as well as London plan policies relating to reduction carbon emissions and renewable energy, in accordance with London Plan policy 5.2.

58. In view of the height of the development as proposed, the scheme is referable to the GLA under the provisions of the Mayor of London Order 2008.

PLANNING OBLIGATIONS

59. If approved, planning obligations under a Section 106 agreement will be necessary to secure and monitor certain aspects of the development. With the information available at present, it is likely that a Section 106 agreement will be needed for the following aspects:

- The delivery of affordable housing - it may be deemed necessary to review the viability of the development and to alter the affordable housing provision accordingly throughout the development process as part of this agreement.
- To enable the development of the proposal to improve the training and employment of Brent residents.
- To secure and monitor a travel plan.
- To secure funding for the provision of a publically accessible cycle stand on the public footway fronting the commercial unit.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

60. This would be development that is liable for Mayoral and Brent CIL. The level of liability that this would attract will be confirmed at a later stage when the precise quantum and form of proposed development is known.

CONCLUSIONS

61. Members should note the above development is still in the pre-application stage and that additional work remains to be carried out prior to the submission of any subsequent planning application.

PART 2 APPLICATIONS FOR DECISION

Introduction

1. In this part of the agenda are reports on planning applications for determination by the committee.
2. Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Material planning considerations

4. The Committee is required to consider planning applications against the development plan and other material planning considerations.
5. The development plan for Brent comprises the following documents:
 - London Plan March 2016
 - Brent Core Strategy 2010
 - Brent Site Specific Allocations 2011
 - West London Waste Plan 2015
 - Wembley Action Area Plan 2015
 - Sudbury Town Neighbourhood Plan 2015
 - Saved 2004 Unitary Development Plan Policies 2014
6. Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken.
7. Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
8. Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
9. Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that

adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.

10. In accordance with Article 35 of the Development Management Procedure Order 2015, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
11. Members are reminded that other areas of legislation cover many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
 - **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by **Highways Legislation**.
 - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the **Party Wall Act**.
 - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

Provision of infrastructure

12. In accordance with Policy 6.5 of the London Plan (2015) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund CrossRail. Similarly, Brent Council's CIL is also payable. These would be paid on the commencement of the development.
13. Brent Council's CIL provides an income stream to the Council to fund (either in whole or in part) the provision, improvement, replacement, operation or maintenance of the following types of new and existing infrastructure:
 - public realm infrastructure, including town centre improvement projects and street trees;
 - roads and other transport facilities;
 - schools and other educational facilities;
 - parks, open space, and sporting and recreational facilities;
 - community & cultural infrastructure;
 - medical facilities;
 - renewable energy and sustainability infrastructure; and
 - flood defences,
14. except unless the need for specific infrastructure contributions is identified in the Section 106 Planning Obligations Supplementary Planning Document or where section 106 arrangements will continue to apply if the infrastructure is required to make the development acceptable in planning terms.
15. Full details are in the Regulation 123 List is available from the Council's website: www.brent.gov.uk.

16. Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through a section106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

Further information

17. Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Supplementary Report.

Public speaking

18. The Council's Constitution allows for public speaking on these items in accordance with the Constitution and the Chair's discretion.

Recommendation

19. The Committee to take any decisions recommended in the attached report(s).

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

15 March, 2017
05
16/3408

SITE INFORMATION

RECEIVED	2 August, 2016
WARD	Tokyngton
PLANNING AREA	Brent Connects Wembley
LOCATION	1-129 INC, RAGLAN COURT, Empire Way, Wembley, HA9 0RE
PROPOSAL	Erection of roof extension comprising 2 additional floors over Block A and Block B to provide a total of 72 additional self-contained flats (36 x 1bed on each Block) with associated landscaping, ancillary servicing and plant, cycle parking and associated works
APPLICANT	Reading Residential Ltd
CONTACT	Dalton Warner Davis LLP
PLAN NO'S	Please see condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_129546</p> <p><u>When viewing this as an Hard Copy</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "16/3408" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

RECOMMENDATION

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction
 - C. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Payment of legal and professional costs
 - b) Provision of Affordable Housing and review mechanism
 - c) Notification of commencement
 - d) Implementation of submitted Travel Plan
 - e) Training and employment plan targetting Brent residents
 - f) That the new units are parking permit restricted, including the submission of details prior to occupation setting out the formal naming and numbering of the new units
 - g) Any other planning obligation(s) considered necessary by the Head of Planning
 2. That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.
 3. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

 1. Time Limit for commencement
 2. Approved drawings/documents
 3. Membership of Considerate Constructors Scheme
 4. Provision and retention of parking, cycle parking, etc
 5. Approval of external materials
 6. Approval of landscape details
 7. Implementation of the proposed noise mitigation measures
 8. Approval of Construction Method Statement
 9. Approval of emissions levels for boilers
 10. Approval of any external lighting
 11. Approval of parking management and allocation plan
 12. Any other planning condition(s) considered necessary by the Head of Planning

Informatives

 1. Community Infrastructure Levy
 2. Photographic survey of highway for damage prior to commencement
 3. Party Wall Act
 4. Any [other] informative(s) considered necessary by the Head of Planning
1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 2. That, if by 3 months of the committee date (14th June 2017) the legal agreement has not been

completed, the Head of Planning is delegated authority to refuse planning permission.

3. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

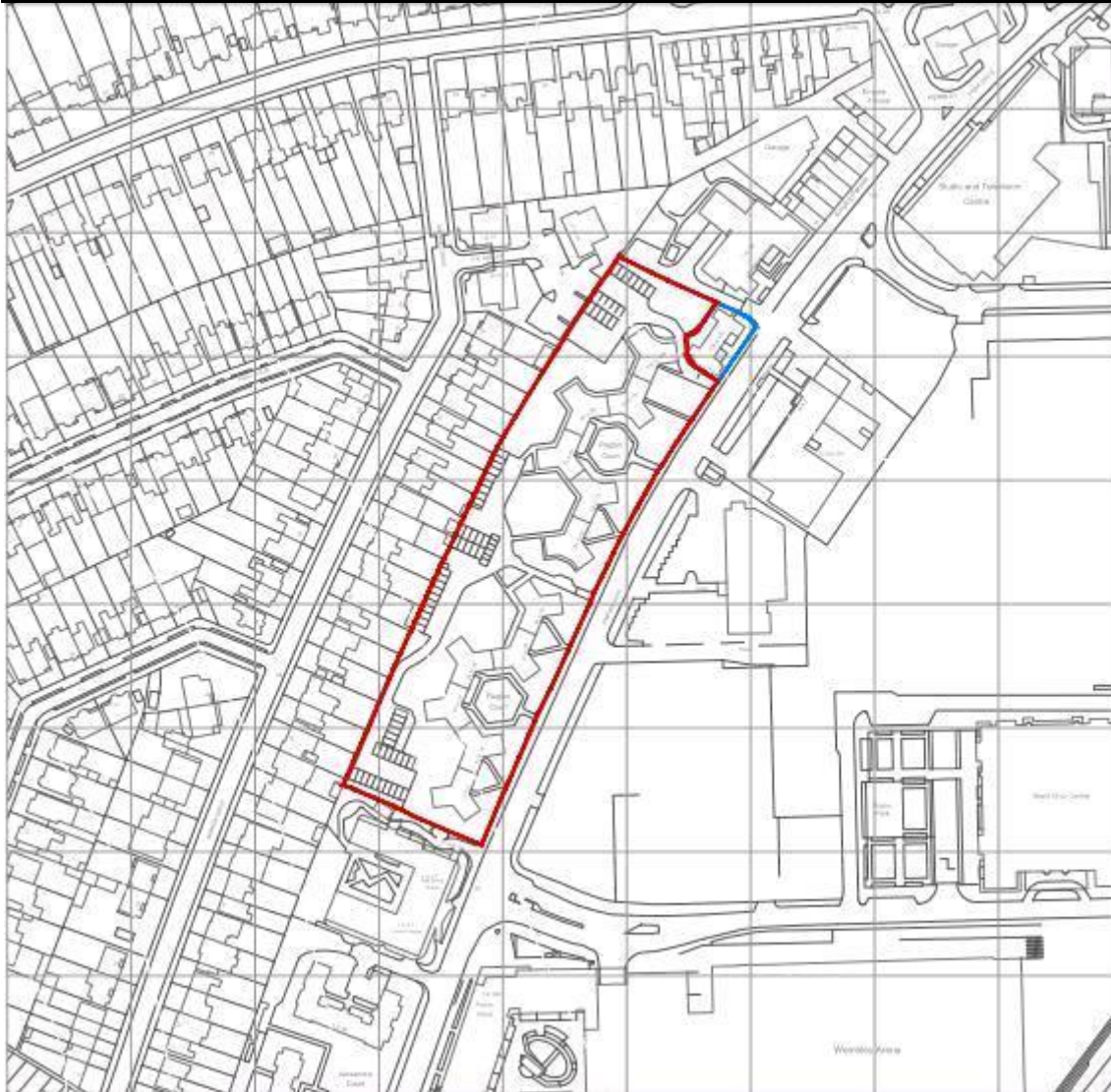
SITE MAP



Planning Committee Map

Site address: 1-129 INC, RAGLAN COURT, Empire Way, Wembley, HA9 0RE

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This map is indicative only.

PROPOSAL IN DETAIL

The provision of 72 new flats within two additional storeys above Blocks A and B is proposed. The proposed mix of units comprises 36x1 units above Block A and 36x1 bed units above Block B. The overall resultant mix (i.e. existing and proposed) would be 72x1 beds (40%), 84x2 beds (46.6%) and 24x3 beds (13.3%).

The Proposed Development will provide two separate children's play areas located at the rear of Raglan Court. All new flats will have 6.7sqm of private amenity space in the form of recessed balconies.

EXISTING

Raglan Court is situated on the western side of the Empire Way between the junctions of Fulton Road and Engineers Way. The site backs on to the rear garden areas of a row of semi-detached dwellings fronting Manor Drive. On the opposite side of the road, the site faces the former Palace of Arts site, the Quality Hotel and former Dexion House.

Raglan Court is not within a conservation areas nor is it a listed building. The site is located directly adjacent to (but not within) the Wembley Regeneration Area.

The site occupies 1.48ha and consists of two three storey residential blocks (Blocks A and B) each arranged around a hexagonal courtyard. Both blocks have a pair of 'Y' shaped wings which extend along the site frontage.

Blocks A and B contain 108 residential units of which 92 are two bedroom and 16 are three bedroom.

The design of the buildings is typical of a 1920s style flatted development and comprises red brick and tiled roof material. Blocks A and B are set back from Empire Way in a well landscaped frontage.

A three metre wide access road runs between Blocks A and B and provides access to residential parking comprising 59 garages and 21 marked hard stand spaces. A second 4 metre wide access point is located adjacent to the Ladies Block and provides access to 24 garages and 5 marked hard stand bays.

SUMMARY OF KEY ISSUES

Principle of proposed development: The general principle of the provision of additional residential accommodation at Raglan Court is considered acceptable given that the site and surrounding buildings are residential in their nature.

Representations received: A petition against the proposal containing 44 signatures from 33 different properties was received. Additionally, 8 representations objecting to the proposal were also received. Points raised include: design and scale of development; transportation issues; impact of development.

Design and Scale: The scale and massing of the proposed extensions are considered to be appropriate in the context of the surrounding built environment, mediating between the suburban dwellings to the west and the high density development to the east.

Housing mix and Affordable housing: Proposal is for 72 x 1bed units with affordable housing provision of 11 units (15.3%). The resulting housing mix (including the residential dwellings that already exist within the buildings) is considered to be in accordance with the Wembley Area Action Plan. The proportion of Affordable Housing is considered to represent the maximum reasonable proportion, despite being considerably lower than the 50 % target, given the unusually high build costs of this type of development and the viability of the scheme has been tested during the course of the application.

Quality of accommodation: All of the proposed units exceed the minimum sizes set out in the London Plan and Brent Policy.

Impact on residential amenity: The relationship between the proposed developments and all surrounding properties is considered to be acceptable due to the separation distances involved, according with Supplementary Planning Guidance No. 17.

Sustainability and energy: The scheme will achieve a reduction of 35% CO2 reduction in accordance with Policy 5.2 of the London Plan.

Highways: There are no objections on transportation grounds to the proposed development given the public transport accessibility of the site.

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				4796	4796

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)		92	16							108
EXISTING (Affordable Rent Flat)										
EXISTING (Flats û Intermediate)										
PROPOSED (Flats û Market)	61	92	16							169
PROPOSED (Affordable Rent Flat)	6									6
PROPOSED (Flats û Intermediate)	5									5

RELEVANT SITE HISTORY

Consent was granted in 2010 for a two storey extension to the roof of the existing buildings to provide 56 flats and an additional 7 flats within the "Ladies block". This consent was technically commenced and therefore remains extant:

06/3591 – Granted 01/06/2010

Erection of fourth-floor and roof extension to Block A to form 28 additional self-contained flats, fourth floor and roof extension to Block B to form 28 additional self-contained flats, fourth floor and roof extension, four storey rear extension and internal alterations to Ladies Block to form 7 additional self-contained flats, 2m² additional retail floorspace at ground-floor level and new disabled-access ramp, alterations to widen vehicular access to site, demolition of 11 existing garages, provision of 47 car-parking spaces including 5 disabled bays, 70 cycle-parking spaces, refuse and recycling store, alterations to amenity space and landscaping and subject to a Deed of Agreement dated 20th May 2010 under Section 106 of the Town and Country Planning Act 1990, as amended

CONSULTATIONS

Site Notice: 22nd September 2016

Press Notice: 8th September 2016

1055 nearby and adjoining owner/occupiers were notified of the development 5th September 2016.

A petition against the proposal containing 44 signatures from 33 different properties was received. Additionally, 8 representations objecting to the proposal were also received.

1 neutral comment was received specifying that a detailed method statement and programme setting out management measures that would be required/necessary to address the potentially significant impacts on the existing residents, including restricted start and completion times, any decanting that may need to take place (e.g. in association with the structural work is required to the roof over the top floor flats), etc.

Works above existing buildings can be highly disruptive for existing residents. However, the impacts of construction cannot generally be controlled through planning. Nevertheless a Construction Method Statement has been recommended to be secured through condition, which is often considered necessary where significant construction takes place in close proximity to existing residents. Membership and adherence to the Considerate Constructors Scheme is also recommended. The level of control afforded through planning does not extend to the measure that are suggested within the comment. For example, the hours of construction are controlled through separate legislation, whilst if the proposed development required works that directly affected the existing flats (e.g. if ceilings were to be removed with the roof) then the developer would need to resolve through appropriate legal channels. Granting planning consent for the proposed development would not convey legal rights to undertake works to property that another party has legal rights over (e.g. a leaseholder of a flat within the existing block).

The objections raised the following issues:

Objection	Response
Loss of light, privacy and outlook	The impact of the proposal on surrounding properties has been assessed in the report in paragraphs 33-41 and is found to be acceptable, according with the Council's guidance.
Size and design of building not in keeping with residential character	Officers consider that the design, scale and height of the proposal to be acceptable for the reasons discussed in paragraphs 9-18 of the report below.
Traffic congestion and pedestrian safety concerns	The impact on traffic of the development has been assessed by the transportation team and the proposal is not considered to result in significant additional vehicle movements or compromise pedestrian safety. Please see paragraphs 48-57.
Adverse effect on parking	Parking has been assessed by the transportation team, with parking levels considered to be acceptable. This is discussed in paragraphs 49-52 below.
Development will add to stress on public amenities like schools, parks and council services	Through the Community Infrastructure Levy, the development will contribute to the cost of the infrastructure it will rely upon.
Considerable disruption will be caused to existing residents with concerns over health and safety	A Construction Method Statement is recommended to be secured through condition to minimise potential disruption. However, works above existing buildings are typically disruptive by their very nature. Health and safety is controlled through separate legislation.
Additional storeys without a lift could cause issues for future occupants	It is not mandatory to add a lift under the building regulations Part M for a building of this height.
Will add to existing significant noise levels	Subject to a condition Environmental Health officers have no objection in relation to noise. This is also controlled through the building regulations.
Will interfere with satellite reception	There is no reason to believe that the proposed development will have a significant impact on TV reception given the separation from adjoining properties and the extent of the increase in height.

Consultees

Environmental Health

No objection subject to conditions relating to noise, construction noise and dust, and air quality.

POLICY CONSIDERATIONS

National

National Planning Policy Framework 2012

Regional

London Plan consolidated with alterations since 2011 (March 2016)

Local

Brent Local Plan 2016

Brent Core Strategy 2010

Wembley Area Action Plan 2015

SPG17 - Design Guide for New Development

DETAILED CONSIDERATIONS

1. Principle of the Proposed Development

2. The site lies within the Wembley Park Corridor as identified in the Wembley Area Action Plan (WAAP) 2015. The WPC policy allocation supports residential development, although it is emphasised that development in the WPC area must operate as a physical transition in scale and character between the suburban development to the West and the large development in the wider Wembley Park Regeneration Area to the East.
3. London Plan policy identifies Wembley as an opportunity area, and the site is within the designated Wembley Opportunity Area which has been identified as having the capacity to deliver 11,500 new homes and 11,000 jobs.
4. The extant permission (06/3591) for two additional floors providing residential units at Raglan Court is also a material consideration in the determination of this application.
5. Given the residential nature of the site, the site's history and Policy allocation, the principle of additional residential development in this location is considered to be acceptable.

6. Design and Scale

7. Density

8. Taking into consideration the existing 108 units within Blocks A and B, the proposed development would result in an overall total of 180 units. This equates to a density of 129 units per hectare and 484 habitable rooms per hectare based on the net residential site area. The development is therefore within the indicative range of the London Plan (140 to 405 units per hectare and 650-1100 habitable rooms per hectare). The proposed development is below the London Plan range. However, this is not considered to constitute the sub-optimal use of the land as the proposal involves the construction of units above an existing building rather than the comprehensive redevelopment of the site and the ability to provide additional density is therefore limited.

9. Scale

10. The scale and massing of the proposed extensions to Blocks A and B are considered to be appropriate in the context of the surrounding built environment. The development is proposed to result in a building that is of a scale between the 2 storey houses which front Manor Drive to the west of the site and the 10 storey Quality Hotel, 9-18 storey Dexion House and Quintain Plot NW01 to the east of the site with 9 storeys fronting Empire Way.
11. Due to the slope of the site, the increase in height from natural ground level is varied between the buildings, although it should be noted that the increased heights from the existing buildings are consistent.
12. The scale and massing of the scheme at five stories in height is therefore appropriate in the context of the surrounding built environment, mediating between the suburban housing to the west and high density development to the east. The modest increase of 1.4m above the previously approved scheme is not considered to result in any adverse impacts.
13. The minimum setback distance of Blocks A and B of 6 metres from the Empire Way frontage, coupled with the number of mature trees and vegetation to the front of the site offsets the potential of the development to creating a building that would be visually intrusive to the streetscene.

14. Design

15. The proposed extension is a lightweight structure which is sited above the existing elevations in place of the roof, set back from the existing building line. The new facade has been designed as a simple arrangement of horizontal and vertical elements, finished in visually light-weight modern materials to create a contrast with the existing building and brickwork yet complimenting the overall material palette and scale of development.

16. The resultant built form is recessed to provide external balconies which help to reduce the bulk and visual appearance of the development, ensuring the extensions are subservient to the main building and street scene.
17. Metal and glass are proposed for the finish, comprising lightweight vertical metal fins and full height aluminium glazed windows. The windows provide a contrast to the metal façade and tie in to the existing elevational language below.
18. The proposal results in a form of development that ties in appropriately with the subject building and street scene. The terraces, window openings, cladding, materials and roof form will create a much more modern finish to the building which will compliment the existing subject building, street scene and wider locality. It is considered that the proposed size, siting, design and use of materials will deliver an acceptable quality of design, satisfying Brent Development Management Policies, as well as the principles of the NPPF.

19. Layout and quality of accommodation

20. London Plan Policy 3.5, the Mayor's Housing SPG (March 2016), Core Strategy CP6, Local Plan policies DMP1, DMP18 and DMP19 and SPG17 all promote quality in new housing developments. The proposed development complies with the guidelines set out in the Mayor's SPG as all of the proposed units exceed the minimum floor size standards. The proposal provides a 2.4m floor to ceiling height which exceeds the national prescribed standard of 2.3m but falls slightly short of the London Plan target of 2.5m. However, this slight shortfall is considered to be acceptable in this instance given that the scheme accords with the national standard, the units proposed will have large windows and doors allowing daylight into the units as well as the fact that there is no north facing single aspect units. All units are provided with a good level of outlook as well as private amenity space in the form of recessed balconies. The proposed units will not be overlooked and will provide an appropriate standard of living for future occupants.
21. In terms of accessibility, the proposed units will meet Standard M4(2) (equivalent to Lifetimes Homes) as the provision of lifts to accommodation at fourth floor level and above is encouraged but not mandatory. The proposed units would not meet standard M4(3) due to the absence of a lift to the proposed additional floors. The scheme will therefore not provide 10 % of units as wheelchair accessible or easily adaptable homes. However, this is considered to be acceptable in this particular instance as the proposal involves extensions to provide additional floors over an existing building.
22. All new flats will have 6.7sqm of private amenity space in the form of recessed balconies which meet the Mayor's minimum standards. In addition to private amenity space the residents will have access to the communal amenity space with the Raglan Court site.
23. The total area of existing soft landscaping on the site is 8,028sqm and this area would be reduced by 15% to 6,835sqm due to the addition of the required cycle parking, refuse stores and plant rooms to serve the proposed development. Taking into account the 72 proposed units as well as the 118 existing units within Blocks A and B and the adjoining ladies block, there will be an average of 36sqm external amenity space per unit which would exceed the overall policy requirement of 20sqm set out in SPG17.
24. The standard of accommodation proposed is considered to be acceptable and would accord with the relevant policies and guidance.

25. Housing Mix and Affordable Housing

26. Brent Core Strategy Policy CP2 sets out that 25% of all new housing should be family-sized (3+ bedroom) accommodation. The Wembley Area Action Plan sets out a target mix. Whilst the proposed new units do not accord with these targets in themselves, the proposed accommodation site on top of the existing units within the site and the over-all mix (considering both existing and proposed) has been considered.
27. The proposal would provide 72 new one-bedroom flats, comprising 36 units above Block A and 36 units above Block B. Six of these would be Affordable at 65 % market of rent and five would be at 80 % market rent (see below for further discussion). This will result in a combined mix of private units for the overall site of 61 x 1bed (36.1 %), 84 x 2beds (49.7 %) and 24 x 3beds (14.2 %). The Wembley Area Action Plan targets for this part of Wembley specify the following mix in relation to private units: 30 % 1-bedroom, 55 % 2-bed and 15 % 3-bed. The site as a whole falls marginally below the target proportion

of 3-bedroom units and slightly above the target proportion for one-bedrooms. However, the shortfall, the shortfall of three bedrooms is small (1 units) and the slight over-provision of one-bedroom units is not considered to have a significant impact on the provision of housing to meet identified need in the borough.

	1-bedroom	2-bedroom	3-bedroom
Existing Private	0	84	24
Proposed private	61	84 (no change)	24 (no change)
Proposed 65% rent	6	0	0
Proposed 80% rent	5	0	0

28. Policy 3.13 of the London Plan requires affordable housing provision on sites which provide 10 or more units. Policy CP2 of Brent's Core Strategy sets a target of 50% of new units delivered to be affordable. In order to reach these targets, the maximum reasonable amount of affordable housing will be sought when negotiating on individual schemes.
29. In line with planning policy, the applicant submitted a Financial Viability Assessment which tested a range of options for the scheme to provide affordable housing. The submitted assessment concluded that the proposed scheme cannot viably provide any affordable housing nor any payment in lieu of affordable housing.
30. The Council subsequently reviewed the schemes viability and sought an independent review of the viability appraisal by external consultants. It was acknowledged that the bespoke nature of the scheme, with a sizeable two storey vertical extension on top of the existing building, will result in complexities in terms of construction and management, and attract relatively higher build costs. However, elements of the initial Financial Viability Assessment were disputed relating to the benchmark land value and overall conclusion that the scheme could not viably support any affordable housing. Following subsequent discussions and agreement regarding key pieces of information, it was concluded that the scheme could reasonably provide 11 affordable housing units, representing 15.3% affordable housing..
31. Given that the new residential accommodation will be accessed through existing shared cores in blocks managed as private rented sector housing by the applicant, it is considered that flexibility is required such that the applicant have the option to own and manage the affordable rented units rather than dispose to a Registered Provider. Of the 11 affordable rented units, 6 will be delivered as Discounted Market Rent (DMR) units at rents no more than 65% market rent and capped at Local Housing Allowance levels (equivalent to Affordable Rent), and 5 DMR units at rents no more than 80% market rents (equivalent to Intermediate Rent), inclusive of service charges. An appropriate s106 agreement will secure appropriate nominations rights for the Council for the 6 DMR units at 65% of market rent. It will also include provisions to allow reasonable priority for people living and working within Brent for the 5 DMR units at 80% market rent, as well as details on housing management arrangements.
32. Whilst the 15.3% level of Affordable housing is considered to represent the maximum reasonable proportion of Affordable Housing based on the assumptions within the FVA which are reasonable at this point in time, it falls significantly below the Local Plan 50% target. However, there is considerable uncertainty surrounding the final residential sales and build costs variables underpinning the scheme viability given the bespoke nature of the development. As such, and in line with London Borough of Brent DMP 15, a post implementation financial review mechanism will be required in this case, to capture any improvement in scheme viability in the form of additional on-site DMR units or a commuted payment for offsite affordable housing.
- 33. Impact on Residential Amenity**
34. The vertical nature of the extensions to these blocks has meant that although there would be an increase in the number of windows facing neighbouring properties. However, the distance of these windows from the property boundaries and neighbouring locations will remain unchanged. Generally, the windows provided in the extended areas that face the western and northern boundaries of the site are sited a minimum of 10 metres from the respective site boundaries and are over 20 metres from the rear elevations of the houses in Manor Drive and the side elevation of Imperial Court. These distances accord

with SPG17 with respect to habitable room windows.

35. The openings proposed in the flank wall of Block A face the southern boundary of the site are 6 metres from this boundary, with 20 metres from the nearest habitable room windows in Ada Lewis House. These face communal space within the Ada Lewis House site and as such, no undue loss of privacy will occur as a result of the scheme. Another consideration of this elevation is the fact that the windows on Raglan Court are at offset angles rather than directly facing the property boundary. It is therefore considered that the design of the building will mitigate any potential outlook issues from these units that would be detrimental to the future occupiers of the southern flats.
36. The separation distance to the buildings on the opposite side of Empire Way (over 20m) is considered to be sufficient for no significant overlooking to occur.
37. To the west of the site are the semi-detached dwellings on Manor Drive. These dwelling are more than 20 metres away are also set on higher ground. Therefore, it is considered that this low rise semi-detached form will not be directly affected by the additional height to the Raglan Court blocks. The roof extensions sit within a line drawn at 30 degrees from the rear habitable room windows of the properties in Manor Drive (measured at a height of 2m above internal floor level of the habitable rooms of the properties on Manor Drive) and within a line drawn at 45 degrees from the boundary with the rear gardens of Manor Drive (measured at a height of 2m above the ground level of the rear gardens in Manor Drive). The proposed roof extensions comply fully with SPG17 in terms of the relationship to existing properties on Manor Drive.
38. The properties either side of the application site would not be significantly affected in terms of loss of light. The buildings are generally in a linear type of development and it is expected that any side facing windows would receive a slightly lesser amount of light as a result. The separation distances of over 20m are considered sufficient to ensure this is the case also.
39. The separation of over 20m to the properties on the opposite side of Empire Way is considered sufficient to ensure that no significant overshadowing or loss of light will occur.
40. The proposed extension sits comfortably within the 30 degree line when measured from habitable room windows with the existing Raglan Court blocks (measured at 2m high from internal floor level). The extensions are sited directly above the existing buildings and are not considered to have any significantly detrimental impacts on the occupiers of the existing units in terms of loss of outlook.
41. Overall, it is considered that the development would not have a significant overbearing impact, result in overlooking, loss of light or overshadowing to neighbouring properties. The proposal would therefore maintain a satisfactory standard of environment at the adjoining properties.

42. **Landscape**

43. The applicant has submitted indicative plans for proposed landscape improvements. The proposals are said to enhance and add to the existing landscape features within the site, however, no detailed plans or information has been provided at this stage. The indicative proposals include a number of new features including new trees and vegetation along the front of the site in order to strengthen the Empire Way frontage. A condition will be attached to any permission which may be granted securing details of the landscape proposal for the site and for this to be agreed by the Council prior to the commencement of development on site.

44. **Sustainability Assessment**

45. The proposed development would achieve the CO2 reduction in line with current London Plan standards. The scheme also responds positively to adopted policy within Brent's LDF Core Strategy (2010).
46. The building will be water efficient and designed to 105 litres per bed space per day. The new units would be provided water through the centralised plant which would be separately metered for billing purposes. The building will capture water for use on perimeter landscaping.
47. The new build units will achieve a reduction of 35% CO2 reduction in accordance with Policy 5.2 of the London Plan. To achieve this, the building incorporates a range of energy demand reduction and efficiency measures which follows the Mayors Energy Hierarchy. The proposals make significant reductions in CO2 emissions through passive design measures and energy efficiency integral to the

services strategy. Natural light is achieved through triple aspect units in combination with good thermal fabric, MVHR and PV will be used to further reduce emissions.

48. **Transportation**

49. *Parking*

50. The parking standards for residential dwellings are given in Wembley Area Action Plan. The lower parking allowances are applicable, as the site has very good access to public transport services (PTAL of 5). The current site has 106 off-street parking spaces, the majority of which are provided within garages. The submission does not demonstrate how many garages are let or how many parking spaces are occupied. However, census data from 2011 shows that the existing residents of flats within Raglan Court have an average car/van ownership of 0.496 vehicles per flat and that 56% of households do not own a vehicle. This proportion would correspond to 54 cars for the 108 flats that currently exist.

51. The flats are permitted 0.4 spaces per 2 unit and 0.6 spaces per 3-bed unit, giving a total allowance of 48 spaces for the existing 108 flats. The proposed 72 units will have an additional parking allowance of 28.8 spaces, totalling 76 spaces for the site as a whole. This is a significant change to parking standards as a result of this proposal.

52. The scheme originally proposed approx. 111 off street parking spaces within the site, which exceeded the Council's standards. A large number of the new spaces were considered impractical though, as they'd obstruct access to other parking spaces. Revised plans have been submitted omitting some of these spaces from the scheme and reducing the overall number of spaces to 76 which is now considered to be acceptable. These parking spaces could be used by existing and proposed residents. Given the high public transport accessibility of the site, the provision of new residential units without parking spaces is typically considered to be acceptable. However, given that the new units could displace parking that may already occur if the allocation of spaces is not adequately managed, resulting in over-spill parking on the local highway network. As such, a parking management and allocation plan is recommended to be secured through condition, setting out how parking will be controlled and how parking spaces will be allocated to residents within the existing and proposed elements of the development, and between tenures within the development.

53. *Transport Assessment*

54. The existing vehicular trip rate for Raglan Court as surveyed showed an AM peak of 3 arrivals/9 departures and a PM peak of 11 arrivals/2 departures. The assessment does not provide an estimated vehicular trip for the new additional flats, as they will be 'car free' and therefore no additional car parking or additional traffic is anticipated from the development. However, this does not stop vehicles parking on surrounding residential streets, which are currently not within a Controlled Parking Zone.

55. A "parking permit restriction" for the new flats is therefore sought in the event that a year-round CPZ is introduced in the future. It would in the meantime apply on Wembley Stadium event days. A condition is recommended to this effect, requiring the owner to notify all residents that they will not be entitled to on-street parking permits.

56. Census data also suggests that the existing parking is not fully utilised and therefore existing parking spaces could also be provided to the new residents, which would add to additional traffic on the highway network. However, this is not expected to have a significant impact in relation to existing traffic volumes along Empire Way.

57. The Transport Assessment takes into account multi-modal trips, with public transport trips predicted to have an AM peak of 41 trips and a PM peak of 47 trips. These figures are not considered significant in relation to the large number of public transport services passing close to the site

58. *Refuse*

59. Point 4.7 of the Transport Assessment states London Borough of Brent collect refuse from Empire Way and this is likely to continue. It has been confirmed by Brent's Waste & Recycling service that Brent's contractors currently collect the bins from Empire Way and would prefer to continue this practice. The bin store has therefore been relocated within 10m of Empire Way, to comply with maximum wheeling distances, but not on the highway or along any access roads.

60. *Cycling*

61. Plans have been provided demonstrating that the scheme will provide 1 cycle space per flat, totalling 190 spaces, to comply with PS16 of the UDP-2004. The cycle parking units will be at the rear of the site in different shelters around block A and B, which are acceptable.

62. *Travel Plan*

63. The Travel Plan has been assessed using TfL's ATTrBuTE programme, and has passed. The travel plan has set targets over a three and five year period and the travel plan will be reviewed and updated after the initial travel modal split survey 6 months after opening. The targets are to encourage sustainable modes of transport such as walking and cycling. The targets do not provide any reduction in vehicles that use the current off-street parking spaces. Regardless of the site being a 'car free' development, the site has excessive levels of off street parking compared to current standards which is likely to be under utilised and the surrounding residential streets are not within a Controlled Parking Zone. Therefore objectives should include reduction in existing vehicle travel and any additional vehicle travel as a result of the development.

64. This travel plan will be secured via a S106 Agreement.

65. *Drainage and SUDS*

66. The submission is accompanied by a foul drainage and SuDS Strategy Statement setting out the strategy for the treatment of foul water and surface water. With regard to foul water, it is proposed that the new units will discharge into the existing soil vent pipes. It specifies that an initial assessment has been undertaken which sets out that pipe diameters are sufficient to carry the additional flows. With regards to surface water, the submission specifies that the proposal will maintain the existing drainage regime, with discharge to the public surface water sewer. The report identifies that the existing site is 52% impermeable, with run-off to the public sewer at four locations. The proposed extensions introduce green roofs which would reduce the impermeable area from 52 % of the site to 32 %. The proposal therefore results in a decrease in run-off generated by the proposal for a 1:100 year (+30 % climate change) from 13.3 l/s to 10.3 l/s and therefore represents a significant improvement over the existing situation. As the proposal involves extensions above the existing building to provide the new homes, this is considered to be acceptable.

67. **Conclusion**

68. The general principle to increase the amount of accommodation at Raglan Court is considered to be acceptable. The proposal would make a more efficient use of a site, in a location which is appropriate for residential use and for which there is significant demand. The proposed additional storeys would be a sensitive addition to this property and wider area and therefore it is recommended that planning permission be granted, subject to conditions and a Section 106 legal agreement.

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. Affordable Housing Review mechanism;
3. Notification of material start 28 days prior to commencement;
4. Join and adhere to Considerate Constructors scheme;
5. Implementation of the submitted Travel Plan;
6. Car free agreement;
7. Training and employment for Brent residents.

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

CIL DETAILS

This application is liable to pay **£1,364,411.68*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 4796 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	4796		4796	£200.00	£35.15	£1,160,460.71	£203,950.97

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)	271	
Total chargeable amount	£1,160,460.71	£203,950.97

*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: 16/3408

To: Mr Bowen
Dalton Warner Davis LLP
Dalton Warner Davis LLP
21 Garlick Hill
London
EC4V 2AU

I refer to your application dated 02/08/2016 proposing the following:
Erection of roof extension comprising 2 additional floors over Block A and Block B to provide a total of 72 additional self-contained flats (36 x 1bed on each Block) with associated landscaping, ancillary servicing and plant, cycle parking and associated works
and accompanied by plans or documents listed here:
Please see condition 2

at 1-129 INC, RAGLAN COURT, Empire Way, Wembley, HA9 0RE

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: 03/03/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

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 2012
London Plan consolidated with alterations since 2011
Brent Local Plan 2016
Wembley Area Action Plan 2015
Brent Local Development Framework Core Strategy 2010

- 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):

RAG-SBA-DRW-E-S-0001
RAG-SBA-DRW-E 0130
RAG-SBA-DRW-P 0131
RAG-SBA-DRW-E-S 0002
RAG-SBA-DRW-P-S 0003
RAG-SBA-DRW-P-S 0004
RAG-SBA-DRW-E-S 00 0005
RAG-SBA-DRW-P-S 00 0006
RAG-SBA-DRW-E-S 00 0007
RAG-SBA-DRW-P-S 00 0008
RAG-SBA-DRW-E-A 00 0010
RAG-SBA-DRW-E-A 01 0011
RAG-SBA-DRW-E-A 02 0012
RAG-SBA-DRW-E-A RF 0013
RAG-SBA-DRW-E-B 00 0014
RAG-SBA-DRW-E-B 01 0015
RAG-SBA-DRW-E-B 02 0016
RAG-SBA-DRW-E-B RF 0017
RAG-SBA-DRW-P-A 03 0030
RAG-SBA-DRW-P-A 04 0031
RAG-SBA-DRW-P-A RF 0032
RAG-SBA-DRW-P-B 03 0033
RAG-SBA-DRW-P-B 04 0034
RAG-SBA-DRW-P-B RF 0035
RAG-SBA-DRW-E-A 0050
RAG-SBA-DRW-E-A 0051
RAG-SBA-DRW-E-A 0052
RAG-SBA-DRW-E-B 0053
RAG-SBA-DRW-E-B 0054
RAG-SBA-DRW-E-B 0055
RAG-SBA-DRW-P-A 0060
RAG-SBA-DRW-P-A 0061
RAG-SBA-DRW-P-A 0062
RAG-SBA-DRW-P-B 0063
RAG-SBA-DRW-P-B 0064
RAG-SBA-DRW-P-B 0065
RAG-SBA-DRW-P-A 0070
RAG-SBA-DRW-P-A 0071

RAG-SBA-DRW-P-A 0072
RAG-SBA-DRW-P-B 0080
RAG-SBA-DRW-P-B 0081
RAG-SBA-DRW-P-B 0082
RAG-SBA-DRW-E-A 0100
RAG-SBA-DRW-E-A 0101
RAG-SBA-DRW-E-B 0102
RAG-SBA-DRW-E-B 0103
RAG-SBA-DRW-P-A 0110
RAG-SBA-DRW-P-A 0111
RAG-SBA-DRW-P-B 0112
RAG-SBA-DRW-P-B 0013
RAG-SBA-DRW-P 0120
RAG-SBA-DRW-P0121
RAG-SBA-DRW-P0122
RAG-SBA-DRW-P 0123
Design and Access Statement by SBA
Air Quality Assessment by MLM
Acoustic Assessment by MLM
Daylight, Sunlight and Shadow Study by Devla Patman Redler LLP
Sustainability Statement and Energy Assessment by Envision
Transport Assessment by EAS
Residential Travel Plan by EAS
Foul Drainage and SuDS Strategy Statement by MLP
Services Report by TPS
Assessment of Economic Viability report by DWD

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

- 3 The constructor of the development shall join the Considerate Constructors Scheme prior to the commencement of works on the development hereby approved and shall adhere to the scheme throughout the duration of construction works.

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

- 4 The proposed parking spaces and cycle parking facilities shall be implemented in full prior to first occupation of the residential units hereby approved and thereafter maintained and retained for the life of the development.

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

- 5 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 work is commenced. The work shall be carried out in accordance with the approved details.

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

- 6 A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the units hereby approved. The approved scheme shall be completed in full prior to first occupation of the development hereby approved and thereafter retained for the life of the development.

The landscaping scheme shall include:

1. Details of plants, including location, species, planted size and density/number;
2. Details of any trees and hedges to be retained;
3. Details of car parking layouts, pedestrian accesses and other hard surfaced area, including materials;
4. Details of play equipment, refuse storage areas, any signage;
5. Details of drainage of the areas of hard landscaping, demonstrating that those areas will drain to area of soft landscaping within the site;

6. Details of fences/gates/other means of enclosure;
7. Any contouring and any alteration of the ground levels;

Any trees and shrubs planted or to be retained in accordance with the landscaping scheme which, within 5 years of planting is 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 satisfactory landscape treatment of the site in the interests of visual amenity, and in the interest of pedestrian and vehicular safety.

- 7 Prior to the occupation of the development, a report shall be submitted to and approved in writing by the Local Planning Authority which demonstrates that the mitigation measures described in the approved Noise Impact Assessment (MLM Acoustics noise assessment MS/100765/SL/R1 dated June 2016) have been implemented.

Reason: To protect acceptable local noise levels in the interest of the amenities of occupiers, in accordance with DMP1

- 8 Prior to the commencement of the construction of the development a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The construction of the development shall be carried out in accordance with the approved statement.

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

- 9 Prior to first occupation of the residential units, details of all domestic boilers to be installed within the development demonstrating that the rated emissions of Oxides of Nitrogen (NO_x) which shall not exceed 30 mg/kWh (unless an alternative level is submitted to and approved in writing by the Local Planning Authority) shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented prior to first occupation of the units.

Reason: To protect local air quality, in accordance with Brent Policy DMP1

- 10 Prior to first occupation of the residential units hereby approved, details of any external lighting to be installed (if any) including lighting fixtures and light levels and light spill plans shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented in full prior to first occupation of the units.

Reason: In the interest of residential amenity and pedestrian and vehicular safety.

- 11 Prior to first occupation of the residential dwellings hereby approved, a parking management and allocation plan shall be submitted to and approved in writing by the Local Planning Authority and the parking spaces within the application site shall thereafter be managed in accordance with the approved plan for the life of the development. The plan identify the parking spaces and shall set out how these parking spaces will be managed and allocated to residents of the existing and proposed dwellings and between the different tenures of dwellings within the development. The parking spaces identified within the parking management and allocation plan shall not be used other than for the purpose of the parking of vehicles ancillary to the residential dwellings within the application site.

Reason: In the interest of highway flow and safety.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility

for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.

- 2 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.
- 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

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
Item No
Case Number

15 March, 2017
06
16/4666

SITE INFORMATION

RECEIVED	25 October, 2016
WARD	Sudbury
PLANNING AREA	Brent Connects Wembley
LOCATION	633 & 635 Harrow Road, Wembley, HA0 2ET
PROPOSAL	Demolition of Nos 633 and 635 Harrow Road and detached double garage and erection of a new three storey block providing 8 self-contained flats (1 x 1bed, 5 x 2bed and 2 x 3bed) whilst retaining existing vehicular crossovers from Harrow Road and Dalmeny Close, provision for car, cycle and bike parking, bin stores and landscaping
APPLICANT	Mr & Mrs KOTECHA
CONTACT	norvillpropertyservices
PLAN NO'S	See condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_130904</p> <p><u>When viewing this as a Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "16/4666" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission.
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit (3 Years)
2. Approved drawings / documents
3. Adherence to the Considerate Constructors Scheme
4. East facing WC windows on the upper floors to be obscure glazed and non-opening below high level
5. Approval of external materials
6. Details of sound insulation between floors
7. Approval of landscaping details, including a planting plan, hard surface materials, fences/walls, drainage, contouring and screen planting.
8. Approval of details of screening for the rear facing balconies and terraces
9. Approval of details of (1) revised bin store and cycle stores (2) the reinstatement of the proposed redundant crossover along Harrow Road, (3) removal of the guardrailing from the Harrow Road frontage including and (4) any associated alterations to parking bays, lamp columns and/or other street furniture necessary to accommodate the crossover works.
10. Approval of a demolition and construction method statement.
11. Approval of details of domestic boilers demonstrating appropriate emissions

Informatives

1. That the applicant should contact Highways to arrange the highways works
 2. Photographic survey of the condition of the highway prior to commencement
 3. CIL liability
 4. Party Wall agreements
 5. Building near to the boundary
3. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 4. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP



Planning Committee Map

Site address: 633 & 635 Harrow Road, Wembley, HA0 2ET

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This map is indicative only.

EXISTING

The subject site consists of a pair of 2-storey detached houses on the southern side of Harrow Road; this is directly opposite Barham Park Open Space. Vehicle access to off-street parking exists for both properties, with the access to 635 gained from Dalmeny Close due to its corner location. Both properties have large rear gardens with a depth of approximately 20m.

Surrounding development is predominantly 2-storey residential, consisting of detached and semi-detached housing. There are also a number of bungalow style dwellings located on Dalmeny Close. But the surrounding uses are all residential. Approximately 50m east of the site is a Royal Mail sorting office, but this aside the predominant land use is residential.

Barham Park public open space is directly opposite the site, within 30m walking distance.

The site is not within a Conservation Area nor are the buildings listed.

SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

1. **Principle:** The principle of demolishing two existing houses and replacing them with a block of flats can be supported in principle. The wider area is predominantly residential in nature and the proposed additional housing (including the re-provision of the two units of family housing) is in accordance with adopted planning policy.
2. **Character and appearance:** The proposals design is considered to have regard to the character of its surroundings and to not inappropriately challenge or dominate surrounding development.
3. **Standard of accommodation:** The living conditions of future occupiers of the development would be acceptable and would meet the relevant standards.
4. **Impact on neighbouring amenity:** Subject to conditions to indicate details of planting to form defensible space for flat 3 and another condition requiring details to be submitted of balustrade screening along all balconies and terraces that are afforded east facing outlook (flats 3, 6 and 7), the proposal is considered to have an acceptable impact on the surrounding properties in terms of loss of light and outlook, complying with the Council's guidance.

5. **Parking & servicing:** It is considered that the appropriate provision of parking spaces and the modest amount of traffic that would be generated by the development would not undermine highway safety.

Overall, the Council has received representations indicating that 4 nearby households support the proposal, 17 nearby households object to the proposal and one household has both objected (through the petition) and supported (through a letter) the proposal. In addition, all three members for Sudbury Ward have objected to the proposal.

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	251	0	251	722	471

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Houses)			2							2
EXISTING (Flats û Market)										
PROPOSED (Houses)										
PROPOSED (Flats û Market)	1	5	2							8

RELEVANT SITE HISTORY

12/2319. Full Planning. Refused. 09/11/2012.

Erection of two storey side and rear extensions, creation of basement level accommodation to extend and link two existing detached dwellinghouses and the conversion of the combined building into eight self contained flats, widening of existing vehicular crossovers from Harrow Road and Dalmeny Close, external cycle store, external refuse store and provision of 9 off-street parking spaces.

CONSULTATIONS

Statutory Consultees

3 Members for Sudbury Ward:

All 3 members raised objections to the proposal on the following grounds:

- Proposal may include a basement;
- Proposed building is too high and too close to adjoining properties and will alter character of area;
- A town centre density is proposed in a suburban location;
- Loss of privacy for adjoining occupiers;
- Concern regarding parking in the vicinity;
- They consider that the application should be heard by the planning committee.

These matters are discussed in the table below.

Environmental Health:

No objections raised – although conditions recommended – see detailed considerations section for further discussion.

Neighbour Consultations

14 neighbouring properties consulted on 28/11/2016. A further 2 properties were consulted on 22/12/2016 following a request from local Councillors. 5 letters of support were received and 16 letters of objection were received. In addition, an objecting petition was received with 10 signatories; however, all those who signed the petition have sent in a separate letter. One household objected to the proposal within the petition but sent

a separate letter supporting the proposal.

Overall, the Council has received representations indicating that 4 nearby households support the proposal, 17 nearby households object to the proposal and one household has both objected (through the petition) and supported (through a letter) the proposal. In addition, all three members for Sudbury Ward have objected to the proposal.

Nature of Objections

The material planning considerations raised within the representations received are summarised as follows:

Ground of Objection	Department Response
<ul style="list-style-type: none"> • Three storey building will detract from the character of the street. • Will retain only three detached houses in the set between Linthorpe Avenue and Dalmeny Close. • The building would be 'crammed in' to a low density area and will not respect the scale, proportions, materials and features of surrounding buildings or the established separations between houses. • The proposal is not in keeping with the Council's policies on protecting the suburban character of the area. 	<ul style="list-style-type: none"> • The building is considered to pay mind to local context in terms of its height, proportions, spacing within the plot and the size and alignment of façade details (mainly windows) which draw inspiration from the established features of the neighbouring houses. • Please see section 2.1 to 2.7 of the detailed considerations for further discussion.
<ul style="list-style-type: none"> • There will be an increase in noise disturbance due to a large number of flats being occupied. 	<ul style="list-style-type: none"> • The application proposes residential dwellings within a residential area. As such, the potential level of noise associated with the proposed dwellings is not considered likely to be out of keeping with this area.
<ul style="list-style-type: none"> • Large increase in traffic due to the added number of vehicles. Child safety is a related concern • Increase in parking pressure. • Concern regarding the ability for emergency vehicles to access adjoining roads. 	<ul style="list-style-type: none"> • The likely increase in traffic as a result of this development has been considered. The scheme provides an appropriate amount of off-street parking that should cater for the expected uplift in car use without providing an overprovision of spaces and discouraging public transport use. Further information is within paragraph 5.1 to 5.5 the detailed considerations.
<ul style="list-style-type: none"> • With the park opposite, a large building will attract opportunities for an increase in crime rate. 	<ul style="list-style-type: none"> • The proposal would provide additional residential units within a primarily residential area and would be unlikely to increase the potential for crime. • The proposed building is designed to achieve good levels of natural surveillance of the surrounding public highways which is typically considered to reduce the opportunities for crime.
<ul style="list-style-type: none"> • The building will result in an invasion of privacy. • The building will result in an increase in overlooking to the immediate neighbour at no. 631 Harrow Road and properties along Dalmeny 	<ul style="list-style-type: none"> • The habitable room windows of the building face the street or the rear of the site and maintain a 10 m distance to the garden to the rear. A 20 m distance is maintained between opposing habitable room windows in line with SPG17; • Balconies could allow some side views

<p>Close.</p> <ul style="list-style-type: none"> The balconies will result in the loss of privacy to homes and gardens in the surrounding roads. 	<p>to the adjoining garden and a condition is recommended to require the balconies/terraces of flats 3, 6 and 7 to be screened on their eastern side to reduce potential overlooking.</p> <ul style="list-style-type: none"> Some rear facing balconies are 9.5 rather than 10 m from the boundary. However, this small shortfall is not considered to result in an undue impact on privacy. Further details are available in section 3.1 to 3.3 of the detailed considerations section.
<p>The building will incur losses of light to the neighbouring properties.</p>	<ul style="list-style-type: none"> The proposed building has been sited so that it complies with the guidance set out in Supplementary Planning Guidance No. 17 in relation to daylight, sunlight and outlook from adjoining dwellings and their gardens. Further details are available in section 3.4 to 3.7 of the detailed considerations section.
<ul style="list-style-type: none"> The plans for this property may include the construction of a basement 	<ul style="list-style-type: none"> No proposal has been put forward for a basement within this application.
<ul style="list-style-type: none"> The plans inaccurately portray the proximity of the proposed building to the boundaries of the property. 	<ul style="list-style-type: none"> The plans submitted have been cross referenced with the OS maps on the Council's system. This confirmed that the size of the plot as shown on the plans matches with the size of the plot on the Council's systems.
<ul style="list-style-type: none"> The proposal contravenes policy within national Planning Practice Guidance (PPGs), Planning Policy Statements (PPSs) and District Wide Local Plans. 	<ul style="list-style-type: none"> These central government planning policies were superseded in 2010 by the National Planning Policy Framework and can be given no weight. The proposal is considered to accord with the National Planning Policy Framework.
<p>The property is on sloped land so the drainage and water regulations will need to be checked out</p>	<ul style="list-style-type: none"> The property is not within a flood risk zone as defined by the Environment Agency. The rear garden is to be predominantly soft landscaped to allow for effective natural drainage.
<ul style="list-style-type: none"> There is an inadequate provision of open space. 	<ul style="list-style-type: none"> The external amenity space provision is in excess of the Council's standards, with a 140sqm communal garden for the 6 smaller flats and 94sqm and 60sqm private gardens for the family units respectively. Balconies are also provided which improve the overall amenity space offer for residents.
<ul style="list-style-type: none"> The proposal is too high density for a suburban area and the development is located a long way from train stations despite a high PTAL score. 	<ul style="list-style-type: none"> The site is close proximity of a number of bus stops, and are within reasonable distance of both Sudbury Town and Wembley Central tube stations contributing to the high PTAL score. The proposal does not need to rely on a car free agreement to be viable on transport grounds and therefore it is not considered that the fairly long walking distance to tube stations will be detrimental to the convenience and

	practicability of residing in this location.
<ul style="list-style-type: none"> There may not be enough capacity for refuse with 8 flats. 	<ul style="list-style-type: none"> The proposal has been revised to provide suitably sized bin storage area to accommodate the likely refuse build up of eight flats. These will be placed close to the front of the property for easy collection.

POLICY CONSIDERATIONS

- National Planning Policy Framework 2012
- London Plan 2015
- Brent Core Strategy 2010 – CP2 (Population and Growth), CP17 (Suburban Character), CP21 (Family Sized Dwellings)
- Brent DMP 2016 – DMP1 (General Policy), DMP11 (Forming an access on to a road), DMP12 (Parking), DMP 16 (Resisting Housing Loss), DMP18 (Dwelling Size), DMP19 (Amenity Space)
- National Technical Housing Standards 2015
SPG17 Design Guide for New Development (Brent)

DETAILED CONSIDERATIONS

1.0 Principle of Development:

1.1 The principle of demolishing two existing houses and replacing them with new residential units can be supported in principle. The wider area is predominantly residential in nature and the proposed additional housing to the borough would be welcomed.

1.2 To accord with policy CP21 of Brent's Core Strategy 2010 the two family sized units lost through demolition should be replaced by two new family sized units (three bedroom plus). These should be provided on the ground floor, each with direct access to at least 50sqm of private external amenity space. Two family units are proposed within this scheme and all of them meet this requirement, providing a suitable standard of living for families. As such, the general principle of development accords with the Council's policies.

2.0 Design and Layout of Building:

2.1 The surrounding streets have a suburban character with a mixture of detached and semi-detached houses and bungalows. The corner plot provides an opportunity for introducing a contrasting design without breaking the continuous frontage of 20th Century homes nearby.

2.2 The proposed building is three storeys in height. The maximum height of the building is below that of the adjoining houses. However, the overall massing of the block is larger as the proposed building is three-storeys in height whilst the adjoining are two-storey with pitched roofs. The site has a main road setting, albeit fronting a slip road rather than the main carriageway of Harrow Road itself. Slight increases in massing are often considered within main road setting, and the third storey is set in from the edges of the building to soften the appearance of the building and to more appropriately integrate with the street scene. It is considered that it would not be an incongruous or out-of-scale addition, and that the scale and proportions of the surrounding buildings would be respected. The building is mostly retained within the footprints of the existing houses and will therefore not notably decrease the open space that currently exists to the front and side of the properties. It is therefore considered that the separation between houses and suburban pattern of development is broadly respected by this development.

2.3 Policy DMP1a within Brent's DMP 2016 requires development to complement, but not necessarily replicate the locality. This is expanded upon in supporting paragraph 2.5 where it is stated that *"in areas with a set of consistent characteristics that create a sense of place, [a development that complements the locality] does not necessarily mean a slavish reproduction of existing styles or architecture. Modern interpretations based on a demonstrable appreciation of local context can add variety and interest to complement rather than detract from the attributes of recognised high quality areas"*. The building is considered to pay mind to local context, in terms of its height, proportions, spacing within the plot and the size and alignment of façade details (mainly windows) which draw inspiration from the established features of the neighbouring houses. The building has a flat roof and the second floor is contained within a smaller part of the building that is set in from the edge of the building footprint, appearing suitably subservient to the building as a whole and softening

the appearance of the building within the street. The design will not create an uncomfortable break in a continuously built frontage as it is on a corner plot.

2.4 The building's external walls will utilise facing brick in some places, and it is considered important that an appropriate brick is in keeping with the local vernacular. Conditions will be attached to ensure that the materials used will result in a building with a suitable appearance that complements its surroundings.

2.5 The new building will be contained within the front and rear building lines of the neighbouring house at no. 631 Harrow Road and will only slightly expand beyond the established building lines to the sides. There will still be an average gap from the side corner boundary of 4m (3m minimum at front, 5m maximum at rear). Given this footprint, it is considered that the proposal will respect the established separation between properties in the plot and the open character of this corner location.

2.6 Twenty metres of space is present between the built form of the flats (including the projecting part of the building to the rear) and the bungalows behind on Dalmeny Close, providing suitable separation that respects the privacy and outlook of future residents as well as maintaining the open, spacious character of the suburban area in accordance with SPG17 and CP17.

2.7 The building design and layout is considered to be acceptable, according with the Council's policies and guidance.

3.0 Amenity Impact of the Building:

3.1 The amenity impacts of the new buildings are subject to the amenity impact tests as laid out within Brent's SPG5 and SPG17 guidance, and in particular, the 30 degree guidance taken from a 2 m height above floor level in relation to windows, the 45 degree guidance in relation to adjoining external amenity space (again taken from a 2 m height), a 10 m distance from habitable room windows and gardens and a 20 m distance between opposing habitable room windows.

Privacy

3.2 Whilst rear facing balconies are proposed, they project only so far as to come within 9.5m of the side boundary with no. 1 Dalmeny Close. Whilst not complying with the 10m separation sought within SPG17, the 0.5m shortfall is unlikely to result in a material increase in overlooking compared to balconies that meet the 10m standard. The balconies at the rear project out and allow side facing outlook towards the highway along Dalmeny Close and the rear garden of no. 631 Harrow Road. There is no concern with these balconies allowing the highway to be overlooked. A condition is recommended to ensure that the eastern side of the rear facing balconies for some units (units 6, 7 and 8) are screened to prevent undue overlooking of the neighbouring garden. Front balconies are also proposed along Harrow Road. They are mostly inset although a small proportion of each projects outside the footprint of the building. They will not allow for overlooking of any private spaces and will make a positive contribution to natural surveillance of the street.

3.3 To ensure that the new flats are not able to overlook the gardens along the east side of Dalmeny Close, a minimum distance of more than 10m has been maintained between all of the rear facing windows in the new flat and the side boundary with no. 1 Dalmeny Close. In addition, a minimum distance of 20m has been provided between the far rear elevation of the new building and the side facing window of no. 1 Dalmeny Close, protecting internal privacy in accordance with SPG17.

Daylight, sunlight and outlook

3.4 The block of flats comfortably sits below a 30 degree line drawn from the horizontal plane at a 2m height from the side windows of 637 Harrow Road on the other side of Dalmeny Close. This retains a suitably unobstructed outlook from the windows that face towards the development site. This SPG17 test is also passed when measured from the north side facing window at no. 1 Dalmeny Close.

3.5 The new flats also sit within a line drawn at 45 degrees from the northern side boundary of no. 1 Dalmeny Close. Once again this is measured at a height of 2m above the ground level of the relevant gardens, as set out in SPG17.

3.6 The proposal accords with the Council's guidance relating to daylight, sunlight and outlook in relation No. 631 Harrow Road. The main part of the block of flats will project 2.2m to the rear of the original building line of the neighbour at no. 631 Harrow Road. However no. 631 Harrow Road has been extended at ground floor level and the block of flats will not project beyond this ground floor level extension. All parts of the proposed

building sits below the SPG17 45 degree line taken from the boundary of the garden of No. 631. The proposed building will be set in 1.8m from the boundary. The midpoint of the nearest first floor habitable room window is approximately 4.8 m from the closest side wall of the proposed block. Based on the drawings submitted for the 1998 planning permission for extensions to No. 631, the proposed building will sit under the SPG17 30 degree line taken from the nearest window.

3.7 At ground floor level, no. 631's rear facing windows are to be located beyond the built form of the new flats and therefore, impact will only be experienced as a result of the central projecting part of the building. However, a distance of 11m is established between the centre of the nearest window on the ground floor and the projection relative to this part of the house will only be 5.5m. The projection will also be contained below a 30 degree line at a height of 2m, as measured from this window. The block of flats therefore accords with the SPG17 amenity impact tests relative to the ground floor. In terms of rear garden impact, the rear projecting part of the block of flats is contained within a 45 degree line measured at a height of 2m from the boundary line between no's 631 and 633 Harrow Road. As such, it is considered that the proposed block of flats suitably maintains rear garden amenity and will not unduly restrict light, outlook or create a sense of enclosure from within this garden. Because the above tests are passed, it is considered that any detrimental impact to light and outlook at no. 631 would be kept within reasonable limits, in accordance with Brent's policy (DMP1) and guidance (SPG17).

4.0 Standard of Accommodation:

4.1 The current application is for the creation of eight units as follows:

	Number of flats	Size	London Plan standard
1 bedroom 2 person	1	57 sqm	50 sqm
2 bedroom 3 person	1	64 sqm	61 sqm
2 bedroom 4 person	4	70 / 82 sqm	70 sqm
3 bedroom 5 person	2	87 sqm	86 sqm

4.2 In all cases these floor spaces meet the relevant London Plan requirements and in some instances significantly exceed the standard and therefore provide an excellent standard of living (e.g. flats 3, 4 and 5). The bedrooms all exceed the minimum requirements (7.5sqm for a single bedroom and 11.5sqm for a double bedroom).

4.3 The development makes full use of the corner plot to offer good levels of outlook to all habitable rooms within the flats. Habitable room windows are focussed on the northern (Harrow Road), western (Dalmeny Close) and southern (Garden) aspects to maximise outlook. The window of the smallest bedroom of one of the ground floor flats is in close proximity to the side boundary. However, an acceptable level of light and outlook is achieved through the provision of a oriel window. The other east facing windows all serve WCs, which do not require outlook. A condition will require these WC windows to be obscure glazed and high level opening only to prevent overlooking.

4.4 The private gardens on the ground floor flats have 9.8m of rear facing outlook (in the case of flat 1) and between 5 and 6sqm of rear facing outlook (in the case of flat 2), which is considered to provide a suitable rear outlook into the private gardens. Only 1 flat has single aspect outlook (flat 3), however this is the smallest flat and the aspect provided is to the south so is considered to be acceptable.

4.5 A few stacking conflicts are present, most notably between flats 6 and 7 and 8, with bedrooms being located directly above kitchen/living spaces and between flats 1 /2 and 4 / 5 with WCs directly above the small bedrooms. A condition is recommended be applied requiring details of a suitable schedule of sound insulation to therefore be provided to ensure an appropriate noise environment for future residents.

4.6 The family flats (flats 1 and 2) will have private gardens. Flat 1's garden is 94sqm in size (although only 74sqm of this would be considered useable amenity space) and flat 2's garden is 60sqm. These gardens have been amended since the original submission where they were enclosed within the squares of the flat's built form. Both gardens have since been increased in depth and width to reduce the sense of enclosure that would be experienced from within these gardens. This has also seen the size and depth of the gardens increase, improving the outlook they offer to the flats and their usability for families. Flats 3 and 6 have been

provided with an 8sqm projecting balcony overlooking the communal garden, measuring 1.5m in depth for good usability. Flats 1, 2, 4 and 5 have been provided with a mostly inset balcony (7.5sqm) on the front elevation, allowing surveillance of Harrow Road. A minimum depth of 1.5m is established for good usability. Flats 7 and 8 have larger inset terrace spaces of 10.5sqm each. In addition, the six 1 and 2 bed flats have access to the 140 sqm communal garden in the rear garden, which is accessed from Dalmeny Close. The overall quantum of amenity space amounts to more than is required (50sqm for 3 bed flats and 20sqm for 1 or 2 bed flats) and therefore provides a good standard of accommodation.

4.7 Flat 3's terrace and rear window immediately front onto the communal garden and further details of the screen planting which is indicated on the drawings is to be secured through condition to ensure that this proximity does not compromise the privacy of the occupants of the flat.

4.8 Details of fencing separations and materials between the gardens as well as timber sheds containing cycle storage are identified clearly on the plans and considered to be acceptable.

5.0 Transport considerations:

5.1 Car parking allowances are set out in Appendix 1 of the DMP 2016 and as the site has a high PTAL rating, the lower parking standards apply. The two existing 3-bed houses would therefore be allowed 1.2 spaces each and both provide parking in excess of that allowance. The eight proposed flats are permitted up to 6.9 spaces in total and the proposed provision of five spaces thus accords with maximum standards. Policy DMP12 also requires that development does not add to on-street parking demand where there are not sufficient spaces to accommodate parking. In this case though, the adjoining streets are not heavily parked and have capacity to safely accommodate at least two cars from this development.

5.2 The parking area is proposed to be accessed via a 4.2 m wide crossover, which is considered to be acceptable for an access to serve four spaces. The arrangement of the parking spaces is also considered to be acceptable, having been amended to address concerns that were initially raised. The unnecessary guardrailling along the front of the site should also be removed, with the works undertaken with the widening of the crossover at the applicant's expense.

5.3 The London Plan requires at least 15 secure bicycle parking spaces for these flats. Flats 1 and 2 (both 3-bed) will have private gardens within which bicycles can be stored and a bicycle shelter is indicated for the other flats alongside the rear car park. However, its narrowness means that it would only be able to accommodate about six bicycles and a larger shelter capable of storing at least 11 bikes is required. This detail has now been amended to provide larger cycle storage at the front of the property, however this has a dominating appearance and will restrict front outlook for residents. Further details are recommended to be sought through condition.

5.4 Bin storage is proposed to be provided at the front of the site, providing easy access for both residents and for collection. Further details of the bin store are recommended to be sought through condition to ensure an appropriate appearance..

5.5 The proposal is considered to accord with the Council's policies and guidance in relation to the highways considerations.

6.0 Environmental Health Considerations:

6.1 The development is within an Air Quality Management Area and located very close to other residential premises. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. A condition to provide a construction method statement is therefore recommended to minimise the impact on local air quality and protect the amenity of neighbours during construction. A condition is also recommended regarding the approval of details of the boilers that will serve the flats to ensure that emission rates are at an appropriate level.

6.2 As discussed above, a condition is also recommended regarding noise insulation between flats within the proposed development due to address issues relating to the stacking of rooms that could affect the amenities of future residents (through noise and disturbance) if not mitigated.

7.0 Conclusion:

7.1 For the above reasons the proposed development is considered to be acceptable, and is accordingly recommended for approval.

CIL DETAILS

This application is liable to pay **£141,411.23*** 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): sq. m.

Total amount of floorspace on completion (G): 722 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	722	251	471	£200.00	£35.15	£120,273.21	£21,138.02

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)	286	
Total chargeable amount	£120,273.21	£21,138.02

*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: 16/4666

To: Mr NORVILL
norvillpropertyservices
7
Fairfieldlane
Farnhamroyal
sl23bx

I refer to your application dated 25/10/2016 proposing the following:
Demolition of Nos 633 and 635 Harrow Road and detached double garage and erection of a new three storey block providing 8 self-contained flats (1 x 1bed, 5 x 2bed and 2 x 3bed) whilst retaining existing vehicular crossovers from Harrow Road and Dalmeny Close, provision for car, cycle and bike parking, bin stores and landscaping
and accompanied by plans or documents listed here:
See condition 2.
at 633 & 635 Harrow Road, Wembley, HA0 2ET

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: 03/03/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

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 Development Management Policies 2016
- Supplementary Planning Guide 5 - Altering and Extending your Home
- Supplementary Planning Guide 17 - Design Guide for New Dwellings

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):

12/B
13/A
14/A
15/A
16/B
17/A
18/A
19/B
20/A
21
22
23
24
25

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

3 The constructor of the development shall join the Considerate Constructors Scheme prior to the commencement of works on the development hereby approved and shall adhere to the scheme throughout the duration of construction works.

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

4 The east facing windows on the 1st and second floor of flats 4 and 7 are to be constructed with obscure glazing and shall not include openings below a height of 1.7m as measured from the floor level of the room which the respective windows serve.

Reason: To protect the privacy of residents at no. 631 Harrow Road.

5 Details of materials for all external work, including samples which shall be made available for viewing on site or in an agreed location, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced (excluding demolition and the laying of foundations). The development shall be carried out in accordance with the approved details.

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

locality.

- 6 Prior to the commencement of development (excluding any demolition, site clearance and the laying of foundations), details shall be submitted to and approved in writing demonstrating that the development will be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following noise levels between flats within the development:

Time	Area	Maximum noise level
Daytime noise (07:00-23:00)	Living rooms and bedrooms	35 dB LAeq (16hr)
Night time noise (23:00 - 07:00)	Bedrooms	30 dB LAeq (8hr) 45 dB L _{Amax}

The development shall be constructed in accordance with the approved details.

Reason: To obtain required sound insulation required to prevent noise nuisance in the interest of the amenities of future occupiers.

- 7 A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the units hereby approved. The approved scheme shall be completed in full prior to first occupation of the development hereby approved and thereafter retained for the life of the development.

The landscaping scheme shall include:

1. Details of plants, including location, species, planted size and density/number;
2. Details of screen planting between the bedroom window of flat 3 and the communal garden area;
3. Materials used for the hard landscaping;
4. Details of drainage of the areas of hard landscaping, demonstrating that those areas will drain to area of soft landscaping within the site;
5. Screen planting along all boundaries;
6. Details of fences/gates/other means of enclosure;
7. Any contouring and any alteration of the ground levels;

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

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

- 8 Details of screening for the eastern side of the south facing balconies/terraces that serve flats 6, 7 and 8 shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to first occupation of the development and thereafter retained for the life of the development. The submitted details shall include the height, location, design and materials of the screening.

Reason: In the interest of the privacy of adjoining occupiers and occupiers of the propose development.

- 9 The following revised details shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the units hereby approved:
1. Details of revised bin and cycle stores that are lower in height and/or (in the case of the cycle stores) relocated as to not impede the outlook to flats 1 and 2 or the visual amenities of the locality, accompanied by appropriate elevations

2. An indication of the reinstatement of the proposed redundant crossover back to footway along Harrow Road
3. Removal of the guardrailling from the Harrow Road frontage
4. Any alterations to parking bays, lamp columns and or/other street furniture necessary to accommodate the crossover works along Dalmeny Close and Harrow Road

The development shall not be occupied unless the approved details have been implemented in full and the works to the adopted highway have been completed, and the car parking spaces and accesses within the site and to and from the adopted highway (both vehicular and pedestrian) as detailed within the approved drawings and documents have been implemented in full accordance with the approved drawings and details and are available for use for the residents of the development. Thereafter, the car parking spaces, cycle storage, bin storage and vehicular and pedestrian accesses shall be retained and maintained for the life of the development and they shall be used solely for purposes ancillary to the flats hereby approved unless an alternative arrangement is first agreed in writing by the Local Planning Authority.

Reason: In the interest of pedestrian and highway safety, to ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development does not harm the visual amenity of the locality in the interests of protecting the amenities of the occupants of the development.

- 10 Prior to the commencement of the development a Construction and Demolition Method Statement shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The construction of the development shall be carried out in accordance with the approved statement.

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

- 11 Prior to first occupation of the residential units hereby approved, details of all domestic boilers to be installed within the development demonstrating that the rated emissions of Oxides of Nitrogen (NO_x), which shall not exceed 30 mg/kWh (unless an alternative level is submitted to and approved in writing by the Local Planning Authority) shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented in full prior to first occupation of the units.

Reason: To protect local air quality, in accordance with Brent Policy DMP1

INFORMATIVES

- 1 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the crossover and guardrailling works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 2 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.
- 3 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 4 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

- 5 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.

Any person wishing to inspect the above papers should contact Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

15 March, 2017
07
16/5103

SITE INFORMATION

RECEIVED	25 November, 2016
WARD	Alperton
PLANNING AREA	Brent Connects Wembley
LOCATION	Garages, Atherton Heights, Wembley
PROPOSAL	Demolition of existing 15 garages and erection of 18 pre-fabricated garages (for parking/storage purposes) and retention of 2 existing garages (for parking/storage purposes)
APPLICANT	Mrs Brenda Dunsford
CONTACT	Mr Matthew Dunsford
PLAN NO'S	See condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_131382</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "16/5103" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission.
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit (3 Years)
2. Approved drawings / documents
3. Garages only used for the parking of vehicles and/or storage
4. Garages must remain internally separated
5. Materials – supply details
6. Approval of Construction and Demolition Method Statement
7. To notify Council if land contamination is identified and to carry out remediation

Informatives

1. CIL Liability
 2. Photographic survey of highway prior to works
 3. Asbestos
 4. Building near boundary
3. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 4. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP



Planning Committee Map

Site address: Garages, Atherton Heights, Wembley

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This map is indicative only.

EXISTING

The application site comprises a garage site located off Atherton Heights. It is not located within a conservation area nor is it a listed building.

SUMMARY OF KEY ISSUES

The key issues for consideration are as follows

1. Principle of the proposed development: Given the lack of an active use and current dilapidation of the garages, it is considered that the replacement of the garage structures with new similar garages is acceptable. The new build garages would be in better condition and have slightly larger dimensions which would mean they are more likely to be able to serve an active purpose. The proposed use of the garages for parking and/or storage is acceptable and is likely to have reflected the most recent lawful use of the existing garages.
2. Highway flow, safety and parking: The layout of the garages and accesses is acceptable, allowing sufficient space to manoeuvre. The applicant has clarified that the residents of Atherton Heights have no legal right to park within the garages site. The applicant has specified that the garages will be first offered to the residents of Atherton Heights, but that they are not necessarily proposed to be ancillary to the residential units within Atherton Heights and they may be used by others. As the Atherton Heights residents do not have legal rights to use the garages or park within the application site, the proposal does not result in a net loss of parking. The potential use of the garages by those who do not live at Atherton Heights is not considered likely to result in levels of congestion or parking that would be detrimental to highway flow or safety.
3. The visual appearance of the development: Given the size and siting of the proposed garages, it is considered that the proposal will have an acceptable impact on the visual character of the area and will not result in a significantly different local character.
4. Impact on neighbouring amenity: Given the size and siting of the proposed garages, it is not considered that the proposal will have a detrimental impact on the visual amenities of nearby occupiers.

Five representations were received from those consulted, all objecting to the proposal. These objections are discussed later in this report.

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)
Sui generis	225	31	194	284	90

RELEVANT SITE HISTORY

Two applications were previously submitted for the residential redevelopment of the garages site. The first was withdrawn and the second refused, appealed and the appeal dismissed. The second scheme proposed the construction of a block of three flats, and the reconfiguration of the highway and the southern half of the garage court to provide a total of 23 parking spaces. The proposal was refused due to the design and appearance of the proposed block of flats, the impact on the amenities of the Atherton Heights caused by the proposed building and the loss of landscaping and provision of parking in front of some windows (adjacent to the adopted highway) and due to the configuration of the car park which was not considered to provide safe access for pedestrians and service/emergency vehicles. The appeal was dismissed, only due to the highway safety concerns and the impact on the living conditions of Nos. 22-2 Atherton Heights due to the loss of the landscaping and provision of parking.

14/3110: Demolition of 21no garages and erection of a 3 storey building comprising 3 x 3bed self-contained flats with associated parking, cycle storage and bin stores – Refused.

13/2287: Full Planning Permission of demolition of 17no garages and erection of a 3 storey building comprising 3 x 2bed and 3 x 1bed flats with associated parking, cycle storage and bin stores - Withdrawn, 14/04/2014.

CONSULTATIONS

The owner/occupiers of 66 nearby properties were notified of the application by letters dated 8 December 2016.

Five representations were received by those consulted. The representations were all of an objection nature. Objections were made on the following grounds:

Objection	Response
The garages have been sold to the current owners without notice being given to the leaseholders.	<p>This concern is not a material planning consideration. Whilst not necessarily lawful or acceptable, the objection raised relates to a legal issue which would not fall within the remit of planning control and would require resolution through the courts.</p> <p>Planning control only relates to the acceptability of development within the built environment in terms of visual impact, sustainability and social and environmental impacts of such developments. As such, the assessment of this application can pay mind to whether the proposed replacement garage structures are appropriate and whether the proposed uses of these garage structures will have an acceptable impact on the surroundings. The assessment cannot take into account specific ownership situations, revenue streams and unrelated legal matters.</p>
Attempts have been made to enforce private parking restrictions on the public highway (Atherton Heights) and unlawful parking tickets	This is not a material planning consideration. Please see response above.

have been issued to the residents of Atherton Heights. This restricts parking availability for residents.	This issue is within the remit of Brent's transportation team and a resolution should be sought from this department.
The proposal to sell/lease the garages to the existing leaseholders and tenants results in a conflict of interest. Many of the owners/residents have not been given enough information about the sale of the garages.	This is not a material planning consideration. Please see response to the first point of objection.
The sale of the garages to non-residents will result in more traffic at Atherton Heights from non-residents accessing their garage. This will require alternative parking arrangements for the residents.	The uplift in traffic and vehicle usage has been considered by Brent's highways team. Further information is contained within paragraphs 5.1 - 5.5 below.
The increased number of non-residents using this area raises security concerns and increases the likelihood of break-ins. The need for increased security measures would be an expense for the landlord, or an expense passed onto the residents.	It is not considered that the proposal will result in an increase in potential for crime. There will be very little change in the built environment as the proposal is to broadly replace the existing structures to similar dimensions. Consent would not be given for any unlawful uses. Any security concerns or incidents would be a matter for the Metropolitan Police.
There is no way of policing what the garages are being used for. If it for anything other than a car, there may be additional hazards or increased risk of vermin. The garages may also be used for the operation of businesses or for activities that may increase traffic or visitor demand. The garages have previously been unlawfully used as car maintenance centres.	The applicant proposes that the garages are to be used for storage purposes (cars or otherwise). As such, a condition will be attached to any permission which will require the uses of the garages to be for parking and storage only. This would make any use of the garages outside of this description unlawful. The use of the garages as residential accommodation would require planning permission, which has not been sought. The size of the garages would restrict their attractiveness to commercial operators. It is not considered that the proposed garages would result in the creation of health hazards if maintained correctly and in accordance with their proposed uses. Any health hazards that do arise would need to be addressed by Brent's Environmental Health team.
The works to the garages are likely to encroach upon a large part of the land within Atherton Heights and restrict access for residents and leaseholders.	Construction causes some level of disturbance due to the nature of the activity. However, a Construction Method Statement is recommended to be secured through condition to minimise potential disruption.
The owners of Atherton Heights have not been keeping up with maintenance of the Atherton Heights development, for which leaseholders pay a service charge. This service charge is likely to have to pay for 'wear and tear' caused by non-resident garage owners.	This is not a material planning consideration. Please see response to the first point of objection.
No alternative arrangement for parking, access, wear and tear, security, pest control and contribution to maintenance has been provided by the leaseholders/tenants.	Brent's highways team have considered whether the proposal will limit the existing capacity in terms of parking and access. If it is considered that parking availability has fallen below parking demand without suitable mitigation proposed then the proposal will not be supported. Further information is contained within paragraphs 5.1 - 5.5 below.
The garages at present have not been looked after and are surrounded by lots of rubbish. This may be the same problem once the third party	This has not come about as a result of a planning decision and is not a material planning consideration. This issue should be addressed by

takes over.	Brent's Environmental Health team.
Leaseholders who rent out their flats to tenants face the prospect of losing tenants and rental income as a result of the privately imposed parking fines upon the occupants.	This is not a material planning consideration. Please see response to the first point of objection.

Environmental Health

Raised no objections subject to conditions. This is discussed in paragraph 6.1 – 6.3 below.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

Brent Core Strategy – July 2010

CP17 – Protecting & Enhancing the Suburban Character of Brent

Brent DMP – November 2016

DMP1 – General Development Management Policy

DMP11 – Forming an Access on to a Road

DMP12 – Parking

DETAILED CONSIDERATIONS

1. Principle of Development

1.1 The applicant has confirmed that the 17 existing garages within Atherton Heights are mostly unusable and currently vacant. It is confirmed that three of the garages are currently let out to non-residents and one is currently let out to a resident of Atherton Heights.

1.2 Given the lack of an active use and current dilapidation of the garages, it is considered that the replacement of the garage structures with new similar garages is acceptable. The new build garages would be in better condition and have slightly larger dimensions which would mean they are more likely to serve an active purpose. It is considered that the addition of three new garages (taking the total from 17 to 20) would be acceptable as the garages will remain as modest structures within the environment and would not materially change the appearance of the collective cluster of garages at present.

2. Principle of the proposed use

2.1 The applicant has confirmed that the proposed uses of the garages are for parking and/or storage which is likely to have reflected the last lawful use of these garage units. It is specified that the garages will be offered for sale/lease to residents first and then offered to third parties if they are not taken. Given the existing use of the garages, it would not be possible through to restrict the use of the garages to residents of the residential blocks within Atherton Heights through planning, or to require the applicant to offer them to existing residents before others. The existing garages were used for parking and storage, with not all for residents of the development. As such, the principle of the use of the re-provision of the garages and the provision of three additional garages is considered to be acceptable, subject to the consideration of the other material planning considerations discussed later in this report. It is not considered reasonable to object to the potential use of the garages by non-residents for the reasons set out above.

2.2 If the garages are used for purposes beyond that of the parking of cars or storage, or if the garages are joined together internally to create larger storage spaces, then this may have different implications for the highways impact and the appropriateness of such a use in this area. As such, a condition is recommended to secure this.

3. Character and appearance

3.1 The current garages have a height of 2.4m, a width of 2.5m and a depth of 5.3m. A large terraced cluster of these garages (13 garage units) are located on the western side of the garage area. Two smaller clusters (2 garages each) are located opposite these garages on the eastern side of the garage area. These clusters are slightly deeper, with 5.5m and 5.7m depths respectively. The other dimensions remain the same as with the larger cluster.

3.2 The proposed garages would have a height of 2.4m, a width of 3.0m and a depth of 5.3m. This results in a very similar arrangement to the existing, with the new garages proposed to be the same height and depth as the existing garages, and have the same proximity to the boundaries with Sunnydene Gardens to the west. However, the garages are wider, with an additional width of 0.5m for each garage. On the eastern side an existing double garage block is to be replaced with a wider garage block (increasing the width from 5 m for the existing to 5.7 m for the proposed) and a new 9 m wide block of three garages is proposed to be built adjacent to this.

3.4 Given the size and siting of the proposed garages, it is considered that the proposal will have an acceptable impact on the visual character of the area and will not result in a significantly different local character. In fact, the use of newer materials is likely to result in a more aesthetically pleasing appearance than the current vacant garages and may ultimately improve the appearance of the area.

4. Impact of the built form of the proposed development on neighbouring occupiers

4.1 As discussed above, the proposed garages replace existing garage blocks. The western block predominantly adjoins the garage blocks of the adjoining site, with the additional width set away from the amenity space to the south of those adjoining garage blocks. The proposal will not result in the garages being any closer to the residential premises at Atherton Heights; they will also be built to the same modest height as at present. As such, the development is not considered to have an unduly detrimental impact on the light or outlook of any neighbouring occupiers, including those to the west, within the curtilage of Sunnydene Gardens. To the east, an existing 5 m wide garage block is to be demolished and two garage blocks constructed, measuring 5.5 and 9 m in width. This does increase the width of the garage blocks adjacent to the communal amenity space of the adjoining residential block. However, given their limited height (2.4 m), this is not considered to result in an unduly detrimental impact on the quality of that space or the outlook of the adjoining residential block.

5. Highways

5.1 Car parking allowances for residential use are set out in Appendix 1 of the adopted DMP 2016. As the site does not have good access to public transport services, the higher standard applies.

5.2 Assuming each of the 27 flats at Atherton Heights has two bedrooms, up to 27 parking spaces would be allowed for the estate. It has been estimated that approximately 17 parking spaces could be accommodated within the adopted element of Atherton Heights. The garages and other areas within the application site would have originally provided additional parking spaces. However, the agent has confirmed that the application site is under their private ownership, and that residents do not have any rights to park in or access this area. Atherton Heights is an adopted highway. However, the area of adopted highway does not project into the application site. It is understood that the owner has been enforcing against parking within the application site by issuing tickets to the residents who park there. However, such tickets cannot be issued for parking on the parts of Atherton Heights that are a part of the adopted highway. As such, the development proposed within this application in itself does not affect the ability of residents to park within the application site as they are not legally entitled to park within this area. Objectors have specified that the proposal fails to re-provide parking for residents. Given the matters discussed previously within this paragraph, to require the re-provision of parking for residents where they do not have a legal right to use the existing garages could not be secured within a planning consent.

5.3 This proposal will remove 15 of the 17 garages within the garage court, which due to their limited width of 2.5m and ramshackle state, appear to be little used. Eighteen new and larger garages (5.3m x 3m) are proposed in their place, which will be more useable, with adequate turning space retained within the 6.6m-8.1m wide aisle.

5.4 Whilst the applicant has indicated that the garages will first be offered to the residents/leaseholders of Atherton Heights and it is specified that some residents have already indicated an interest. However, the applicant has specified that garages will be offered to third parties if not taken up by residents. Given the limited size of the garages, the potential use by people who do not reside in Atherton Heights is not likely to result in excessive levels of traffic or congestion and would not be considered detrimental to highway flow and safety. If the existing garages were repaired (which would not require planning permission), then they could already be used for such purposes.

5.5 The proposal is not considered to result in conditions prejudicial to the free and safe flow of traffic or

pedestrians and as such, is considered to accord with the Brent Local Plan Development Management Policies 2016.

6. Environmental Health Considerations

6.1 The area where this proposed demolition and erection of prefabricated garages is located has previously been used for garages. Therefore there may be contaminated land associated with this previous use. It is therefore recommended that a condition is attached to address this if consent is granted.

6.2 The development is within an Air Quality Management Area and located close to other residential properties. Demolition therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. An appropriate condition is therefore recommended to secure a Construction Method Statement to minimise the impact on local air quality and protect the amenity of neighbours.

6.3 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. An informative will remind the applicant of such duties.

7. Conclusion

7.1 Given the above, the proposed development is considered to be acceptable. The scheme is of an appropriate siting and design, would have an acceptable relationship with surrounding properties, would not undermine highway safety and is consequently recommended for approval, subject to condition as laid out in the decision notice.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/5103

To: Mr Matthew Dunsford
12 Burnside Close
New Barnet
Herts
EN5 5LN

I refer to your application dated 20/11/2016 proposing the following:
Demolition of existing 15 garages and erection of 18 pre-fabricated garages (for parking/storage purposes) and retention of 2 existing garages (for parking/storage purposes) and accompanied by plans or documents listed here:
See condition 2.
at Garages, Atherton Heights, Wembley

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

Date: 03/03/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

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 2012
Brent Development Management Policies 2016
Brent Core Strategy 2010

- 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):

1 – Existing
2 – Proposed

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

- 3 The garages hereby approved, including those that are to be retained, shall not be used other than for the parking of vehicles and/or storage for the lifetime of the development.

Reason: To ensure the use of the garages is appropriate for their setting, having regard to the nature and character of the area and the amenities of adjoining and nearby occupiers, and in the interest of pedestrian and vehicular flow and safety.

- 4 The garages hereby approved, including those that are to be retained, must remain internally separated as individual garage units as identified on plan 2 (proposed plans) for the lifetime of the development. The separating walls between all garages shall remain in place and no internal openings or means of passage between garage units shall be constructed for the lifetime of the development.

Reason: To ensure the use of the garages is appropriate for their setting, having regard to the nature and character of the area and the amenities of adjoining and nearby occupiers, and in the interest of pedestrian and vehicular flow and safety.

- 5 Details of materials for all external work, including samples which shall be made available for viewing on site or in an agreed location, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced (excluding demolition and the laying of foundations). The development shall be carried out in accordance with the approved details.

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

- 6 Prior to the commencement of the development a Construction and Demolition Method Statement shall be submitted to and agreed in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development and the construction of the development shall be carried out in accordance with the approved statement.

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

- 7 In the event that contamination is found at any time when carrying out the demolition and construction works hereby approved, it must be reported in writing within 7 days of identification to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site. Following this, a site investigation must be undertaken and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved in writing by the Local Planning Authority. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme, a validation report must be submitted to and approved in writing by the Local Planning Authority prior to the further carrying out of works.

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

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.
- 3 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.
- 4 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.

Any person wishing to inspect the above papers should contact Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

15 March, 2017
08
17/0016

SITE INFORMATION

RECEIVED	3 January, 2017
WARD	Tokynghon
PLANNING AREA	Brent Connects Wembley
LOCATION	Land at the Junction of Engineers Way and, First Way, Wembley
PROPOSAL	<p>Reserved matters application relating to condition 1 (layout, scale, appearance, access and landscaping) pursuant to outline planning permission 15/5550. This application relates to Plot E03 (known as Canada Court) for the construction of a building ranging from 12 to 26 storeys in height, providing 743 residential units within private and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings), with private communal residential landscaped gardens and clubhouse; energy centre (to serve the wider masterplan and the SW Lands development); a podium level bridge link (connecting to Plot E05 mezzanine), 91 coach parking spaces, and 569 sqm (GEA) of commercial space for either B1 (Business) and/or D1 (Community) use, ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure.</p> <p>The application seeks to discharge the following conditions for Plot E03:</p> <p>19(h): Wind; 19 (k): Internal layout of buildings; 19(l): Access; 19(m): Daylight; 19(n): Private external space; 27: Construction Logistics Plan; 31: Counter Terrorism Measures; 34: Noise; 36: Noise; 37: Construction Method Statement; 38: Air Quality; 39: CHP Emissions; 46: Piling Method Statement; 49: Indicative Phasing</p>
APPLICANT	Quintain Limited
CONTACT	WYG
PLAN NO'S	Please see condition 1
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_131943</p> <p><u>When viewing this as a Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "17/0016" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction

2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

 1. Approved drawings/documents
 2. Any [other] condition(s) considered necessary by the Head of Planning

Informatives

 1. Advising of future requirements for applications.
 2. Any [other] informative(s) considered necessary by the Head of Planning

1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

2. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

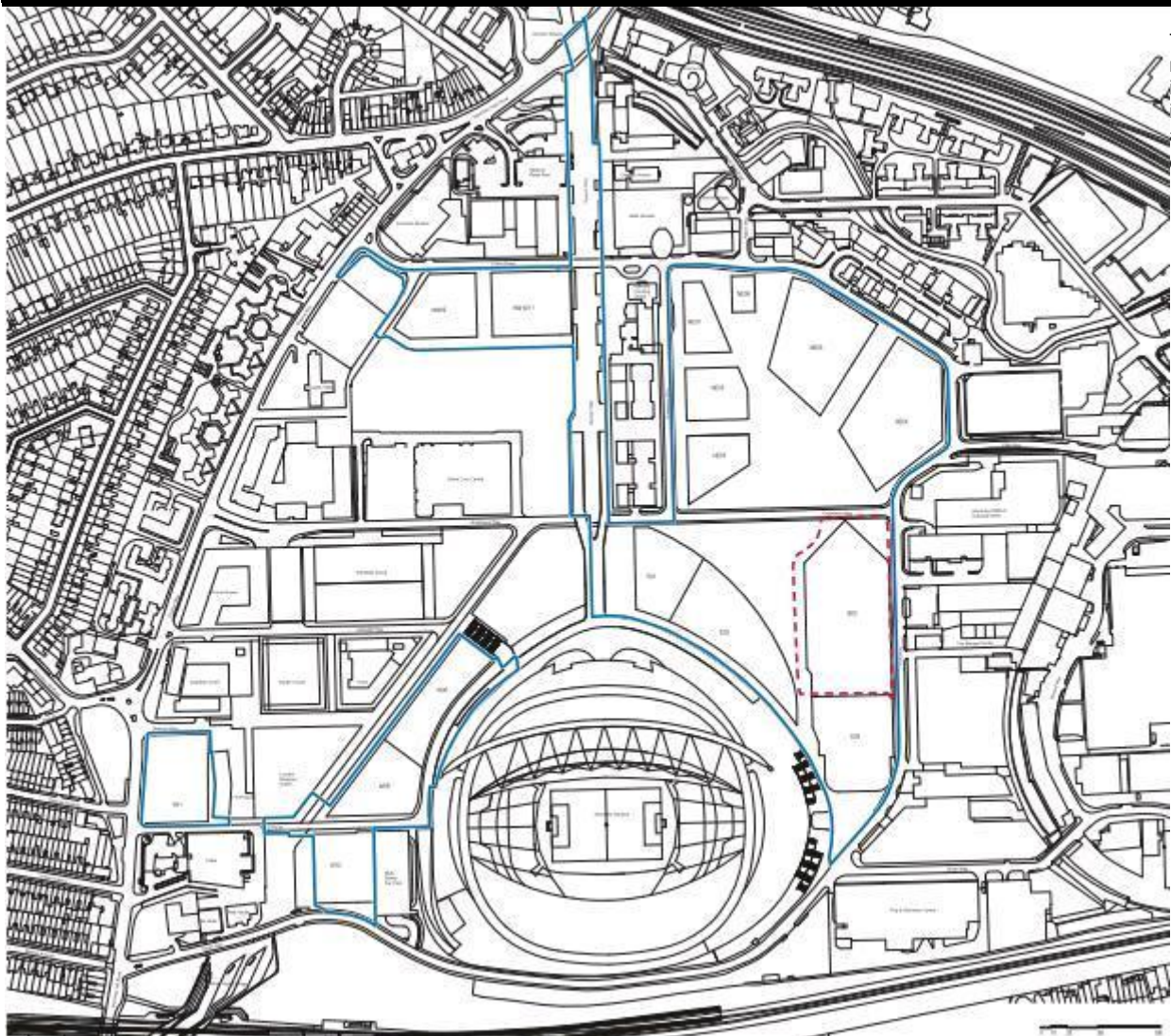
SITE MAP



Planning Committee Map

Site address: Land at the Junction of Engineers Way and, First Way, Wembley

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This map is indicative only

PROPOSAL IN DETAIL

The proposal for Plot E03 comprises seven buildings around a landscaped courtyard providing 743 residential apartments and 569sqm GEA of employment (B1) or community (D1) floorspace, together with 91 coach parking spaces, cycle parking for residents, all associated external amenity space, hard and soft landscaping, access to highways and an Energy Centre.

Residential Accommodation

- The ground floors will accommodate residential entrances and lobbies, concierge facilities, residential amenity, circulation and primary access to upper floors;
- Building A, provides 95 residential apartments across 12 levels.
- Building B, provides 105 residential apartments across 12 levels.
- Building C, provides 105 residential apartments across 12 levels.
- Building D, provides 74 residential apartments across 10 levels.
- Building E, provides 74 residential apartments across 10 levels.
- Building F, provides 74 residential apartments across 10 levels.
- Building G, provides 216 residential apartments across 25 levels.

Employment or Community Space

The development's ground floor will provide 569sqm GEA of community or employment floorspace on its eastern and western façades within blocks A, B, C, D, E and F.

Coach Parking

Parking for 91 coaches, to support Stadium event days, will be located at ground floor level below the residential courtyard; the parking will serve Stadium event goers on major events.

Cycle Parking

Cycle parking spaces are provided at lower ground of each block and within the adjoining E05 mezzanine, as consented. The cycle parking is to serve the residential occupants.

Amenity Space

Each apartment has access to a private balcony or terrace. A residential garden, available to all residents, is located between the buildings provides accessible open space, soft and hard landscape, water features and seating. A child friendly landscape and play space is located within the garden. Residential internal amenity is also provided within the development, most notably with a club house at podium level.

EXISTING

The application plot E03, holds a strategic gateway location within the Wembley Park Masterplan. The site is comprised of 1.48 ha and is a part of the Wembley Masterplan eastern lands area. The E03 plot is bounded by Engineers Way to the North and First Way to the East. The site is set within the existing Green Car Park, presenting a gently sloping landscape with no distinct features. Plot E03 is located close to Wembley Stadium, and sits directly north of the Plot E05 site approved in detail for a multi-storey car park within the masterplan outline. Directly north of the site is Wembley Retail Park, which is currently being temporarily converted to car parking, before forming part of the regenerated Wembley Park Masterplan.

SUMMARY OF KEY ISSUES

Outline Planning Permission: Application reference 15/5550 granted outline consent for the development of 15.9 hectares of land surrounding Wembley Stadium. This reserved matters application is considered to be in material compliance with the parameters and principles established under the outline consent.

Representations Received: No representations were received from local owners/occupiers in response to the consultation.

Proposed Uses: The proposed uses including residential, coach parking, commercial units (B1 or D1) and the energy centre, are in compliance with the parameters and principles established and approved under the outline consent.

Housing mix and Affordable housing: 42% (303 Units) of the residential floorspace is provided as intermediate rent (London Housing Bank Dwellings). The remaining 58% (440 Units) are to be delivered as private market rent. The mix comprises 113 x studios, 334 x 1bed units, 225 x 2bed units and 71 x 3bed units. This is in line with the principles relating to housing mix established within the Outline Planning Consent.

Scale, Layout and Appearance: The scale and massing of the proposed scheme is within the heights and extents identified on the parameter plans approved under the outline planning permission. The building is required to perform a wide variety of functions and it is considered that the layout will enable this successfully whilst also tying in with the existing and emerging surrounding development. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms.

Quality of accommodation: The units will meet the relevant standards for residential accommodation and the living conditions of future occupiers of the development would be acceptable.

Sustainability and energy: The submission demonstrates that the scheme will exceed London Plan targets for CO2 reduction, and will include the energy centre for the site wide heat network within this application site.

Highways: The car and coach parking, access and servicing arrangements are considered to be acceptable, and the levels of parking and cycle parking are in accordance with the outline consent.

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	60661	60661
General business use	0	0	0	492	492

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)	0	0	0	0	0	0	0			0
EXISTING (Bedsits/Studios & Market)										
EXISTING (Flats û Intermediate)										
EXISTING (Bedsits/Studios & Intermediate)										
PROPOSED (Flats û Market)	162	137	40							339
PROPOSED (Bedsits/Studios & Market)	101									101
PROPOSED (Flats û Intermediate)	172	88	31							291
PROPOSED (Bedsits/Studios & Intermediate)	12									12

RELEVANT SITE HISTORY

The main application which granted outline consent for this site was considered by the planning committee on 11 May 2016, and the decision was issued on 23 December 2016 following the completion of the legal agreement and referral to the Mayor of London. This is the first Reserved Matters application to be considered for determination by the planning committee in relation to this outline consent.

Details of that consent are as follows:

15/5550 - Granted 23/12/2016

Hybrid planning application, accompanied by an Environmental Impact Assessment, for the redevelopment of the site including:-

Full planning permission for erection of a 10-storey car park to the east of the Stadium comprising 1,816 car parking spaces of which 1,642 are for non-residential purposes, up to 82 coach parking spaces and associated infrastructure, landscaping and vehicular access.

And

Outline application for the demolition of existing buildings on site and the provision of up to 420,000 sqm (gross external area) of new floorspace within a series of buildings comprising:

- Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;
- Commercial (Use Class B1) up to 82,000 sqm;
- Hotel (Use Class C1): up to 25,000 sqm;
- Residential (Use Class C3): up to 350,000 sqm (up to 4,000 homes) plus up to 20,000 sqm of floorspace for internal plant, refuse, cycle stores, residential lobbies, circulation and other residential ancillary space;
- Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;
- Assembly and leisure (Use Class D2): 23,000 sqm;
- Student accommodation (Sui Generis): Up to 90,000 sqm.

And associated open space (including a new public park) and landscaping; car and coach parking (including up to 55,000 sqm of residential parking and 80,000 sqm non-residential parking) and cycle storage; pedestrian, cycle and vehicular accesses; associated highway works; and associated infrastructure including water attenuation tanks, an energy centre and the diversion of any utilities and services to accommodate the development.

Subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended

CONSULTATIONS

Press Notice: 19/01/2017

Site Notice: 13/01/2017

The owner/occupier of 88 nearby and neighbouring properties were notified of the development 12/01/2017.

No representations were received at the time of writing this report.

Internal Consultees:

Ward Councillors

No responses

Environmental Health

Agree to the discharge of conditions 38, 39 and 46. Further information required in support of Conditions 34 and 36.

External Consultees

TfL

TfL has No Objection to the proposed discharge of Condition 1h, K, I,M, N. 31,34, 36, 37,38, 39, 46 and 49. With regards to condition 27 (CLP) confirmation is sought on the number of construction vehicles and a construction vehicle book in system should be operated.

Thames Water

Requested a layout plan clearly indicating the method and locations of all piles to be installed on the development site before they were able to agree the proposals. This has now been provided to Thames Water, however, a response has not yet been received. Any comments received will be included in a supplementary report.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

London Plan consolidated with alterations since 2011 (March 2016)

Wembley Area Action Plan 2015

Brent Local Plan Development Management Policies 2016

Brent Local Development Framework Core Strategy 2010

DETAILED CONSIDERATIONS

1. **Context**
2. Planning permission was granted under reference 15/5550, for the development of 15.9 hectares of land surrounding Wembley Stadium. The application was a hybrid scheme submitted part in outline with all matters reserved and part in full detail.
3. This application is for the approval of reserved matters for Plot E03 (also known as Canada Court) pursuant to condition 1 of the above outline planning permission. This reserved matters application therefore seeks approval for the details of layout, scale, appearance, access and landscaping for Plot E03.
4. The scheme comprises of seven buildings with seven cores, ranging from 12 to 26 storeys in height, providing 743 residential units within private and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings), with private communal residential landscaped gardens and clubhouse; energy centre (to serve the wider Masterplan and the SW Lands development); a podium level bridge link (connecting to Plot E05 mezzanine), 91 coach parking spaces, and 569sqm (GEA) of

commercial space for either B1 (Business) and/or D1 (Community) use, ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure.

5. The site sits within the eastern lands of the Wembley Park Masterplan (ref:15/5550). To the immediate west of the site will sit the first half of a 7 acre new park as proposed within the Masterplan. To the south of the new park will emerge plots E01/E02, which will complete the residential quarter of the eastern lands.

6. Proposed uses

7. The scheme is made up of seven blocks, built above a coach/car park to serve Wembley Stadium events which is situated at ground floor level. The coach/car park provides 91 coach parking spaces and will sit centrally within the ground floor plan. The ground floor also provides commercial uses to activate the frontages around the plot, namely along its east façade facing First Way, and the west façade towards Plots E01 and E02 and the southern section of the Park. Entrances to the residential accommodation, which is located across the upper floors, is also proposed at ground floor level.
8. The outline planning permission granted approval for a number of residential and non-residential uses across the Wembley Park Masterplan site. The total commercial floorspace within Plot E03 is 569sqm GEA, distributed at ground floor level. To maintain flexibility in the market place, it is proposed that this floorspace can be used for either Use Class B1 (Business) and/or D1 (Community). This is considered acceptable as the uses are in line with policy and the Masterplan, and will avoid empty units within the development.
9. The E03 scheme accommodates 61,583sqm GEA of residential floorspace, providing 743 residential units and ancillary areas.
10. This reserved matters application includes the pedestrian footway around the building along the Park side, First Way and Engineers Way as well as a pedestrian walkway that is located to the south between Plots E03 and E05 known as Canada Lane. It also includes a new public square to the north east of the plot at the junction of First Way and Engineers Way.
11. The proposed uses are in accordance with the Outline planning consent and are therefore acceptable.

12. Layout, scale and appearance

13. Layout

14. As mentioned above, the coach parking for the stadium is proposed at ground floor level. The coach parking area links to the coach parking provided within Plot E05 which is located directly south of Plot E03. This forms part of the overall coach parking facility for Stadium events and vehicular access for coaches to Plot E03 is achieved via Plot E05.
15. The principle of the access arrangements was accepted by Brent when planning permission was granted. Plot E05 received reserved matters approval alongside the outline planning permission. Following that consent, Plot E05 will be subject to redesign and a revised scheme will need to be submitted in due course for consideration. This reserved matters application for Plot E03 has been designed having regard to Plot E05 as approved but also with full regard to the need to work with any future amendments to be presented for approval.
16. A podium level bridge link (connecting to Plot E05 mezzanine) is proposed, as well as a pedestrian walkway that is located to the south between Plots E03 and E05 known as Canada Lane.
17. Also at ground floor are plant, cycle stores, lobbies and lift access. The commercial ground floor units run around the perimeter of the building so that active frontages can be presented to surrounding streets. The provision of entrances to non-residential units on the east and west sides of the Plot will further create active frontages increasing footfall and enhancing security.
18. The residential elements of the scheme are proposed at podium level and above. Blocks A, B and C form the Western edge to the development. The buildings are set at 45 degrees to the main podium level enabling a two storey colonnade to be formed adjoining the landscaping of the emerging park. The buildings are 12 storeys tall above the podium level. Block A provides 95 dwellings and Blocks B and C 105 dwellings each. A typical floor provides eight to twelve dwellings per floor with a mix of dwelling sizes

and aspects. The building is grouped into 5 horizontal bays; the commercial and entrance level and then above podium into 4 residential bands. Each vertical bay is delineated with a light colour brick horizontal band.

19. Blocks D, E and F form the Eastern edge to the development. Each block delivers eight units located off a single core with a mix of dwelling sizes and aspects. The facade has clearly defined residential entrances interspersed with B1/D1 facades. The buildings are 10 storeys tall above the podium level. Each block provides 74 dwellings with a typical floor delivering eight dwellings per floor with a mix of dwelling sizes and aspects.
20. Block G creates a landmark building to the Northern end of the development standing 25 storeys above the podium level. 216 dwellings are provided with a typical lower floor providing twelve dwellings per floor offering a mix of dwelling sizes and aspects. The majority of floors deliver eight dwellings per floor, including adaptable dwellings, with the top three floors housing the large family sized dwellings.
21. Each dwelling has a balcony or terrace as well as access to the resident's lounge and podium.
22. The core within each block is served by two lifts and stairs that are compliant with building regulations which now accommodate former Lifetime Homes and Wheelchair Housing standards. A fire fighting lift is provided to each core.
23. Plot E03 has been designed to accommodate the ENVAC waste system, whereby users drop their refuse into a portal or chute which, using suction, is then transported via an underground network of pipes to an off site collection hub which is located in plot W05. Blocks A to F are provided with ENVAC portals at ground floor, accessed from the entrance lobby whilst block G has refuse chutes at every residential level. The B1/D1 units have a separate ENVAC portal also located at ground floor. The benefit of the ENVAC system is that the need for refuse storage is significantly reduced, however, a bulk store is provided at ground level to block G (connected to the coach park) where residents can dispose of large items.
24. The layout is considered to be acceptable and would result in a suitable form of development for the locality. Whilst the building is required to perform a wide variety of functions, it is considered that the layout will enable this successfully whilst also tying in with the existing and emerging surrounding development. The proposed layout is considered to be in keeping with Brent Local Plan Development Management Policies 2016 and the Wembley Area Action Plan 2015.

25. Scale

26. The building design incorporates a stepped approach to massing with the taller elements at block G providing a focal point to the northeast corner of the plot, contributing to the legibility of the area by creating a landmark presence to the corner of First Way and Engineers Way.
27. Blocks A, B and C extend to 14 storeys in height and front onto the Park and Masterplan Plots E01/E02. Block G extends to 26 storeys in height and fronts onto Engineers Way, whilst blocks D, E and F extend to 12 storeys in height and front onto First Way reflecting the lower heights of the existing buildings opposite. The different heights and angulation of the buildings allow a varied roofline whilst also allowing light into the scheme.
28. All seven blocks will be built above the coach park structure and the roof of the coach park comprises the large communal courtyard. A single height 'clubhouse' building is located to the north-east of the courtyard between blocks A and G. A communal terrace is also provided at roof level to block G.
29. The proposed AOD heights of all the blocks are under the maximum parameters of approved Parameter Plan 9. Buildings A, B and C are 82.385m AOD with the parameter plan being 83.5m AOD; buildings D, E and F are 76.385m AOD with the parameter plan being 76.4m AOD; and building G is 118m AOD with the parameter plan being 120.5m AOD.
30. The clubhouse and playhouse are 51.862m AOD and 49.075m AOD respectively. These are below the maximum parameter of 52m AOD for the northern edge of the plot, although they extend further into the site.
31. To provide context the stadium presents four critical datum heights, namely; its concourse at +52m AOD; its shoulder at +80m AOD; the top of its roof at +103m AOD; and the peak of its arch at +183m AOD.

32. The scale and massing of the proposed scheme is within the heights and extents identified on the parameter plans approved under the outline planning permission and are therefore acceptable, according with Policy DMP1 the Local Plan Development Management Policies 2016 and Policies WEM5 and WEM6 of the Wembley Area Action Plan 2015.
33. Appearance
34. Different design techniques have been used for Plot E03 to facilitate the articulation of each block whilst achieving a cohesive design for the development. A unifying colonnade visually brings each of the blocks to the ground and is complemented by a light coloured crown element to the upper portions of the blocks. Horizontal bandings are used to break down the mass of the blocks and tie the building together. The articulation of each of the façades to blocks is achieved through the use of balconies arranged one above the other to accentuate verticality.
35. A mixed palette of dark and light materials is proposed for the external cladding to create an interesting and modern architecture, which is well proportioned. The use of horizontal banding in lighter coloured tones will link the blocks together at key levels and these tones are also matched at the upper floor levels to 'crown' each of the blocks.
36. Within blocks A, B and C the windows have deep reveals and to add interest the brick has corbelled elements, with a consistent width of non-corbelled element adjacent, to add building articulation. At the lobby entrance there is vertical brick colonnade in-filled with glass, dark colour metal louvre or dark colour metal panel or a combination of these. It has been inset adjacent to Building G and opened up horizontally to create the super lobby glazed entrance.
37. The brick band that defines the podium level continues through buildings D, E and F. Vertical grouping of residential windows above continues down to the ground, with dark colour louvre or window elements between, arranged to suit the various functions within. Feature entrance canopies clearly define the three residential entrances to D, E and F. The horizontal spacing of windows at the crown of blocks D, E and F has been reduced to create a strong vertical proportion and adds a change of rhythm to this façade, relating to the piers below. The top of the crowns are completed with a parapet to ensure well balanced proportions. The recessed darker brick above the top window head complements the same approach taken with the tops to buildings A, B and C.
38. To complement buildings D, E and F, the vertical scale of the façade grouping increases for the upper levels of building G to create a top in proportion to the scale of the building. Also similar to buildings D, E and F, the rhythm of fenestration changes at the top, with a strong rhythm of vertical columns in-filled with setback darker colour brick and windows with metal trim surrounds. A sky beam completes the top adding to the visual permeability of the top of building G with views of the sky possible when viewed from below. At the two ends within the top, the balconies change to a setback terraces to more clearly delineate the top element from those grouped elements below.
39. The scheme is designed to be "tenure blind" so that there is no discernible difference in architectural expression between the seven blocks whilst each group of blocks will retain their own character. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms, and thus accords with policy DMP1 of the Brent Local Plan Development Management Policies 2016 and policy WEM5 anWEM8 of the Wembley Area Action Plan 2015.
40. **Residential accommodation**
41. The E03 scheme proposes 743 residential units and ancillary areas.
42. Each building's typical floor plan provides a mix of dwelling types, from 1 bedroom to 3 bedroom apartments promoting varied communities. The floor plans stack throughout each building.
43. There are typically eight dwellings per core, increasing to twelve for the lower storeys of the larger Block G building. The majority of floors to Block G provide eight dwellings per floor, ranging from 1 bedroom dwellings to 2 bedroom adaptable dwellings and up to 3 bedroom family dwellings. The top floors to Block G provide larger family dwellings and there are four dwellings to per core.
44. Dual aspect units are provided where possible and where dwellings have single aspect, this is not north facing and the dwellings are designed to maximise the daylight opportunities.

45. Each dwelling has a balcony or terrace providing private open space. All seven buildings have direct access to the private communal landscaped gardens at podium level.

46. The table below shows a breakdown of the residential units proposed.

	Studio	1Bed	2Bed	3Bed	1Bed wch	2Bed wch	Total
Block A	12	35	23	25			95
Block B	22	35	43	05			105
Block C	22	35	43	05			105
Block D	13	26	21		14		74
Block E	13	26	14		21		74
Block F	13	26	14		21		74
Block G	18	95	43	36		24	216
Total	113	278	201	71	56	24	743

47. The private market rent residential accommodation is located within all blocks. The intermediate rent residential accommodation (London Housing Bank) which is pepper-potted throughout the scheme will also be located within all blocks.

48. 42% of the residential floor space (GIA) is provided as intermediate rent (London Housing Bank dwellings). The remaining 58% comprises 440 dwellings which are to be delivered as private market rent.

49. Affordable Housing

50. 303 units are provided as London Housing Bank units. This is a time limited affordable housing product, supported by the GLA, with rents set at 80% of the market level for a minimum period of 7 years. In accordance with the GLA guidance after 7 years these units can be sold to the market or to tenants as individual homes, retained as affordable housing or transferred into the company's housing portfolio. The proposed mix as follows:

	Studio	1bed	2bed	3bed
Number of units	12	172	88	31
% of LHB units	4	56.8	29	10.2

51. 35 of the units in Blocks D, E, F and G will be accessible for wheelchair occupation.

52. Housing for private rent

53. 440 units of the residential accommodation in Plot E03 are for private rent. This is provided as follows:

	Studio	1bed	2bed	3bed
Number of units	101	162	137	40
% of PMR units	23	36.8	31.1	9.1

54. 45 of the units in Blocks D, E, F and G will be accessible for wheelchair occupation.
55. The proposed mix of units accords with the Outline Planning Consent and is considered to be acceptable, having regard to Policy CP21 of the Brent Core Strategy 2010, Policy WEM18 and WEM19 of the Wembley Area Action Plan 2015 and Policy DMP15 of the Brent Local Plan Development Management Policies 2016.

56. Quality of accommodation

57. Within E03 each building's typical floor plan provides a mix of unit types. The size range below show the minimum and maximum range for Blocks ABC typical, Blocks DEF typical and Block G typical in relation to the standards set within the Wembley Park Masterplan Development Specification (which itself was based on the Mayor's Housing SPG 2012 and in relation to Mayor's current standards and the National Technical Housing Standards).

Plot E03 unit sizes min/max sqm	Wembley Park Masterplan Dev Spec - November 2015	London Plan / National Technical Housing Standards
1B1P = 38.9 to 42.4sqm	37sqm	37/39sqm
1B2P = 50.0 to 61.3sqm (61.3 is a one-off in block G at UG)	50sqm	50sqm
2B3P = 61.5 to 69sqm	61sqm	61sqm
2B4P = 71 to 72.1sqm	70sqm	70sqm
3B4P = 83.5 to 89.2sqm	74sqm	74sqm
3B5P = 89.1 to 89.8sqm	86sqm	86sqm
3B6P = 103.9 to 121.7sqm	95sqm	95sqm
WCH 1B2P = 62.8sqm	50sqm	50sqm
WCH 2B3P = 67.4sqm	61sqm	61sqm

58. All of the units meet or exceed the standards set within the Wembley Park Masterplan Development Specification and the latest London Plan standards set for 1 storey dwellings within the Mayor's current Housing SPG. The Development Specification is part of the approved suite of documents that form part of planning permission 15/5550.
59. All units are to be built to meet the Lifetime Homes standards (now M4(2) of the Building Regulations), whilst 80 units (10%) will be wheelchair accessible or easily adaptable (now M4(3) of the Building Regulations). A total of 10,430 square metres of external amenity space is proposed which equates to 14 square metres per unit. Whilst this is below the SPG17 standard of 20 square metres, this plot is adjacent to the new park which is to be delivered pursuant to the outline planning consent. Half of the southern element of the park is to be delivered with the first plot adjacent to it and would therefore be delivered with this plot. Units would be designed to meet the noise criteria set out within the outline consent and thus will be designed to mitigate against stadium and road noise.
60. No wheelchair units are located on the ground floor as there are no residential uses at this level. Each block has two lifts to all floors and therefore all wheelchair adapted or easily adaptable units are served by two lifts. This provides resilience, should one lift be undergoing maintenance and also provides inclusive access for visitors to all units.
61. The proposal will deliver a good standard of residential accommodation which is acceptably in accordance with London Plan Policy 3.5, the Mayor's Housing SPG, Brent Local Plan Development Management Policies DMP1, DMP18 and DMP19 and the National Technical Housing Standards.

62. Ancillary Residential Floorspace

63. Internal ancillary residential amenity space is provided at ground floor in blocks A to F of the E03 building. This comprises communal lobbies and concierge facilities for the residential occupiers. In addition, a super lobby is provided at ground and first floor within block G providing post boxes, lounge facilities and a communal meeting space for residents.

64. Defensible space

65. Properties adjoining the garden terraces have a private patio approximately 2.5metres wide which is seperated from the residents garden by a raised planting bed at least 1metre wide. This provides a clear boundary between communal and provate space and offers a good balance between surveillance and privacy. Raised planters are also used to seperate the private terraces on the upper levels.

66. **Landscaping and Amenity Space**

67. A large communal landscaped garden forms the central amenity feature of Plot E03. This is located at podium level and residents of the scheme will have level access to this area from each block core. This amenity space totals 4,173sqm.

68. All units are provided with private amenity space either in the form of balconies of a minimum 1.5m depth and a minimum area of 5sqm or defensible space of a minimum of 2.5m depth.

69. Private roof terraces are provided to 14 flats on blocks D, E, F and G. The roof terraces provide both communal and private spaces for resients. Private terraces offer outdoor seating, edged with planting and privacy is maintained with partition screens. Roofs that are not accessible to residents are green/brown roofs to enhance local biodiversity.

70. The garden is organised to ensure clear direct routes from the super lobby to the building entrances. The path widths are a minimum of 2 metres in width and will be paved with permeable resin bound gravel.

71. The gardens are designed to be a playable place and provide 420sqm of play in the form of lawns, water feature, sand pit, and a centrepiece play feature. The play spaces are designed to accommodate the requirements of children up to the age of 11, whilst providing space for older children who want to sit and gather. These areas are overlooked by residents and provide opportunities for play under close or casual observation by parents. More active play such as ball games will be accommodated in the adjacent park.

72. The proposed amenity, landscaping and play space materially accords with the Brent Local Plan Development Management Policies Policy DMP19, London Plan policy 3.6 and the Mayor's SPG Shaping Neighbourhoods: Plan and Informal Recreation.

73. Public Realm

74. The public realm will help integrate the development into its existing and proposed context (upon delivery of the wider masterplan). The development seeks to upgrade the footway along First Way, create a new public square at the junction of Engineers Way and First Way and enliven the Park edge (whilst accommodating a 3.7m wide access route to be used by only for emergency vehicles).

75. The details of the landscape proposals for the public realm surrounding Plot E03 will come forward in due course pursuant to condition 20 of the outline planning permission. In accordance with the wording of this condition, these details are required to be submitted and approved prior to the commencement of the superstructure.

76. **Sustainability issues**

77. As part of the Masterplan proposals a site-wide heat network will be delivered with a single energy centre that will meet and improve upon the performance requirements outlined at the Masterplan application stage. The energy centre sits to the north of the subject Plot E03 close to the junction of First Way and Engineers Way where it is easily serviced from surrounding roads and optimises the flue location. A heating network will connect the energy centre to the plots within the Masterplan, including W11, W12, W03, and to the South-West Lands (SWL) development.

78. Additional peak boiler and low carbon CHP capacity will be provided within the energy centre, in line with the Sustainability section of the S106 agreement of the Outline Consent to account for the addition of South West Lands development (ref:14/4931) and possible future connection to any additional heat demands that become available. The energy centre previously submitted for the South West Lands development will be absorbed into Plot E03 as a result and a single consolidated energy centre design is provided instead.

79. The energy centre will comprise 2 x 2.5MWe CHP systems fed with natural gas. These will have a total electric capacity of 5.070MWe and total thermal capacity of 4.796MWth. In addition, 1 x 8.2MWth and 2 x 14MWth natural gas boilers will be installed, totalling 36.2MW of peak capacity.

80. As a result of the consolidated approach, more electrically efficient CHP engines can be installed, thereby reducing the carbon emission per kWh of heat supplied. To accommodate the increased heating capacity in the same space, larger shell boilers are required. To meet air quality limits of 40mgNO_x/Nm² and the higher output, the efficiency of the boilers has reduced by 5.5%. The net result is that the overall energy centre carbon performance has significantly improved with a lower carbon factor of 0.074 kgCO₂ /kWh (reduced from 1.06 kgCO₂ /kWh).
81. The consolidated energy centre design allows a reduction in carbon dioxide emissions for all plots compared with those estimated at Masterplan stage. For the purpose of the calculations, the plots' buildout has been assumed to be the same as in the Masterplan Commercial scenario. The Figure also shows the difference in the improvement over the GLA Baseline as outlined in the Outline permission. It is estimated that the consolidated energy centre will provide a further 6% carbon reduction in relation to the original proposed Masterplan energy centre specification. The new energy centre specifications allow a 42% reduction in carbon emissions beyond 2013 Building Regulations, compared with a 36% reduction in the Masterplan Commercial Scenario.
82. The over-achievement resulting from this plot contributes to the overall Masterplan carbon savings and could be treated as a credit against other plots. This is based on the carbon emissions resulting from energy modelling at Reserved Matters stage for Plots E03, E01/E02 and W06; for later plots, the results have been estimated using consolidated energy centre specifications and the same buildout as per the Masterplan Commercial scenario. The chart shows a predicted cumulative reduction of 46% beyond 2013 Building Regulations, which exceeds the site-wide 35% minimum reduction target. This corresponds to additional 616 tonnes of CO₂ saved beyond the minimum target. Some Plots are predicted to under-perform compared to the minimum reduction target; their shortfall in carbon reduction is, however, compensated by the over-achievement of other Plots within the Masterplan. The carbon emissions estimates are to be updated as the Reserved Matters Applications for the later plots are submitted.
83. **Environmental issues**
84. Water Consumption .
85. Residential units will meet a target of 105 litres per person per day or less. This is equivalent to the Code for Sustainable Homes Level 4 minimum requirements.
86. Potential strategies to meet the target requirements include the use of low water use sanitary fittings within each residential unit, such as low water use WCs, showers, taps, baths and (where installed) white goods.
87. Sunlight and Daylight Microclimate .
88. A full assessment has been undertaken of the levels of daylight and sunlight that the residential units within E03 will receive. This is a requirement of condition 19(m) of the outline planning permission.
89. The daylight/sunlight assessment has been undertaken having regard to the commitments within the Wembley Park Masterplan Environmental Statement, November 2015 which requires that a minimum ADF of 1.5% for living space and a 1.0% for bedrooms is achieved in 95% of all residential units. The study confirms that each of the blocks within Plot E05 achieves the 95% pass rate. In terms of the rooms that fall below this ADF target, these occur at first, second and third floor levels of blocks B and C. It should be noted however, that a significant proportion of these will still achieve an ADF target of between 1.26% and 1.45% ADF which are typically average lighting levels. Given the high level of compliance for each of the blocks the resultant situation is considered to be acceptable.
90. The Wembley Park Masterplan Environmental Statement also states that 50% of the new amenity space will achieve at least 2hrs sunshine on 21st March. The new amenity space on site between all the blocks that form E03 will have 42.62% of its area receiving at least two hours of sun on the ground on March 21st. Whilst the proposal falls slightly short of the standards set out, the amenity space sits in conjunction with and immediately adjacent to the open parkland and amenity space of the Eastern Lands and this should be taken into account when considering these results.
91. The proposed layout is considered to be appropriate as it will comply with the relevant sunlight and daylight standards as set out within the Wembley Park Masterplan Environmental Statement.

92. Wind Microclimate

93. A boundary layer wind tunnel study has been undertaken to assess the pedestrian level wind environment around Plot E03. The study considers the proposed development in the context of the existing environment, and after construction of the Masterplan development.
94. The study combines measured pedestrian level wind speeds at key areas in and around the site with long-term wind frequency statistics to determine the probability of local wind speeds exceeding comfort and safety thresholds for a range of common pedestrian activities based on the industry standard Lawson criteria.
95. The results of the wind microclimate tests are largely positive, with the two localised comfort exceedances being marginal.
96. Within the context of existing surrounds, wind conditions are rated as suitable, in terms of pedestrian safety, across the site.
97. Within the context of existing surrounds, wind conditions at the vast majority (98.3%) of assessed locations are rated as suitable, in terms of pedestrian comfort, for their intended usage. Exceptions to this occur on the podium of the proposed development within the context of existing surrounds, where two locations marginally miss the comfort criteria for recreational spaces during autumn and spring but are acceptable in summer when they are most likely to be used.
98. With the introduction of the Masterplan developments, wind conditions remain suitable, in terms of pedestrian safety, across the site, and wind conditions are improved such that all assessed locations are rated as suitable, in terms of pedestrian comfort, for their intended usage.

99. The BRE Environmental Assessment Method (BREEAM)

100. The non-residential floorspace within Plot E03 will be provided by the applicant as shell and core standard, while the tenants will be responsible for the units' fit-out. Therefore, no formal BREEAM assessments will be undertaken by the applicant. However, a BREEAM pre-assessment has been carried out that demonstrates that the non-residential space design does not prejudice the tenant from achieving the BREEAM "Excellent" standard fit-out. This is considered acceptable.

101. **Highways and Transportation**

102. Building Design & Means of Access

103. Car parking allowances for residential and business uses are set out in the Wembley Area Action Plan. As the site currently has a moderate high PTAL rating, the higher residential allowance of up to 0.5 spaces per 1-1/2-bed flat and 0.75 spaces per 3-bed flat applies, giving a total allowance of up to 389 residential car parking spaces for these 743 flats. The commercial units are permitted up to one space per 200m² (or one space each for small units) taking the overall maximum parking allowance to 397 spaces.
104. With no residential or commercial spaces proposed within the development plot, standards would be complied with as the limitations would not be exceeded.
105. Consideration needs to be given to the likely impact of overspill parking from the site on traffic flow and road safety. The hybrid planning approval for the development secured funds towards the extension of CPZ's/parking controls in the area, promotion of a Car Club scheme, development of Travel Plans and a restriction preventing future residents obtaining on-street parking permits in the area. These measures are considered sufficient to minimise any overspill parking from the site, so as not to have a negative impact on traffic flow or road safety.
106. For the commercial units, public car parking in the wider area is provided within the "red" multi-storey car park on South Way, about 300m south of the site which is acceptable.
107. The layout of the ground floor coach park within this plot shows space for up to 91, 12m long coaches in 2.5m wide bays, with 1.2-2m wide spaces between coaches for pedestrians to circulate. The bay lengths also have the flexibility to accommodate longer 15m coaches if necessary. Suitable headroom of 6.6m is

provided to allow access by the tallest vehicles.

108. This coach park forms the northern half of the “Blue” coach park for future use by Wembley National Stadium on event days (with the southern half approved through the detailed element of the hybrid planning consent) and will take the total parking capacity of the coach park to 173 spaces. Access will be through the southern end of the coach park, with the flexibility to turn coaches on site to leave either towards either the north or to the south, as per the masterplan proposals.
109. The London Plan requires one secure bicycle parking space per 1-bed flat and two spaces per 2-/ 3-bed flat, giving a total requirement for 1039 long-stay spaces. Eight secure storerooms have been indicated at ground floor level to meet 30% of the above standard on double-height racks. The remaining 70% are proposed to be provided at mezzanine level in the adjoining multi-storey car park on site E05, with access via a bridge link over the coach park from the landscaped podium area.
110. Short-stay parking for 19 bicycles and a further five spaces for the commercial units is also required and the proposed provision of 24 external bicycle spaces on ‘Sheffield’ stands around the building is sufficient to satisfy this requirement.
111. The coach park is to be used on non-Event days for service vehicle access to the rear of the commercial units and energy centre, as well as deliveries of large goods to the residential accommodation. This is welcomed, keeping loading off-street.
112. An estate-wide ENVAC suction system is proposed to collect refuse to a central collection point, so that refuse vehicles will not need to enter this site (other than for the collection of bulky waste).
113. Fire appliance access will be provided to all sides of the building perimeter, in accordance with Fire Brigade access requirements for a building of this size. Other emergency services will also be able to use these access points.
114. For the areas fronting the highway, new hard landscaping is proposed comprising paving flags along the First Way frontage and block paving along the Engineers Way frontage. The repaving of the existing bitumen macadam footway in block paving and paving slabs is welcomed in terms of enhancing the existing streetscape.
115. Any alterations to the highway boundary will also need to be indicated as areas for adoption under the S38 Agreement, with clear demarcation on the ground between the future adopted and private areas of footway. In this respect, a new 23m long, 3.25m wide block paved, shared-surface loading bay has been indicated within the footway of Engineers Way for use for loading and disabled short-term parking. With servicing available within the coach park, the provision of a further loading bay/set-down area is not entirely necessary, although it would be of use in retaining servicing and essential vehicular access on Wembley Stadium event days when the rear coach park is in use.
116. The proposed building is shown set back sufficiently from the corner of Engineers Way and First Way to sit clear of the land to be safeguarded for future highway improvements (as secured through the hybrid planning permission) to reconfigure the junction to suit the introduction of two-way flow on First Way and potential re-prioritisation of this junction.
117. Construction Logistics
118. In terms of logistics, construction works are programmed to last from May 2017 until June 2020. Working hours will be restricted to between 8am-6pm on weekdays and 8am-1pm on Saturdays in line with standard practice, but with no activity taking place within four hours of the start of an event at Wembley Stadium. Deliveries will be pre-booked at least 48 hours in advance and deliveries in larger vehicle will be co-ordinated to avoid peak hours.
119. A total of up to 80 deliveries are expected per day at peak times, giving 160 vehicular movements (i.e. 16 per hour over a 10 hour working day). Vehicles will be routed to and from the North Circular Road via Great Central Way and drivers will be informed of this in advance. As long as this route is strictly abided by, there would be no concerns over this anticipated volume of heavy goods vehicle movements.
120. All loading and unloading will take place within the site, with vehicles accessing the site via a new 7m wide temporary construction crossover from Engineers Way in the north-western corner of the site and exiting via an existing crossover onto First Way, travelling anti-clockwise around the site.

121. Swept path diagrams have been submitted to show that there is adequate space available to manoeuvre large vehicles around the site, so they will not need to reverse into or out of the public highway. Marshalls will nevertheless be provided to assist safe access and egress to and from the site.
122. Wheel-washing facilities are confirmed as being provided at the site egresses and surrounding roads will be regularly inspected and a road sweeper will be employed as necessary.
123. Site welfare facilities for the 800-900 personnel on site will be provided in the northwestern corner of the site, with segregated pedestrian access from Engineers Way. These staff will be provided with only limited parking managed through a permit system and they will be encouraged to car share or use public transport, which is welcomed.
124. In conclusion, there are no concerns with the proposed construction logistics arrangements, as long as the necessary highway permissions are obtained for the temporary construction crossovers to the site.

125. Material compliance with the outline consent

126. The parameter plans listed under condition 4 of the outline planning permission set out massing envelopes for each plot of the Wembley Park Masterplan, define the spatial distribution of land uses across the plots, describe the access and circulation around the development, establish the function of the land between the development plots and apply critical dimensions between the massing elements as appropriate. The Plot E03 proposal is materially in accordance with the parameter plans approved under outline planning permission.
127. Applications for reserved matters are required to comply with the Development Specification as well as the Parameter Plans, unless any proposed departures would be unlikely to have any significant adverse environmental effects.

128. Residential

129. The Development Specification states that 10% of all units provided across all tenures will be wheelchair accessible or adaptable for wheelchair users and that adapted units will be located in plots where on plot car parking is provide. Plot E03 provides 80 adaptable units but is a car free scheme. A drop off bay is designed in front of the super lobby and drop off can also take place along First Way outside the entrances of blocks D, E and F. The accessible units are located on this side of the development in order to be sited in close proximity to these drop off points. In addition, residents will be made aware of travel restrictions during the rental agreement process.

130. Units per core

131. The Development Specification seeks to define a number of housing quality parameters. Planning condition 48 states that applications for the approval of Reserved Matters that include residential floorspace shall demonstrate how certain design standards are being met. This reflects the requirements of London Plan Policy 3.5 (Quality and design of housing developments) and the Mayor of London's Housing SPG. One of the standards promoted relates to shared circulation and that each core should be accessible to generally no more than eight units on each floor. The objective that is sought is to ensure that those sharing a circulation core and landing areas will have a sense of ownership over such space, enabling a community to develop. Due to the configuration of the blocks there are a minimal number of floors where there are more than eight units per core. However, the design of Plot E03 incorporates high quality communal facilities for the residents which will help to instill a sense of community and as such, the exceedences are not considered to materially affect the quality of the scheme. For clarity, a number of blocks have 9 units per core on some floors, exceeding the target by 1 unit per core. Block G has 11 units per core on level 1 and 12 units per core on levels 2 to 7.

132. Refuse

133. The Development Specification states that the principal operational waste disposal regime from all floorspace will be through a conventional waste system. As noted previously in this report Plot E03 will be designed to accommodate the ENVAC waste system for both residential and commercial uses, the benefits of which have been discussed in a paragraph X.

134. Design Controls

135. The Development Specification states that non-residential floors will be single or double height with a minimum floor to ceiling height of 4.5 metres. The site has significant level differences across the plot. To link this building with Plot E05 as approved, and be in material accordance with the parameter plans whilst providing appropriate ventilation to the coach park, the floor to ceiling height in the commercial units adjacent block C and block D has a reduced floor to ceiling height of 3.5 metres.

136. Summary

137. The proposal is considered to be in material compliance with the outline consent, with the proposed parameters for the building and the mix of units and uses in accordance with the consent. The proposal is considered to materially accord with the Development Specification secured through the outline consent, with strict compliance achieved for all but a few elements of the Development Specification. In those areas referenced above, there is justification as to why there is not strict adherence and it is considered that there are no significant environmental effects arising from this. It is therefore concluded that the Plot E03 proposal is in material compliance with outline consent.

138. Conclusion

139. The proposed development for Plot E03 will create a high quality, mixed use development that responds to its context and setting and follows the aspirations and key principles of the wider Wembley Park Masterplan. Overall the proposals are in material accordance with the parameters set within the outline planning permission (reference 15/5550) by way of layout, scale, appearance, landscape and access. The scheme accords with the relevant planning policies and guidance and it is recommended that the proposal is approved.

CIL DETAILS

This application is liable to pay **£18,234,923.85*** 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): sq. m.

Total amount of floorspace on completion (G): 61153.98 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
General business use	492.3	0	492.3	£0.00	£35.15	£0.00	£22,093.94
Dwelling houses	60661.68	0	60661.68	£200.00	£35.15	£15,490,393.29	£2,722,436.62

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)	286	
Total chargeable amount	£15,490,393.29	£2,744,530.56

*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

DECISION NOTICE – APPROVAL

Application No: 17/0016

To: Miss Carney
WYG
9 Mansfield Street
London
W1G 9NY

I refer to your application dated 03/01/2017 proposing the following:
Reserved matters application relating to condition 1 (layout, scale, appearance, access and landscaping) pursuant to outline planning permission 15/5550. This application relates to Plot E03 (known as Canada Court) for the construction of a building ranging from 12 to 26 storeys in height, providing 743 residential units within private and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings), with private communal residential landscaped gardens and clubhouse; energy centre (to serve the wider masterplan and the SW Lands development); a podium level bridge link (connecting to Plot E05 mezzanine), 91 coach parking spaces, and 569 sqm (GEA) of commercial space for either B1 (Business) and/or D1 (Community) use, ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure.

The application seeks to discharge the following conditions for Plot E03:

19(h): Wind; 19 (k): Internal layout of buildings; 19(l): Access; 19(m): Daylight; 19(n): Private external space; 27: Construction Logistics Plan; 31: Counter Terrorism Measures; 34: Noise; 36: Noise; 37: Construction Method Statement; 38: Air Quality; 39: CHP Emissions; 46: Piling Method Statement; 49: Indicative Phasing and accompanied by plans or documents listed here:
Please see condition 1

at Land at the Junction of Engineers Way and, First Way, Wembley

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

Date: 03/03/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

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 2012
London Plan consolidated with alterations since 2011 (March 2016)
Brent Local Plan 2016
Brent Local Development Framework Core Strategy 2010

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

LOCATION PLANS

WBL-PRP-E03X-0L-DR-A-2_0100 Rev P1 Site Plan Existing 1:1250 A1
WBL-PRP-E03X-0L-DR-A-2_0101 Rev P1 Site Location Plan Existing 1:500 A1
WBL-PRP-E03X-0L-DR-A-2_0102 Rev P1 Site Location Plan Proposed 1:500 A1

SITE BUILDING PLANS

WBL-PRP-E03X-0L-DR-A-2_0108 Rev P1 Site Plan – Coach Park Context 1:250 A1
WBL-PRP-E03X-0L-DR-A-2_0109 Rev P1 Site Plan – Ground 1:250 A1
WBL-PRP-E03X-0U-DR-A-2_0110 Rev P1 Site Plan – Upper Ground 1:250 A1
WBL-PRP-E03X-01-DR-A-2_0111 Rev P1 Site Plan – Level 01 1:250 A1
WBL-PRP-E03X-02-DR-A-2_0112 Rev P1 Site Plan – Level 02 1:250 A1
WBL-PRP-E03X-03-DR-A-2_0113 Rev P1 Site Plan – Level 03 1:250 A1
WBL-PRP-E03X-04-DR-A-2_0114 Rev P1 Site Plan – Level 04 1:250 A1
WBL-PRP-E03X-05-DR-A-2_0115 Rev P1 Site Plan – Level 05 1:250 A1
WBL-PRP-E03X-06-DR-A-2_0116 Rev P1 Site Plan – Level 06 1:250 A1
WBL-PRP-E03X-07-DR-A-2_0117 Rev P1 Site Plan – Level 07 1:250 A1
WBL-PRP-E03X-08-DR-A-2_0118 Rev P1 Site Plan – Level 08 1:250 A1
WBL-PRP-E03X-09-DR-A-2_0119 Rev P1 Site Plan – Level 09 1:250 A1
WBL-PRP-E03X-10-DR-A-2_0120 Rev P1 Site Plan – Level 10 1:250 A1
WBL-PRP-E03X-11-DR-A-2_0121 Rev P1 Site Plan – Level 11 1:250 A1
WBL-PRP-E03X-12-DR-A-2_0122 Rev P1 Site Plan – Level 12 1:250 A1
WBL-PRP-E03X-13-DR-A-2_0123 Rev P1 Site Plan – Level 13 1:250 A1
WBL-PRP-E03X-14-DR-A-2_0124 Rev P1 Site Plan – Level 14 1:250 A1
WBL-PRP-E03X-15-DR-A-2_0125 Rev P1 Site Plan – Level 15 1:250 A1
WBL-PRP-E03X-16-DR-A-2_0126 Rev P1 Site Plan – Level 16 1:250 A1
WBL-PRP-E03X-17-DR-A-2_0127 Rev P1 Site Plan – Level 17 1:250 A1
WBL-PRP-E03X-18-DR-A-2_0128 Rev P1 Site Plan – Level 18 1:250 A1
WBL-PRP-E03X-19-DR-A-2_0129 Rev P1 Site Plan – Level 19 1:250 A1
WBL-PRP-E03X-20-DR-A-2_0130 Rev P1 Site Plan – Level 20 1:250 A1
WBL-PRP-E03X-21-DR-A-2_0131 Rev P1 Site Plan – Level 21 1:250 A1
WBL-PRP-E03X-22-DR-A-2_0132 Rev P1 Site Plan – Level 22 1:250 A1
WBL-PRP-E03X-23-DR-A-2_0133 Rev P1 Site Plan – Level 23 1:250 A1
WBL-PRP-E03X-24-DR-A-2_0134 Rev P1 Site Plan – Level 24 1:250 A1
WBL-PRP-E03X-25-DR-A-2_0135 Rev P1 Site Plan – Roof Terrace 1:250 A1
WBL-PRP-E03X-26-DR-A-2_0136 Rev P1 Site Plan – Roof Plan 1:250 A1

SITE ELEVATIONS

WBL-PRP-E03X-ZZ-DR-A-2_0200 Rev P1 Site Elevation East 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0201 Rev P1 Site Elevation North East 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0202 Rev P1 Site Elevation North West 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0203 Rev P1 Site Elevation West 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0204 Rev P1 Site Elevation South 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0210 Rev P1 Internal Elevation North East & South West 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0211 Rev P1 Internal Elevation East & West 1:250 A1

WBL-PRP-E03X-ZZ-DR-A-2_0212 Rev P1 Internal Elevation Block A 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0213 Rev P1 Internal Elevation Block B 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0214 Rev P1 Internal Elevation Block C 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0220 Rev P1 Long Site Elevation East 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0221 Rev P1 Long Site Elevation East 1:250 A1

SITE SECTIONS

WBL-PRP-E03X-ZZ-DR-A-2_0300 Rev P1 Site Section A 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0301 Rev P1 Site Section B 1:250 A1

LANDSCAPE PLANS

WBL-PRP-E03X-ZZ-DR-L-2_0401 Rev P1 Public Realm GA 1:250 A1
WBL-PRP-E03X-ZZ-DR-L-2_0402 Rev P1 Podium GA 1:250 A1
WBL-PRP-E03X-ZZ-DR-L-2_0403 Rev P1 Roof Terrace GA 1:250 A1

ACCESS PLAN

70024681 7383-SK-47 Rev B Access Plan 1:250 A1

Construction Method Statement and accompanying Environmental Management Plan;
Construction Logistics Plan;
Piling Method Statement;
Indicative Phasing Plan;
Design and Access Statement.

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

INFORMATIVES

- 1 The applicant is advised that they need to agree all highway works with Brent Council's Highway & Infrastructure service through the S38/S278 Agreement for the development and to ensure a Stage 1/2 Road Safety Audit is undertaken for the proposed loading bay.

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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