



## Planning Committee

**Wednesday 26 April 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](mailto:joe.kwateng@brent.gov.uk)

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

**[democracy.brent.gov.uk](http://democracy.brent.gov.uk)**

**The press and public are welcome to attend this meeting**

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

# Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1. 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 previous meetings held on 15 and 23 March 2017		1 - 10
<b>PART 1 - DEVELOPMENT PRESENTATIONS</b>		
3. 16/0547/PRE - 60 Neasden Lane NW10	Dudden Hill	13 - 20
4. 17/0117/PRE - Green Car Park, Olympic Way/First Way, Wembley, HA9 Quintain Plot E05	Tokynghon	21 - 30
5. 17/0118/PRE - Quintain "Fulton Quarter", Stadium Retail Pak and Fountain Studios, Wembley Park Drive, Wembley, HA9 Quintain Fulton Quarter	Tokynghon	31 - 38
<b>PART 2 - APPLICATIONS FOR DECISION</b>		
6. 16/4666 - 633 & 635 Harrow Road, Wembley, HA0 2ET	Sudbury	43 - 64
7. 17/0696 - 57 Draycott Avenue, Harrow, HA3 0BL	Kenton	65 - 80
8. 17/0328 - Olympic Way and land between Fulton Road and South Way including Green Car Park, Wembley Retail Park, 1-11 Rutherford Way, 20-28 Fulton Road, Land south of Fulton Road opposite Stadium Retail Park, land opposite Wembley Hilton, land opposite London Design Quintain Plot NW06	Tokynghon	81 - 116
9. 17/0462 - Land north east of Wembley Stadium, Engineers Way, Wembley, HA0 Quintain Plot E01 to E02	Tokynghon	117 - 142
10. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 64.		

**Date of the next meeting:            Wednesday 24 May 2017**



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

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

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## LONDON BOROUGH OF BRENT

### MINUTES OF THE PLANNING COMMITTEE Wednesday 15 March 2017 at 7.00 pm

PRESENT: Councillors Marquis (Chair), Agha (Vice-Chair), Colacicco (substitute for Councillor Moher), Daly (substitute for Councillor Long), Hylton, J Mitchell Murray, Pitruzzella and Maurice

Apologies for absence were received from Councillors Long and Moher

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

Raglan Court, Empire Way, Wembley (Ref. 16/3408)

Land at Junction of Engineers Way and First Way, Wembley (Ref. 17/0016)

Councillor Marquis declared sensitive interest in both applications and indicated that she would therefore withdraw from the meeting room and not take part in the discussion or voting on both applications.

633-635 Harrow Road, Wembley (Ref. 16/4666)

Councillor Daly declared that as she had in the past stated her opposition to the application, she would withdraw from the meeting room and not take part in the discussion or voting on the application.

#### **2. Minutes of the last meeting - 15 February 2017**

RESOLVED:

That the minutes of the last meeting held on 15 February 2017 be approved as an accurate record subject to the following amendments to item 9;

On page 6 add "of leaseholders" before social rent in the last paragraph.

On page 7 delete "marginal" in the last paragraph.

#### **3. 370 High Road & 54-68 Dudden Hill Lane, London, NW10 (Ref. 16/0445/PRE)**

Peter Mahoney and Nick Francis 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:

- Breakdown of affordable housing to Brent residents.
- Affordable workshop
- Community space
- Parking, servicing and refuse collection arrangements.
- Community involvement and engagement.
- Materials
- Land contamination

#### **4. 500 High Road, Wembley HA9 7BH (Ref. 16/1537/PRE)**

Ian McGregor and Stephen Donnelly 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:

- Room standards and amenity space.
- Quality of entrances.
- Issue of pepper potting.
- Selection of Registered Social Landlord (RSL).
- Height of the proposal.
- Daylight and sunlight issues.
- Impact on residential properties in Elm Road, Wembley.
- Community engagement to involve local stakeholders and evidence to show that their views had been taken into account in the final scheme.

#### **5. Raglan Court, Empire Way, Wembley (Ref. 16/3408)**

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.

RECOMMENDATION: That the Committee resolve to GRANT planning permission subject to any direction by the London Mayor pursuant to the Mayor of London Order, any direction by the Secretary of State pursuant to the Consultation Direction, prior completion of a Section 106 legal agreement to secure the planning obligations set out in the report, delegated authority to the Head of Planning to impose conditions and informatives to secure the matters set out in the report and to refuse planning permission if by 3 months of the committee date (14th June 2017) the legal agreement has not been completed.

David Glover (Area Planning Manager) introduced the scheme and answered members questions. In reference to the supplementary report, he responded to additional queries raised by a resident of Raglan Court in respect of scale, design, layout, affordable housing mix, transport assessment and parking.

Paul Treacy (applicant's architect) addressed the Committee and answered members' questions on affordable units, decanting and disable persons units. He clarified that the viability analysis submitted with the application confirmed that 15% was appropriate and that as the deck would be robust and resilient to maintain noise acoustics, there would be no decanting. He added that disabled persons units had not been considered as the existing blocks had no lifts.

In the discussion that followed, members considered it appropriate for the developer to publicise their contact details on a banner as part of the Considerate Contactor Scheme

DECISION: Granted planning permission as recommended.  
(Voting was as follows: For 6 ; Against 1).

Note: Councillor Marquis, having declared sensitive interest in the application, withdrew from the meeting room and not took part in the discussion or voting on the application.

**6. 633 & 635 Harrow Road, Wembley (Ref. 16/4666)**

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.

RECOMMENDATION: That the Committee resolve to GRANT planning permission subject to conditions and informatives to secure the matters set out in the report and to grant delegated authority to the Head of Planning to make minor changes to the wording of the decision, where necessary.

David Glover (Area Planning Manager) introduced the proposal and answered members' questions.

Maria Henning (objector) objected on grounds of overlooking, lack of privacy, inadequate parking provisions, out of character with the houses in the area and failure to comply with Supplementary Planning Guidance 17 (SPG17).

In accordance with the provisions of the Planning Code of Practice, Councillor Daly stated that she had been approached by the applicants and the objectors. Echoing the views expressed by the objector, Councillor Daly added that the proposed development would adversely impact on the suburban character of the area. She also referenced the close proximity of the proposal to the boundary with No. 631 Harrow Road which she added could give rise to loss of privacy.

As she had previously expressed views against the application Councillor Daly left the meeting room after addressing the Committee.

Phillip Norvill (applicant's agent) addressed the Committee and answered members' questions. He added that although the proposal would alter the streetscene, it would respond to the needs of the area including housing. He continued that the proposal complied with adopted policies and development plan policies in addition to Community Infrastructure Levy (CIL) contribution.

In the ensuing discussion, members noted that the proposal was a departure from SPG17 and expressed concerns regarding stacking, inadequate provision for car and cycle parking, impact on neighbours and overdevelopment of the site. With that in view, members were minded to refuse the application and thus deferred the application to the next meeting for a report setting out conditions for refusal

DECISION: Deferred to the next ordinary meeting for a report setting out conditions for refusal.

Voting was recorded as follows:

FOR	Councillor Agha	(1)
AGAINST:	Councillor Joshua Mitchell-Murray	(1)
ABSTENTION:	Councillors Marquis, Hylton, Colacicco, Maurice and Pitruzzella	(5)

Councillor Daly, having declared that she had in the past stated her opposition to the application, withdrew from the meeting room and took no part in the discussion or voting on the application

## **7. Garages, Atherton Heights, Wembley (Ref.16/5103)**

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)

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

David Glover (Area Planning Manager) introduced the scheme and answered members' questions. He referenced the supplementary report which set out additional objections received together with officers' responses.

Reena Patel in objecting to the proposed development raised concerns about the lack of alternative arrangements for residents' parking, increased congestion and noise due to construction vehicles and obstruction to access for refuse trucks. She added that the proposal would therefore result in the detriment to residential amenity as well as could affect the foundations of nearby properties.

James Dunsford (applicant's agent) addressed the Committee and answered members' questions. He responded that refuse trucks were not using Atherton Heights as alleged by the objector and that the proposal was to rebuild the dilapidated garages. He clarified that as only three car parking spaces would be blocked during construction, any potential disruption would be minimal.

David Glover clarified that as the land was privately owned, residents had no legal right to parking and thus no parking displacement would ensue. He added there



would be no material impact as a result of the proposal. John Fletcher (Highways) added that a Construction Method Statement was recommended to be secured through condition to minimise potential disruption.

In the discussion that followed, Councillor Maurice suggested additional conditions for the garages to be used for the storage of vehicles only and also not to be used in connection with business. Serinther Atkar (legal representative) advised against both suggested conditions on the grounds that they would be unreasonable. In agreeing the recommendation, members added an informative that Highways officers be requested to conduct a review to ensure that the proposal did not result in any detriment to existing residents.

DECISION: Granted planning permission as recommended and an informative requesting Highways officers to conduct a review to ensure that the proposal did not result in any detriment on existing residents.

(Voting: For 5, Against 1, Abstentions 2).

**8. Land at junction of Engineers Way and First Way, Wembley (Quintain plot E03) Ref.17/0016)**

PROPOSAL: 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.

RECOMMENDATION: That the Reserved Matters (condition 1) and details pursuant to conditions 19(h), 19(k), 19(l), 19(m), 19 (n), 27, 31, 34, 36, 37, 38, 39 and 49 be approved.

David Glover (Area Planning Manager) introduced the proposal and answered members' questions. In referencing the supplementary report, he informed members that as no response had been received from Thames Water to confirm the discharge of condition 46 (piling), the applicant had withdrawn this condition and would seek to discharge this condition separately and accordingly, the description of the proposal had been be updated.

Julian Tollast and Brett Herbert (applicant's agents) addressed the Committee and answered members' questions on heating system, reduction on carbon emission, affordable housing rent after seven years and coach parking facilities. They added that the key planning reasons for recommending approval had been amplified in the officers' report.

DECISION: Approved reserved matters as recommended and an informative requesting the applicant to display their telephone number on a banner.  
(Voting For 6, Against 1, Abstention 0)

Note: Councillor Marquis, having declared sensitive interest in the application, withdrew from the meeting room and not took part in the discussion or voting on the application.

## **9. Any Other Urgent Business**

None.

The meeting closed at 11.11 pm

S MARQUIS  
Chair

## **LONDON BOROUGH OF BRENT**

### **MINUTES OF THE PLANNING COMMITTEE**

**Thursday 23 March 2017 at 6.30 pm**

**PRESENT:** Councillor Agha (Vice-Chair in the Chair) and Councillors Kabir (substitute for Councillor Marquis), Long, J Mitchell Murray, Moher, Pitruzzella and Maurice

**ALSO PRESENT:** Councillors Choudhary, Colwill, Kansagra, Perrin, Mili Patel, Ketan Sheth, Stopp and Krupa Sheth.

Apologies for absence were received from Councillors Marquis and Hylton.

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

None.

The following approaches made to members in connection with the application, having been notified to the Monitoring Officer, were recorded:

Councillors Maurice and Pitruzzella received an email from Dr Mayank Shah.

Councillor Pitruzzella received an email from Alex Rofaila

All members received an email from Dr Michael Calderbank.

All members received an email from Denise Cheong requesting them to sign a petition.

Councillors Agha and Kabir received an email from Chris Bryant.

Councillor Agha received an email from Bablas Jewellers and Watch repairers.

Councillor Long received an email from Danes and Empire Court residents.

#### **2. Wembley National Stadium, Olympic Way, Wembley, HA9 0WS (Ref. 17/0368)**

**PROPOSAL:** Proposed variation of condition 3 (event cap, to allow 31 additional full capacity events) and removal of condition 33 (temporary traffic management) of planning permission reference 99/2400, which was for:

Full planning application to consider the complete demolition of Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), 4750m<sup>2</sup> of office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof) including 250 Orange Badge parking spaces.

As approved, condition 3 stated that for two years following completion of the stadium, subject to the completion of specific improvement works to Wembley Park Station and construction of roads known as Estate Access Corridor and Stadium Access Corridor, the number of major sporting events held at the stadium in any one year was restricted to no more than 22 (to exclude European Cup and World Cup events where England/UK is the host nation), and the number of major non-sporting events to 15. After this, additional events over and above this were permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium. The proposal would allow for up to an additional 22 major sporting Tottenham Hotspur Football Club (THFC) events between 1 August 2017 and 31 July 2018.

A major event (which may or may not include THFC) would be considered to be an event in the stadium bowl with a capacity in excess of 10,000 people.

The application includes the submission of an Environmental Statement.

#### RECOMMENDATION:

Resolve to grant planning permission, subject to the completion of a satisfactory deed of variation to the existing Section 106 legal agreement to achieve the matters set out in the report, delegate authority to the Head of Planning to make minor changes to the wording of the Committee's decision (such as to delete, vary or add conditions, informatives) prior to the decision, 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.

David Glover (Area Planning Manager) introduced the proposal and responded to members' questions. He referenced the supplementary report which provided additional detail on some of the mitigation measures proposed, and some additional measures beyond what was contained within the main committee report. In his view the measures amplified in the main and supplementary reports would assist to mitigate the impacts of the greater number of major events which the application proposed. He added that Section 106 financial contributions were secured in the original planning consent.

Dr Ruth Kosmin spoke on behalf of Barnhill Residents' Association (BHRA) objecting to the proposal.

Dr Michael Calderbank objected to the proposal on behalf of Wembley Park Residents' Association.

Denise Cheong representing Wembley Champions also spoke in objection to the proposal.

D Bablas on behalf of Wembley High Road Businesses Association also spoke in objection to the proposal.

Fatima-Karim Khaku representing BHRA also spoke in objection to the proposal.

In accordance with the provisions of the Planning Code of Practice, Councillor Choudhary, ward member, stated that he had been approached by members of BHRA. Councillor Choudhary objected to the proposal on the grounds that it did not contain adequate information to assess the environmental, transport and business impacts. He added that in addition to increased anti-social behaviour, the proposal would put a strain on the road network in the area.

In accordance with the provisions of the Planning Code of Practice, Councillor Stopp stated that he had been approached by local residents. Councillor Stopp stated that the potential benefits of the proposal would be outweighed by the costs to the area including fear of anti-social behaviour and increased litter (evidenced by the increase in the caseload from his constituents) and undesirable precedent.

Alice Lester (Head of Planning) read out in full, the written statements submitted by Councillors Butt and Ketan Sheth (ward members).

Chris Bryant representing Wembley National Stadium Limited (WNSL) addressed the Committee, answered members' questions.

Donna-Maria Cullen on behalf of THFC addressed the Committee in similar terms and answered members' questions.

In the ensuing discussion, members questioned the applicants on a number of issues including search for alternative venues, the weight placed on residents' views, measures they would take to reduce impact on local traders, transport and amenity impacts and the cost of policing. Members heard that following a wide ranging search, Wembley Stadium was identified as the most preferred site that would suit the needs and aspirations of THFC. The applicants continued that as a direct result of local views, full capacity events had been revised to 22 and that attending fans would be given a directory of local traders where they could shop. They reiterated the mitigation measures to address the transport and amenity impacts.

Tony Kennedy and John Fletcher from the Council's from Highways and Transportation outlined additional measures to reduce transport impact.

DECISION: Granted planning permission as recommended.  
(Voting: For 6; Against 1; Abstention 0)

Note: The Committee voted to disapply the guillotine procedure to enable members to continue consideration of the application beyond 10:00pm.

The meeting closed at 10.04 pm

A AGHA  
Vice Chair in the Chair

## **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      26 April 2017  
Case Number                      16/0547/PRE

### **SITE INFORMATION**

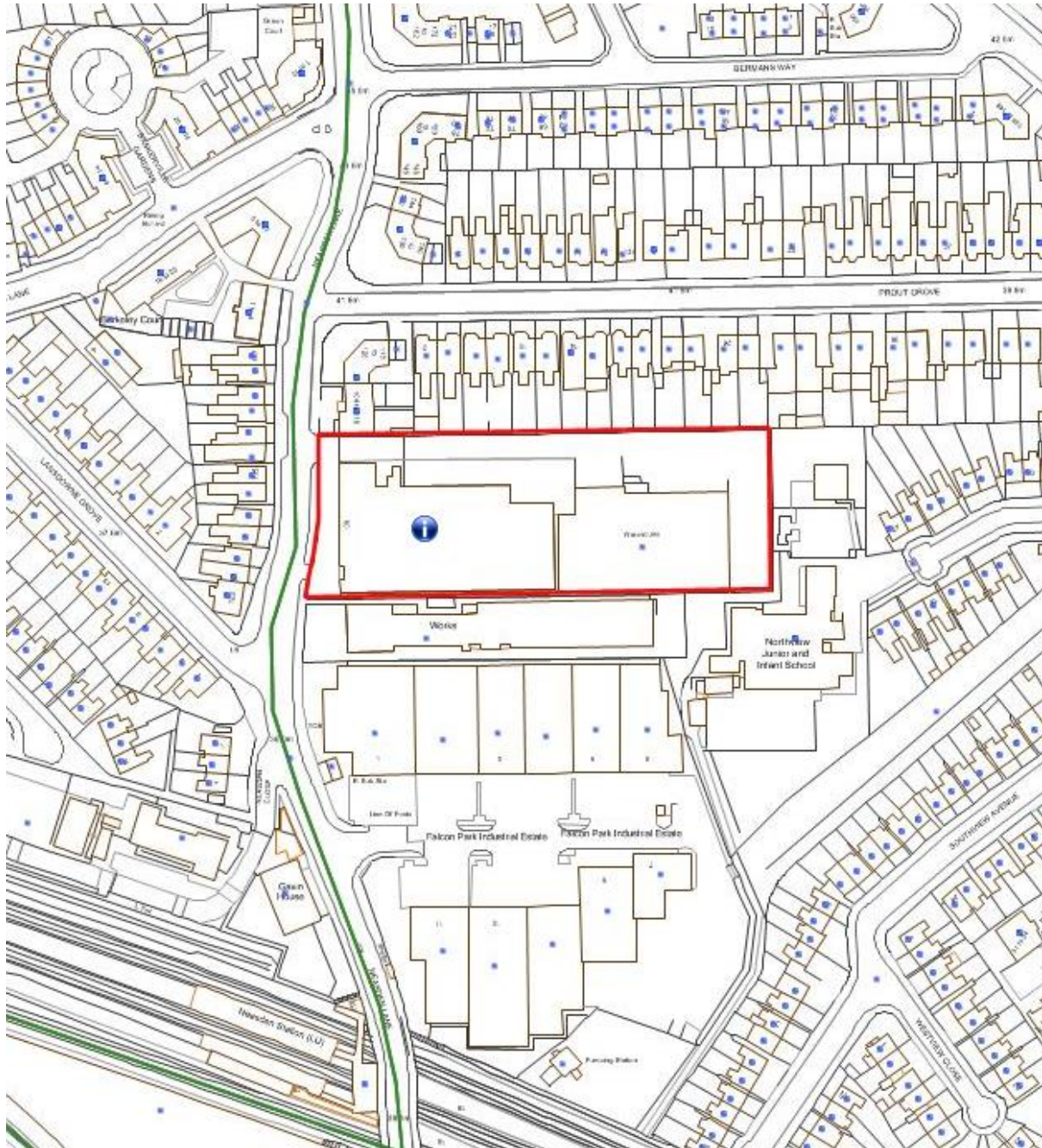
RECEIVED:                      2016  
  
WARD:                              Dudden Hill  
  
LOCATION:                         60 Neasden Lane, London, NW10

SCHEME:                      Demolition of all structures on site, the erection of a new three storey building to provide new commercial floorspace of 2,054sqm. The erection of 121 new dwellings comprising one, two and three bedroom apartments within three five storey blocks with two linking blocks

CONTACT:                      QUOD

OFFICER:                      Mick Gavin (South 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 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 submissions do not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent planning application and any comments received following its consultation, publicity and notification.
2. This is the first time the proposed development has been presented to Members. To date there have been three pre-application meetings presenting successive iterations of the proposal in response to officer comments.

## PROPOSAL and LOCATION

### Site and Surroundings

3. The site (0.78ha) comprises a substantial two storey industrial building fronting the east side of Neasden Lane with warehouses at the rear. The site is located approximately 150m north of Neasden LUL station (Jubilee Line). It is a Local Plan designated Locally Significant Industrial Site (LSIS) with a Public Transport Accessibility Level of 4.
4. An industrial building sits immediately adjacent to the south with the Falcon Park Industrial Estate to the south beyond this. Northfield primary school adjoins the site to its rear (east). North of the site the area is predominantly residential, primarily two storey Victorian/Edwardian houses with a number of three storey blocks of flats immediately to the north fronting Neasden Lane.

### Proposal

5. The development proposed comprises the demolition of all structures on site and the erection of a new three storey building to the front of the site to provide replacement commercial floorspace of 2.054sqm
6. To the rear of the employment building and occupying the majority of the site 121 new dwellings are proposed comprising one, two and three bed apartments. These are accommodated in three five storey blocks, with two linking blocks positioned towards the site's northern boundary. The proposed residential density is calculated as 424hr/ha, which is compliant with the London Plan Sustainable Residential Quality density matrix for a development in this location with this level of public transport accessibility.
7. Parking, servicing and landscaping are provided to serve both elements.

## HISTORY

8. The site has been the subject of various planning applications in the past, mainly for minor developments such as signage and fencing. In 2009, an application was submitted for a change of use from part office, part car showroom to D1 Educational use (ref 09/3012). This application was refused by the Council and subsequently dismissed at appeal. The Inspector's report noted that the principal issue was the adverse effect on the availability of industrial and warehouse floorspace within the designated Locally Significant Industrial Site. The Inspector considered the proposal would represent unacceptable erosion of the industrial estate.
9. It is also relevant to consider the recent planning history of the employment site adjoining the site to its south. 58 Neasden Lane. No.58 falls within the same LSIS designation as no.60. No.58 was the subject of application 14/1544 which sought permission for:

*'Partial demolition and change of use of the retained building from light industrial (B1) to 69 bedroom hotel (C1), including ancillary restaurant, 11 car parking spaces, one coach parking bay, one taxi bay, one servicing bay, 14 cycle parking spaces, associated landscaping, alterations to windows, metal railings and fire escape stairs.'*

10. This was considered at the Planning Committee of 2 July 2015. The officer's report recommended refusal of permission for two reasons, firstly conflict with Development Plan policy relating to designated employment sites, and secondly the siting of a hotel, a main town centre use, in an out of centre location. While the second reason for refusal is not relevant here, the first reason for refusal states:

*'The proposed development would result in the inappropriate loss of employment land, for which there is an identified demand, within a Locally Significant Industrial Site to the detriment of the function and viability of the designated Locally Significant Industrial Site and to the objective of ensuring an appropriate supply of employment land for businesses within the borough contrary to Policy CP20 of the Brent Core Strategy 2010, Policy 4.4 of the London Plan 2015 and the objectives of the National Planning Policy Framework 2012.'*

11. Members resolved that they were minded to grant permission contrary to officers' recommendation, on the basis of the site being narrow and difficult to service, the good access to public transport and evidence of unsuccessful marketing.
12. The application was subsequently reported back to the Planning Committee of 26 August 2015 in order that Members be updated on the Brent Employment Land Demand Study (ELDS) 2015 (update of the Brent ELDS 2013). The 2015 ELDS concludes that the need to protect industrial sites had increased significantly since 2013 due in part to earlier losses of employment land. In the event Members resolved to approve the proposal and granted permission with appropriate conditions.

## **POLICY CONTEXT**

### **13. London Plan**

Policy 4.4: Managing industrial land and premises.

This states inter alia:

*'The Mayor will work with borough and other partners to:*

- a) ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space;*
- b) plan, monitor and manage release of surplus industrial land where this is compatible with a) above, so that it can contribute to strategic and local planning objectives, especially those to provide more housing and, in appropriate locations, to provide social infrastructure and to contribute to town centre renewal.'*

### **14. Core Strategy 2010**

Policy CP20: Strategic Industrial Locations and Locally Significant Industrial Sites.

This states inter alia:

*'The Council will protect Locally Significant Industrial Sites for the same range of uses as SILs...*

*The regeneration of Strategic Industrial Locations and Locally Significant Industrial Sites is supported where proposal will not undermine the employment land hierarchy.'*

### **15. Development Management Policies 2015**

Policy DMP14: Employment Sites.

This states inter alia:

*'In recognition of the weight attached to retaining SIL and LSIS allocations in policies elsewhere in the Development Plan SIL and LSIS will only be released where:*

- a) *it is a low quality employment site identified as suitable for release in the Employment Land Demand Study; and*
- b) *it can be shown to be integral to and delivered as part of a wider comprehensive housing-led regeneration scheme with substantial benefits to Brent, providing at least 50% affordable housing, and consistent with the wider objectives of the Development Plan and/or is of strategic significance to London: or*
- c) *where it delivers social or physical infrastructure of a substantial scale, for example secondary schools, for which there is a significant identified Brent need and which cannot reasonably be provided on other sites in the Borough.'*

#### 16. Employment Land Demand Study (ELDS) 2015

National guidance requires local authorities to produce up to date employment land studies to form the evidence base for Local Plan policy on provision, protection, release or enhancement of industrial land. The 2015 ELDS assessed the suitability of employment land in Brent for continued employment use. The ELDS recommended that all existing designated LSIS in the Borough, including the Neasden Lane LSIS, should continue to be protected and should not be released.

Given the requirement of Policy DMP14 that a LSIS will only be released where it is identified as suitable for release in the ELDS, there remains an in principle policy objection to the proposal.

### **CONSULTATION**

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

#### Consultee (Internal):

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

#### Consultee (External) \_\_\_\_\_:

- Greater London Authority (GLA)
- Transport for London (TfL)

Notification: Adjacent residents will be notified of the proposal and invited to comment.

### **COMMUNITY ENGAGEMENT**

18. The applicant held a public consultation on 23 March (16.00-19.30pm) and 25 March (10.00-14.00) at St Catherine's Church Hall which is near the site, near the roundabout on the junction of Dollis Hill Lane and Dudden Hill Lane.

## ISSUES

### 1. Locally Significant Industrial Site

19. The site is located within a Locally Significant Industrial Site (LSIS). Core Strategy (2010) Policy CP20, Development Management Policies (2015) Policy DMP14, and London Plan (2015) Policy 4.4 are of particular relevance.

### 2. Scale, massing, design, and impact on daylight, sunlight and aspect of existing neighbouring dwellings.

20. The scale, massing, design and materials have been modified to better relate to the scale of surrounding development, including two and three storey residential development to the north. The reduced scale, better articulation and improved palette of materials of the block fronting Neasden Lane has improved the appearance in the street scene.
21. The applicant has demonstrated by alterations to design and layout that the proposal can be accommodated on the site without material harm to the amenities of the occupiers of the dwellings fronting Prout Grove to the north, and would be compliant with the requirements of SPG17 (Design guide for new developments).

### 3. Affordable housing and housing mix.

22. The affordable housing offer for the scheme as proposed at this point is 31%. The policy requirement is 50%. At this stage the applicant has not produced a viability statement which will be required to accompany any application.
23. 19% of the proposed dwellings are 3 bedroom. The policy requirement is 25%.

### 4. Access, parking, servicing.

24. A new separate cycle/pedestrian access would be created. Parking and hardstanding are minimised by provision of only disabled access parking (to required standard of 12), one commercial space and a loading bay. It is accepted that the development could be a car free scheme given its PTAL score of 4 and its location in a Controlled Parking Zone where parking permits can be prevented through a legal agreement.
25. Transportation raise no objection in principle to the latest scheme but will require vehicular tracking for a refuse vehicle and the loading bay to be convenient for the commercial units to make use of.

## Planning Obligation

26. In accordance with the Councils Planning Obligations SPD, the proposal would be likely to attract the following obligations to mitigate the impact of development:
- Affordable housing with review mechanism if necessary
  - Car parking permit free development to remove right of residents to apply for parking permits
  - Employment and training opportunities during construction and operation phases
  - Submission of a commercial and residential travel plan
  - Energy – achieve Zero Carbon for the new homes and BREEAM Excellent for non-residential floor space
  - Undertaking on and off site highway works through an agreement under S38/278 of the 1980 Highways Act

### **Community Infrastructure Levy (CIL)**

27. 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 established at planning application stage.

### **CONCLUSION**

28. Members should note that the development set out above is still at pre-application stage and further work may be carried out prior to submission of a formal planning application.

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## **PRE-APPLICATION REPORT TO COMMITTEE**

**Planning Committee on**                      **26 April 2017**

**Case Number**                                **17/0117/PRE**

## **SITE INFORMATION**

**RECEIVED:**                                      2017

**WARD:**     Tokyngton

**LOCATION:**                                      Green Car Park, Olympic Way/First Way, Wembley, HA9

**SCHEME:**                      Proposed redevelopment of site to provide 77 coach parking spaces at ground level; 212 DDA spaces across two levels; Residential accommodation above (circa 45,000sqm / 500 units including affordable and private accommodation); A1-A4 commercial use (B1, A1-A4, D1 and/or D2) circa 175sqm GEA; Open space, landscaping and car parking for residents.

**APPLICANT:**                      Quintain Limited

**AGENT:**    WYG

**OFFICER:**                                      Andrew Neidhardt (North 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

Plot E05 is highlighted in blue. The former VDC/Careys site is highlighted in magenta



## **BACKGROUND**

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.

This is the first time the proposed development is being presented to Members.

Prior to this the applicants have been engaged in pre-application discussion with Council Officers, the Commission for Architecture and the Built Environment (CABE) Design Review Panel and the Greater London Authority (GLA).

## **PROPOSAL and LOCATION**

On 23 December 2016, planning permissions were issued for the new Wembley Masterplan, hybrid application reference 15/5550. Permission was granted on the same day for the provision of stadium coach parking within the “former VDC/Careys” site, full planning permission reference 15/5615.

The proposals, which covered a 15.9 Ha area of land, were in outline with the exception of the plot referred to as E05 which was provided in full detail.

The following was approved within this plot:

- A multi-storey car park on Plot E05 of 62,558 sqm GEA providing:
- 1,816 car parking spaces including blue badge spaces;
- Up to 82 coach parking spaces.
- Associated infrastructure, landscaping and vehicular access.

Of the 1816 car parking spaces, 1642 were for non-residential purposes (Wembley Stadium Event day parking) and 174 were for residential use.

Since the granting of the above planning permissions, there have been ongoing discussions between the applicant and Wembley National Stadium Limited, leading to alternative proposals for these sites.

The current amended proposals are for Plot E05 to provide:

- 77 coach parking spaces at ground level;
- 212 DDA spaces across two levels;
- Residential accommodation above (approximately 45,000 sqm / 500 residential units including affordable and private accommodation);
- A1-A4 commercial use (B1, A1-A4, D1 and/or D2) circa 175 sqm GEA;
- Open space, landscaping and car parking for residents.

The balance of the car and coach parking for Stadium events is to be proposed within a revised scheme for the former VDC / Careys, to comprise a multi-storey car park with provision for 290 coaches (or car parking spaces accommodating the same area) and 728 cars. Further Stadium coach parking is provided within Plot E03 which adjoins this plot and in the “Red” multi-storey car park to the west of the Stadium. Together these plots meet Quintain’s contractual obligations to WNSL to provide 2,900 car parking spaces, 458 coach parking spaces and 1,200 car parking spaces, or combinations thereof.

## **Site and Surroundings**

The subject site is situated within the Wembley Opportunity Area as designated within the London Plan and the Wembley Growth Area as identified within the Brent Core Strategy and Wembley Area Action Plan (AAP). There are no conservation areas or Listed Buildings within or near to the application site.

The E05 plot is bounded by Plot E03 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. Further to the north of the site is the former Wembley Retail Park which is being used on a temporary basis to provide stadium car and coach parking while the new purpose built car and coach parking facilities are being constructed.

## **Planning 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.

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

## **CONSULTATION RESPONSE**

The following will be consulted regarding any subsequent planning application:

Consultee:

(Internal)

- Ward Councillors for Tokyngton (Brent)
- Transportation (Brent)
- Environmental Health (Brent)
- Landscape Design (Brent)
- Tree Officer (Brent)
- Sustainability Officer (Brent)
- Housing (Brent)
- Urban Design Officer (Brent)
- Planning Policy (Brent)
- Flood/drainage engineer (Brent)
- Streetcare/waste/refuse (Brent)

(External)

- Greater London Authority (GLA)
  - Transport for London (TfL)
  - Secure by Design Officer (Met Police)
  - Thames Water
  - Wembley National Stadium Ltd
- 
- All existing properties and addresses within at least 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)

## **COMMUNITY ENGAGEMENT**

### **Pre-application discussions**

Quintain has been in liaison with officers from the London Borough of Brent, TfL, Thames Water, the Environment Agency, Wembley National Stadium Ltd and others.

### **Public consultation**

Quintain has held one round of public consultation between 8<sup>th</sup> and 11<sup>th</sup> March 2017. A second round of public consultation is also proposed to take place between 20<sup>th</sup> and 22<sup>nd</sup> April 2017.

## **POLICY CONTEXT**

### **National**

National Planning Policy Framework 2012

### **Regional**

The London Plan consolidated with alterations since 2011

### **Local**

Brent Local Plan Development Management Policies 2016

Wembley Area Action Plan 2015

Brent Local Development Framework Core Strategy 2010

Brent Supplementary Planning Guidance

SPG17 Design Guide for New Development

## **MATERIAL PLANNING CONSIDERATIONS**

### **Proposed Uses**

The 77 coach parking spaces and 212 DDA spaces are appropriate uses in line with the existing planning permission for the site and are considered acceptable in this location. This is considered to be a suitable location for residential accommodation and the introduction of this above the parking levels is therefore appropriate. The emerging context of the southern element of the park and other residential uses in nearby blocks (E01, E02, E03) provides an appropriate context.

The proposal to introduce commercial floorspace with the option of a variety of uses (B1, A1-A4, D1 and/or D2) is considered to be appropriate for this location as it will help to activate the ground floor of the building and the variety of permitted uses will reduce the potential for periods of vacancy.

The principle of the provision of residential uses within the upper floors is in accordance with the Council's planning policies.

The proposed uses are considered appropriate for this location and are supported by officers.

### **Affordable Housing**

The submission documents have not included details on the proposed provision of affordable housing within the scheme, officers understand that this is still under consideration by the application team and will be included within any submission. 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.

The applicant will be required to demonstrate that the maximum reasonable amount of affordable housing is being provided in this scheme unless the proposal achieves the Council's target of 50 % Affordable Housing with a 70:30 split of Affordable Rent to Intermediate housing. This would need to be tested through the submission of a financial appraisal submitted with any future planning application which would be subject to scrutiny by or on behalf of your Officers.

The application is proposing build to rent units within Plot E05. This will be the first purpose designed PRS block within the Wembley Masterplan and is proposed to improve marketability and absorption rates thereby allowing more units to be delivered more quickly

Quintain have stated they will provide affordable housing at a level to be agreed, having regard to viability testing, which has not yet been concluded.

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

The massing proposed for E05 has a similar footprint at ground level to the consented massing, with three taller corner points which step up in height to 21 storeys.

An indicative visual impact assessment has been submitted which demonstrates the potential impacts of the proposal on some of the surrounding views to the stadium.

The applicant will need to demonstrate that distant and local views of the Stadium arch would be maintained. The WAAP Strategy of Tall Buildings allows for tall buildings in this location, and there is a sound townscape rationale for locating a local marker building at the junction of First Way and South Way and in relation to public space also located at this junction.

Blocks K and H step up to the greater height of Block I and help to root the marker building to its immediate context. The stepped skyline form of the proposal would contribute to the varied profile of development emerging on the horizon and in relation to the Stadium in longer views.

Full details of the proposed materials would need to be submitted at application stage rather than being secured via condition, this is to ensure that the finished appearance of the building is appropriate.

Further information regarding the detailed design of the building should be included at application stage. The redevelopment of the site has the potential to result in a high quality building that contributes significantly to the regeneration of Wembley.

Further work is required to justify the height of the proposed building in this location through the provision of detailed information regarding the appearance of the building and the views from the viewpoints established within the Wembley Area Action Plan.

### **Impact**

All windows in the scheme are achieving an ADF of 1.5% or more and are hitting target values. Previously block 4 received 96.8%, pass rate. Only one window in E01/2 is affected changing the previous pass rate in E01/2 from 96.8% to 96.51%, which remains over the 95% target set out in the Masterplan. Two windows in Block C of Plot E03 are affected, these were already below standard and so the percentage pass rate of 97.55% remains unchanged. Four windows in Block D of Plot E03 are affected, two of these were already failing previously and an additional new two failures occur. Block D previously had a pass rate of 96.78% this will now change to 95.5%, still over the 95% target.

The initial studies into the impact of the proposed development appear positive although further work will be required at application stage to demonstrate the acceptability of the scheme.

## Layout

Residential units are situated on the upper floors, providing separation between the windows of those units and the surrounding spaces. 10% of all units provided across all tenures will be wheelchair accessible or adaptable for wheelchair users (Part M4(3)). The adapted units will primarily be located in plots where on-plot car parking is provided. All other residential units will be designed to be Part M4(2) Accessible and Adaptable dwellings.

The current proposed unit mix is as follows:

Overall	510	% units
Studio	202	40%
1 bed	154	30%
2 bed	75	15%
3 bed	65	13%
4 bed	14	3%

All units proposed exceed London plan standards in terms of GIA as demonstrated below.

Type	Space standard m2	Proposed m2
Studio	37	40-44
1-bed	50	51-68
2-bed	61	64-70
3-bed	74	84-93
4-bed	90	111

Units would be designed to meet the noise criteria set out within the outline consent and thus will be appropriately designed to mitigate against stadium and road noise.

The proposed mix of units does not accord with the housing mix specified within the Wembley Area Action Plan, which a considerably higher proportion of studio and one-bedroom units proposed. The applicant has specified that they would look to balance the mix of units through the delivery of additional larger units within subsequent phases of the masterplan. Officers consider this approach to be acceptable in principle as it would look to establish a balanced mix of housing in the area and are working through the implications of this with the applicant. However, given the predominance of smaller units, officers consider it necessary to secure a covenant which requires the units to be owned and managed by a single organisation as Private Rented Section accommodation for a reasonable period of time.

The proposal has the potential to deliver a good standard of residential accommodation in accordance with London Plan and Council policy and guidance.

## Amenity and Landscape

Local open space and play space will be provided on site. This is supplemented by off site open space within the wider Masterplan, including the 4 acre park adjoining Plot E05. The site will provide a broad range of external & internal amenity spaces in various sizes & formats.

External communal amenity = 5,214m<sup>2</sup>

External balcony amenity = 2,879m<sup>2</sup>

Total = 8,093m<sup>2</sup>

Average Ext. Amenity per home = 15.9m<sup>2</sup>

Additional Internal Amenity

Total Internal communal amenity (communal sky lounge) = 577m<sup>2</sup>

Average Internal amenity per home = 1.1m<sup>2</sup>

These standards are considered to be appropriate given the proximity of the development to the large park that is to be delivered by the applicant adjacent to this development.

## Environmental Impact Assessment

A formal screening opinion has recently been submitted to the Council which is being assessed.

### **Highways and Transportation**

The development proposals seek to deliver a proposed car and coach parking solution across the Red Car Park, Eastern Lands (E03/E05 coach park, E05 DDA car park) and the VDC Careys site that works within the overall site wide parking and phasing solution and also meets Quintain's obligations to Wembley National Stadium Limited (WNSL) to provide up to 2,900 car parking spaces or up to 458 coaches; 1,200 cars and 43 mini-bus spaces; or a combination thereof on stadium event days.

Residential car parking across the Masterplan will be provided within the maximum ratio of 0.4 for the residential units across the estate, with additional operational car parking provided for the commercial development. This will be located within the E05 basement which will also provide access through to the basement of E01 and E02. Access to these basements will be from First Way. The strategy proposed allows for event day access to parking via First Way. Electric vehicle charging points will be provided at a proportion of 20% for residential spaces and 10% for non-residential spaces, plus 20% passive for charging points in the future, and/or for car clubs. Also, one car parking space will be provided for each wheelchair adapted residential unit. An active management regime will be in place to allow a response to the changing needs of occupiers and their requirement for accessible parking. This will involve leasing and re-purchase of previously sold spaces to enable up to 10% of residential car parking serving a plot to be available to blue badge holders over time.

DDA parking for the Stadium event day use will be provided at 2nd and 3rd storey levels.

Quintain and its consultants are in discussion with a car club operator (ZipCar) in relation to the provision of car club vehicles in publicly accessible locations across Quintain's estate.

A site wide Travel Plan, and Framework Delivery and Servicing and Construction Logistics plans will be required with any planning application.

The standards set out in the documentation and approach to parking layout is supported by offices.

### **Sustainability and Energy**

All residential units will meet Code for Sustainable Homes Level 4 minimum water targets, which require an average household water consumption of <105 litres/person/day.

E05 will be served by gas CHP from the single energy centre located in plot E03, which already has outline planning permission and Reserved Matters approval.

Site-wide regulated carbon dioxide emissions will be reduced on plot by at least 35% beyond 2013 Building Regulations by following the GLA energy hierarchy.

GLA Zero Carbon Homes will be followed with the aim to meet zero carbon for residential buildings in line with London plan policy 5.2. Any on-site carbon shortfall will look to be provided either off-site within Quintain's estate and/or through a cash in lieu contribution, the details of which will need to be agreed.

The potential to reduce overheating risk and the requirement for mechanical cooling will be investigated using dynamic overheating modelling with the CIBSE TM52 methodology. Modelling will be undertaken in accordance with the guidance and data sets in TM49 CIBSE. The cooling hierarchy as set out in London Plan 5.9 will be applied to the development.

The Mayor of London's Priorities, as set out in the London Plan Policy 5.3, and the Sustainable Design and Construction SPG 2014 will be met.

The intended approach is considered acceptable and full details will need to be provided at application stage to demonstrate compliance.

### **Community Infrastructure Levy (CIL)**



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**

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.

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## PRE-APPLICATION REPORT TO COMMITTEE

Planning Committee on            26 April 2017  
Case Number                        17/0118/PRE

## SITE INFORMATION

RECEIVED:                        2017

WARD:                               Tokyngton

LOCATION:                         Quintain "Fulton Quarter", Stadium Retail Pak and Fountain Studios,  
Wembley Park Drive, Wembley, HA9

### SCHEME:

Outline planning application for circa 80,000sqm GEA of development (across 1.679 ha) from a combination of:

- Residential – Up to 73,500sqm
- Educational Use – Up to 15,000sqm (with resultant decrease in residential floorspace)
- Retail/Commercial/Office – up to 5,000m<sup>2</sup>
- Associated open space, parking, landscaping and infrastructure.

APPLICANT:    Quintain Limited

AGENT:                WYG

OFFICER:            Andrew Neidhardt (North 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

The application site is outlined in red.



## **BACKGROUND**

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.

This is the first time the proposed development is being presented to Members.

Prior to this the applicants have been engaged in an extensive period of pre-application discussion with Council Officers, the Commission for Architecture and the Built Environment (CABE) Design Review Panel and the Greater London Authority (GLA).

## **PROPOSAL and LOCATION**

This site comprises an area at Wembley Park, where leases on the existing uses are now shortening, so making the site timely for redevelopment and regeneration. The site lies to the north of Fulton Road and the North West Lands site, which received outline planning permission in 2012 (ref: 12/3032) and is under construction; west of Olympic Way; and south east of Empire Way. The evolving proposals are for an outline planning application for circa 80,000sqm GEA of development (across 1.679 ha) from a combination of:

Flexibility of use is incorporated into the non-residential quantum to allow for this land (and the adjoining site owned by the College of North West London) to be brought forward for higher education facilities if required.

### **Site and surroundings**

The subject site is situated within the Wembley Opportunity Area as designated within the London Plan and the Wembley Growth Area as identified within the Brent Core Strategy and Wembley Area Action Plan (AAP). There are no conservation areas or Listed Buildings within the application site.

The plot is bounded by the college of North West London to the north, Wembley Park Drive to the west, Fulton Road to the south and Olympic Way to the east.

### **Planning history**

There is no current planning permission existing on the site.

## **CONSULTATION RESPONSE**

The following will be consulted regarding any subsequent planning application:

Consultee:

(Internal)

- Ward Councillors for Tokyngton (Brent)
- Transportation (Brent)
- Environmental Health (Brent)
- Landscape Design (Brent)
- Tree Officer (Brent)
- Sustainability Officer (Brent)
- Housing (Brent)
- Urban Design Officer (Brent)
- Planning Policy (Brent)
- Flood/drainage engineer (Brent)
- Streetcare/waste/refuse (Brent)

(External)

- Greater London Authority (GLA)
- Transport for London (TfL)

- Secure by Design Officer (Met Police)
- Thames Water
- Wembley National Stadium Ltd
- All existing properties and addresses within at least 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)

## **COMMUNITY ENGAGEMENT**

Quintain held a public consultation event in March 2017 and will hold a further consultation in April 2017.

## **POLICY CONTEXT**

### **National**

National Planning Policy Framework 2012

### **Regional**

The London Plan consolidated with alterations since 2011

### **Local**

Brent Local Plan Development Management Policies 2016

Wembley Area Action Plan 2015

Brent Local Development Framework Core Strategy 2010

Brent Supplementary Planning Guidance

SPG17 Design Guide for New Development

## **MATERIAL PLANNING CONSIDERATIONS**

### **Proposed Uses**

The Wembley Area Action Plan specifies that mixed use development with predominantly commercial uses is acceptable in this location. Appropriate uses include retail, office, leisure, student accommodation, hotel and community use with a limited amount of residential. Additionally, the site lies within the Strategic Cultural Area where leisure, tourism and cultural uses are encouraged. The Area Action Plan specifies that at least one of the buildings should be in education use.

A key element of the proposals is the potential to deliver a new higher education facility for Wembley. Whilst these discussions with potential institutions and the Council are still at a relatively early stage, the Fulton Quarter Masterplan has been designed with flexible buildings which can be used to accommodate an educational use should the discussions progress further over the coming months. The preferred location for this use would be fronting on to Olympic Way and adjacent to the College of North West London.

The variety of proposed uses for the site are considered to be acceptable by officers and will ensure an appropriate environment is created in line with the Area Action Plan.

### **Affordable Housing**

The proposed provision of affordable housing within the scheme is still under consideration by the application team and will be included within any submission. 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.

The applicant will be 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 which would be subject to scrutiny by or on behalf of your Officers.

#### *Indicative dwelling mix*

Studios	16%
1 Beds	42%
2 Beds	32%
3 Beds	10%

#### *Housing Mix and Tenure*

The applicant is proposing a broad mix of units with final number yet to be agreed. The housing mix does not fully accord with the mix set out within the Wembley Area Action Plan with a greater proportion of Studio and 1-bedroom units proposed..

In the intermediate/discounted market rent and sale tenures, Quintain will look to provide the predominance of units in these tenures as studio, one and two bedroomed units.

#### *Housing Quality*

It is expected that the units will be provided across the rented and sale tenures and so will be designed and brought forward having regard to the Housing SPG 2012 and the further evolving guidance on PRS from the Mayor.

GVA Schatunowski Brooks is employed by Quintain to advise and inform the emerging development, in order to maximise daylight and sunlight into the residential apartments and amenity space.

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

The applicant has set out that the massing of the proposals has been informed by the townscape principles of the Quintain consents including the Stage 1 consent, North West Lands consent and 2015 Quintain Masterplan, parts of which are now built out. The site is identified as being suitable for tall buildings (30 m high or taller). However, consideration must still be given to the appropriateness of the proposed building heights, the relationship with the surrounding context (including the future context), principles of good urban design and the protected views to the Stadium.

The podium approach for residential development is supported and allows sufficient separation from the other uses being brought forward. This also helps to break up the visual mass of the development into more modest blocks whilst accommodating the appropriate services and facilities required. Further testing of the heights and impacts on the protected views will be required in order to demonstrate the acceptability of the proposals.

The proposals for the Fulton Quarter support the key principles of development in the area by maintaining the linear frontage and consistent building line to Olympic Way. The proposals will need to maintain views of the Stadium Arch looking south along Olympic Way and it should be demonstrated that all other protected views of the stadium are respected.

The proposals continue the established consistent edge to Empire Way / Wembley Park Drive and provide landscaped areas at the centre of the plot and routes through which would have a different character to the main axial retail routes, creating good links with the surrounding plots.

Shadow casting should be undertaken to evaluate the potential overshadowing of surrounding properties. A daylight and sunlight report which tests the potential impacts of the proposal on the existing and consented buildings and spaces in the vicinity undertaken in accordance with BRE209 should be submitted with a planning application.

Further information setting out the key principles that will inform the detailed design of the building should be included at application stage. The redevelopment of the site has the potential to result in a high quality building that contributes significantly to the regeneration of Wembley.

Further work is required to justify the height of the proposed building in this location, including further analysis of the protected views to the Stadium, daylight sunlight and overshadowing and the relationship of the proposed buildings with its potential future context.

### **Public Open Space and Amenity**

The provision of a new area of public open space for the Wembley Opportunity Area is at the heart of the Wembley Masterplan proposals (application ref 15/5550). This is not only intended to provide for the needs of those residents, workers and visitors brought to the area by the Wembley Masterplan proposals, it is also intended to serve the wider needs of the Opportunity Area – as required by the Wembley Area Action Plan.

This strategic-level provision will be supplemented by smaller scale open space/amenity provision on a plot by plot and between plots basis across the whole of the Quintain regeneration site. These spaces will comprise a mixture of high quality public, private, and semi-private and communal areas.

Children's play space will form part of the open space and amenity offer of the proposals. Demand for play space arising from the residential units proposed as part of this site will be calculated using the GLA's SPG methodology by applying the benchmark of 10sqm of play space per child. A strategy for the delivery of that play space will be set out as part of the application.

The requirements for the provision of external amenity space are set out within the Council's development Management policies. Private, communal and public external amenity space can contribute towards the external amenity space provision providing those spaces are suitably designed and located to act as usable external space. Further detail of how this would be provided in the scheme should be included within the application submission.

### **Highways and Transportation**

Car parking is proposed to be provided at a maximum ratio of 0.4 for the residential units across the Wembley Park estate, with additional operational car parking provided for the commercial development. Electric vehicle charging points will be provided at a proportion of 20% for residential spaces and 10% for non-residential spaces, plus 20% passive for charging points in the future, and/or for car clubs. Also, one car parking space will be provided for each wheelchair adapted residential unit. An active management regime will be in place to allow a response to the changing needs of occupiers and their requirement for accessible parking. This will involve leasing and re-purchase of previously sold spaces to enable up to 10% of residential car parking serving a plot to be available to blue badge holders over time.

The applicant and its consultants are in discussion with a car club operator (ZipCar) in relation to the provision of car club vehicles in publicly accessible locations across Quintain's estate.

Transport consultant, WSP, will prepare a Transport Assessment Scoping Report and this will be provided to TfL and the Council shortly. This will consider the existing operation of the site and the net change in travel demand associated with the proposed development.

The Fulton Quarter is expected to link to the wider Masterplan network of connected routes, many with pedestrian priority. The development will need to incorporate the adopted minimum cycle parking standards set out in the London Plan (March 2015).

A site wide Travel Plan, and Framework Delivery and Servicing and Construction Logistics plans will need to be provided at planning application stage. It is anticipated that the site will be served from the internal street supplemented by additional on street loading pads.

The operational waste from all floorspace is to be disposed of via a conventional waste system which will be accessed from the car park and service access off Fulton Road.

Quintain will be consulting with the Brent Access Forum, which was set up to consider inclusive access matters across Quintain's developments.

The Proposal will ensure 10% of all units provided across all tenures will be wheelchair accessible or adaptable (M4(3)) for wheelchair users. The adapted units will primarily be located in plots where on-



plot car parking is provided. All other residential units will be designed to be Part M4(2) Accessible and Adaptable dwellings.

### **Sustainability and energy**

All residential units are required to meet Code for Sustainable Homes Level 4 minimum water targets, which require an average household water consumption of <105 litres/person/day.

All fully fitted out, non-residential floorspace comprising more than 10% of the plot area is to be constructed to BREEAM Excellent Standard where connected to a heat network and BREEAM Very Good Standard prior to connection.

Due to phasing, location and to allow flexibility in how the site is brought forward, a standalone site-wide energy solution will be proposed for this site. This will be developed to meet the Mayor's carbon reduction targets through demand reduction, efficient heating infrastructure and on-site renewable energy.

All buildings will be connected to a central site-wide heat network. The scheme will need to achieve an overall 35% carbon emission reduction on plot.

GLA Zero Carbon Homes will be followed with the aim to meet zero carbon for residential buildings in line with London plan policy 5.2. Any on-site carbon reduction shortfall will look to be provided either off-site within Quintain's estate and/or through a cash in lieu contribution, the details of which are to be agreed with the LB Brent.

The Mayor of London's Priorities, as set out in the London Plan Policy 5.3, and the Sustainable Design and Construction SPG 2014 will need to be met.

### **Flood Risk**

The site lies within Flood Zones 1 and 2. Discussion will take place between the applicants and the Lead Local Flood Authority at the London Borough of Brent as the scheme progresses.

To minimise the risk and impact from flooding no residential use is located at ground level across the site and the finished floor levels will be no lower than the existing levels and raised if this is possible.

### **Community Infrastructure Levy (CIL)**

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**

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.

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## 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](http://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

26 April, 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	<b><a href="#">norvillpropertyservices</a></b>
PLAN NO'S	See condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u><a href="#">When viewing this on an Electronic Device</a></u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case  <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_130904">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_130904</a></p> <p><b><u><a href="#">When viewing this as an Hard Copy</a></u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"> <li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li> <li>2. Select Planning and conduct a search tying "16/4666" (i.e. Case Reference) into the search Box</li> <li>3. Click on "View Documents" tab</li> </ol>

## INTRODUCTION

This application was initially considered by members at the planning committee on 15th March 2017. During this committee meeting, members specified that they were minded to refuse planning permission due to:

- The proximity of the balcony of flat 6 to the garden of 1 Dalmeny Close and the associated impact on the privacy of adjoining residents;
- The poor stacking of units, whereby bathrooms within units 4 and 5 are situated above the third bedrooms of units 1 and 2 and the associated impact on the amenities of future residents by way of noise and disturbance;
- The impact of the proposal on levels of on-street parking and associated impact on highway flow and safety;
- The cumulative impacts of the above issues which suggest that the proposal results in the over-development of this site.

Members requested that the application is reported to the subsequent planning committee meeting with reasons for refusal drafted based on the issues that they had raised.

### Revised Plans

In the interim, the applicant has submitted revised drawings to address the issues raised by members. The following changes have been made to the proposed development:

- The rear balcony to flat 6 has been reduced in depth to achieve a full 10m clearance to the southern site boundary. This distance to the boundary accords with the Council's Supplementary Planning Guidance 17 and the siting of this balcony is not considered to result in an unduly detrimental level of over-looking.
- Revised plans and elevations have been provided to show:
  - 1.8 m high screening (obscure toughened glass panels) on the sides of the rear balconies/terraces of flats 6, 7 and 8 to prevent undue levels of over-looking;
  - 1.8 m high lockable screening to prevent access to the side roof terraces together with confirmation that these areas will only be used for maintenance and repair purposes.
  - The proposed screening is considered to address overlooking of gardens to the side that would have otherwise been considered unduly detrimental, and it is recommended that the provision and retention of this screening and the use of the side terraces only for repair and maintenance is secured through condition if consent is granted.
- An additional car parking space has been provided within the rear car park area, bringing the total car parking space provision to 6 spaces. This is close to the maximum parking standard (6.9 spaces) for this development in accordance with Brent DMP 2016 standards. Transportation has confirmed that this parking space is an appropriate addition to the application and that the space would be suitably accessible.
- The bin and bike stores have been relocated within the frontage and reduced in height to increase the openness of the front garden. This is considered to result in an appropriate frontage treatment;
- The applicant has also confirmed that they agree to the imposition of a condition that prevents future occupiers of the flats from being eligible for on-street parking permits. Such a condition is considered appropriate given the good level of public transport access. This mechanism has been used in numerous other schemes to mitigate the potential impact of over-spill parking.

### Stacking of rooms within the development

In addition to the above changes to the plans having been made, the applicant has also submitted the following information regarding the potential for noise to transfer between units where the en-suites of flats 4 and 5 are situated over part of the third bedrooms of flats 1 and 2:

- **The proposed construction of the new building will be a steel/concrete framed structure with**



**pre-cast concrete dividing floors. Adequate sound insulation will be provided by an independent sound proofed ceiling beneath the concrete floor and a sound insulated quilt and sand cement screed above. This specification will exceed the required level of sound attenuation required by the Building Regulations 2010 (2003 Edition incorporating 2004, 2010 and 2013 amendments) Approved Document E and BS 8233:2014.**

This is considered to suitably mitigate any stacking issues and further details confirming the specific schedule of sound insulation will be required by condition.

The applicant has also confirmed that they are happy for conditions to be attached requiring:

- The Considerate Constructors Scheme (to join and adhere to throughout construction);
- The bathroom windows above ground floor facing No. 631 to be obscured glazed windows and only opening above 1.7 m above floor level;

### **Recommended alterations to conditions**

Following the discussion above, the following conditions which were specified in the previous committee report are proposed to be amended as follows:

#### Condition 2: Approved Plans

This is recommended to be changed to the following:

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

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

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

#### Condition 8: Screening

This condition previously required details of the screening. It is now recommended to specify the following: “The obscure glazed panel screening to the sides of the south facing balconies/terraces that serve flats 6, 7 and 8 as shown on the approved plans shall be implemented in full prior to first occupation of the development and thereafter retained for the life of the development.

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

#### Condition 9: Site Layout Alterations

It is recommended that part (1) of this condition is removed. This required revised details of the bin and cycle stores which have now been received.

### **Recommended additional conditions**

Following the discussion above, the following conditions are recommended to be added to the decision notice as follows:

#### Condition ensuring a car free development with respect to on-street parking

“Occupiers of the residential development, hereby approved, shall not be entitled to a Residents Parking

Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development. For the lifetime of the development a notice, no smaller than 30cm in height and 21cm in width, clearly informing occupants of this restriction shall be displayed within the ground floor communal entrance lobby, in a location and at a height clearly visible to all occupants. On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

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

Condition ensuring implementation and retention of the terrace barriers

"The parts of the terraces within flats 7 and 8 that are annotated as "area for maintenance and repair only" within drawing 14/B hereby approved shall not be used other than for the maintenance and repair purposes and the hinged and lockable balustrades shown on this drawing shall remain shall be provided as self closing gates and shall be kept closed and locked at all times when the terraces are not being used for maintenance and repair purposes.

Reason: In the interest of the privacy of adjoining occupiers."

**Recommendation**

Officers continue to consider that the proposal accords with the Council's and London Plan policy and guidance and recommend that the application is approved subject to the conditions specified within the report below, amended in line with the recommendations set out above and with the additional conditions set out above.

However, if members are minded to refuse planning permission, draft reasons for refusal based on the views set out by members during the previous planning committee meeting are as follows:

- *The proposed development, by reason of the proximity of the balcony of flat 6 to the garden of No. 1 Dalmeny Close, results in an unduly detrimental impact on the amenities of the occupiers of that dwelling by way of the loss of privacy to their garden. This is contrary to Policy DMP1 of the Brent Local Plan Development Management Policies 2016 and guidance within Brent's Supplementary Planning Guide 17.*
- *The proposal, by way of the inappropriate stacking of rooms between units including the siting of bathrooms of units 4 and 5 above the third bedroom of units 1 and 2, results in a poor standard of residential accommodation to the detriment of the amenities of the future occupiers of these units, contrary to Policy DMP1 of the Brent Local Plan Development Management Policies 2016 and the guidance within Brent's Supplementary Planning Guide 1.*
- *The proposal, by reason of the insufficient provision of off-street parking is likely to result in over-spill parking on the adjoining highways where such parking may not be able to be safely accommodated. This results in conditions prejudicial to the free and safe flow of traffic on the local highway network, contrary to policy DMP12 of the Brent Local Plan Development Management Policies 2016.*
- *The proposal, by reason of the cumulative impact of the failure to accord with the relevant planning policies and guidance represents the over-development of the site rather than the optimisation of the potential of the site to accommodate development, resulting in a poor quality of development to the detriment of the amenities of both the surrounding occupiers and future occupiers of the development. This is contrary to policy DMP1 of the Brent Local Plan Development Management Policies 2016 and paragraph 58 of the National Planning Policy Framework.*

The report previously presented to the planning committee follows this header report.

## 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 guardrailling 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"> <li>• Three storey building will detract from the character of the street.</li> <li>• Will retain only three detached houses in the set between Linthorpe Avenue and Dalmeny Close.</li> <li>• The building would be 'crammed in' to a low density area and will not respect the scale, proportions, materials</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Please see section 2.1 to 2.7 of the detailed considerations for further discussion.</li> </ul>

<p>and features of surrounding buildings or the established separations between houses.</p> <ul style="list-style-type: none"> <li>The proposal is not in keeping with the Council's policies on protecting the suburban character of the area.</li> </ul>	
<ul style="list-style-type: none"> <li>There will be an increase in noise disturbance due to a large number of flats being occupied.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<ul style="list-style-type: none"> <li>Large increase in traffic due to the added number of vehicles. Child safety is a related concern</li> <li>Increase in parking pressure.</li> <li>Concern regarding the ability for emergency vehicles to access adjoining roads.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<ul style="list-style-type: none"> <li>With the park opposite, a large building will attract opportunities for an increase in crime rate.</li> </ul>	<ul style="list-style-type: none"> <li>The proposal would provide additional residential units within a primarily residential area and would be unlikely to increase the potential for crime.</li> <li>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.</li> </ul>
<ul style="list-style-type: none"> <li>The building will result in an invasion of privacy.</li> <li>The building will result in an increase in overlooking to the immediate neighbour at no. 631 Harrow Road and properties along Dalmeny Close.</li> <li>The balconies will result in the loss of privacy to homes and gardens in the surrounding roads.</li> </ul>	<ul style="list-style-type: none"> <li>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;</li> <li>Balconies could allow some side views 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.</li> <li>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.</li> <li>Further details are available in section 3.1 to 3.3 of the detailed considerations section.</li> </ul>
<p>The building will incur losses of light to the neighbouring properties.</p>	<ul style="list-style-type: none"> <li>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.</li> <li>Further details are available in section 3.4 to 3.7 of the detailed considerations section.</li> </ul>
<ul style="list-style-type: none"> <li>The plans for this property</li> </ul>	<ul style="list-style-type: none"> <li>No proposal has been put forward for a</li> </ul>

may include the construction of a basement	basement within this application.
<ul style="list-style-type: none"> <li>The plans inaccurately portray the proximity of the proposed building to the boundaries of the property.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<ul style="list-style-type: none"> <li>The proposal contravenes policy within national Planning Practice Guidance (PPGs), Planning Policy Statements (PPSs) and District Wide Local Plans.</li> </ul>	<ul style="list-style-type: none"> <li>These central government planning policies were superseded in 2010 by the National Planning Policy Framework and can be given no weight.</li> <li>The proposal is considered to accord with the National Planning Policy Framework.</li> </ul>
The property is on sloped land so the drainage and water regulations will need to be checked out	<ul style="list-style-type: none"> <li>The property is not within a flood risk zone as defined by the Environment Agency.</li> <li>The rear garden is to be predominantly soft landscaped to allow for effective natural drainage.</li> </ul>
<ul style="list-style-type: none"> <li>There is an inadequate provision of open space.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>
<ul style="list-style-type: none"> <li>There may not be enough capacity for refuse with 8 flats.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>

## 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:

*Document Imaged*

DocRepF  
Ref: 16/4666 Page 4 of 21



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 20<sup>th</sup> 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 guardrailing 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	
<b>Total chargeable amount</b>	<b>£120,273.21</b>	<b>£21,138.02</b>

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

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

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

## DRAFT DECISION NOTICE



# 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: 13/04/2017

Signature:

**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 LMax

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<sub>x</sub>), 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](mailto: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](http://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](http://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

26 April, 2017  
  
17/0696

## SITE INFORMATION

RECEIVED	16 February, 2017
WARD	Kenton
PLANNING AREA	Brent Connects Kingsbury & Kenton
LOCATION	57 Draycott Avenue, Harrow, HA3 0BL
PROPOSAL	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
APPLICANT	Mr SUMARIA
CONTACT	DB PLANNERS
PLAN NO'S	See condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case  <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_132691">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_132691</a></p> <p><b><u>When viewing this as an Hard Copy .</u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"> <li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li> <li>2. Select Planning and conduct a search tying "17/0696" (i.e. Case Reference) into the search Box</li> <li>3. Click on "View Documents" tab</li> </ol>

## RECOMMENDATIONS

That the Committee resolve that they would have GRANTED planning permission had the application not been appealed subject to conditions and informatives to secure the following matters:

### Conditions

1. Time Limit (3 Years)
2. Approved drawings / documents
3. Materials
4. Construction Method Statement
5. Parking laid out and retained for residents use
6. Landscaping implemented and retained
7. Windows to side elevations glazed in obscure glass and retained


### Informatives

1. Party Wall
2. Noise on site
3. Use of Asbestos and Council Policy
4. Asbestos Removal & use of Licensed Contractor

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.

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

	<p><b>Planning Committee Map</b></p> <p>Site address: 57 Draycott Avenue, Harrow, HA3 0BL</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

## PROPOSAL IN DETAIL

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.

## EXISTING

Two-storey detached property on the eastern side of Draycott Avenue. Its lawful use is as a residential care home, however it is understood that the premises are no longer in use for this purpose and that the property is currently in multiple occupation. There is a carriage driveway arrangement and the frontage is fully hardsurfaced for parking. Surrounding uses are residential. This is not within a Conservation Area, nor is it a listed building. However, the Northwick Circle Conservation Area adjoins the rear boundary of the site.

## SUMMARY OF KEY ISSUES

Previous application

The application is identical to the proposal that was considered by the Planning Committee on 18 January and 15 February. The application was deferred from the 18 January committee upon the recommendation from officers as while the heritage implications had been considered, they were not set out fully in the report. A non-determination appeal was lodged after this planning committee meeting and the planning committee then resolved at the 15 February meeting that they would have granted permission if it had not been appealed. This application was then submitted to allow the withdrawal of the appeal.

The key considerations are:

1. Whether the proposed development is acceptable in principle given the surrounding uses and character including the loss of care home facility. The loss of the care home is supported by the Council's Adult Social Care officers and the surrounding area is residential in its character.
2. Whether the proposed development provides a suitable standard of accommodation for future occupiers and appropriate housing mix. The proposed units accord with the relevant policies and standards.
3. Whether the proposed development integrates well into the street in terms of design, scale and massing and is of good design quality, and whether it results in harm to the Conservation Area which bounds the rear boundary of the site. The proposed development is considered to exhibit a good standard of design, is in keeping with its context and does not harm the setting of or views into or out of the Conservation Area.
4. Whether the proposed development incurs unduly detrimental impacts on the amenities of neighbouring occupiers. The proposed development accords with the Council's policies and guidance.
5. Whether the proposed development can be supported in terms of its impact on the parking and flow of traffic on Draycott Avenue and surrounding roads. The proposed level of off-street parking is considered to be appropriate, having regard to the location of the site and level of public transport accessibility.

## RELEVANT SITE HISTORY

**\*16/3377. Full Planning. Council would have granted if the application were not appealed. Received 09/09/2016.**

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).

**E/16/0104. Enforcement. Opened 01/03/2016.**



Without planning permission, the material change of use of the premises to a house in multiple occupation

**15/2607. Full Planning. Refused – Appeal dismissed. 22/04/2016.**

Demolition of existing former care home building and erection of a two storey building with a converted loft space and basement level to provide 7 self-contained flats (5x2 bed and 2xstudios) with associated car and cycle parking, bin stores, amended drop kerb and landscaping.

**02/1028. Full Planning. Granted. 03/07/2002.**

Erection of part first-floor rear extension and part two-storey side extension to care home.

\*The applicant appealed application 16/3377 on the grounds of non-determination prior to its determination at committee on 15/02/2017. Brent Council resolved to grant planning permission at the committee. Notwithstanding the committee outcome, the lodging of an appeal means that only the Planning Inspectorate has the authority to determine application 16/3377. The inspectorate's decision is likely to take some time to be finalised. The applicant has submitted a new application to secure a decision for this proposal under the authority of Brent Council.

## CONSULTATIONS

Letters were sent to 54 neighbouring properties for at least a 21 day consultation period. Furthermore, consultation with the Northwick Park Ward Councillors, the Northwick Park Residents Association and Councillor Colwill representing Kenton Ward (who objected to the previous application) was carried out. Formal consultation was not carried out with the other two members for Kenton Ward, however given that neither Councillor commented on the identical proposal during application 16/3377 it has not been considered necessary.

To date, two neighbour objections have been received and one objection from the Northwick Park Residents Association has been received.

No consultation was carried out with the Environmental Health Officer, Transport Officer, Policy and Research Officer and the Landscape and Design team at Brent as comments relating to an identical proposal were received and addressed within the previous application 16/3377.

A summary of the comments received are outlined below:

### ***Residents Objections***

1. The development is out of scale with the footprint available and shows little consideration for the additional surrounding impact on the services for the area locally.
2. The development is without proper provision for parking, particularly with the additional double yellow line parking control recently designated in Draycott Avenue.
3. Additional people here will put parking pressures on this area.
4. The double yellow line designation is in place of a proposed on-street parking space, meaning that the applicant's claim that the proposal will increase net on-street parking by 1 space is false.

### ***Northwick Park Residents Association***

1. The proposal is unsustainable considering the pressures on local transport, schools and other amenities within the area;
2. The proposal will have a significant impact on Northwick Park Conservation Area, on to which this proposal borders, along the rear boundary with Greystone Gardens;
3. Previous developments have allowed for more parking given the number of dwellings.
4. The parking survey is inaccurate and flawed – there is no longer a disabled bay, yellow lines restrict the reinstatement of on-street parking, the survey was undertaken at night, the Lambeth methodology is irrelevant to this location

Most of these points were raised within the previous planning application (16/3377). Comments were not previously raised regarding the parking survey and these are responded to below:

- Even if the applicant is incorrect about an additional on-street parking space being provided because of the parking restrictions, the proposal will not lessen the physical parking capacity of the street as a result of its presence (not having regard to the imposed parking restrictions, which is a separate matter) and is considered acceptable.
- The imposition of yellow lines has been designated by Brent's highways team and is a matter

separate from planning. The yellow lines designation was considered during the previous application and despite the loss of parking spaces resulting from this; it was still considered that the road was sufficiently lightly parked to accommodate this development.

- Whilst a number of residents may not drive to work during the day, it is likely that some residents will. As such, it is considered reasonable to expect the road to be most heavily parked at night, and therefore most appropriate and representative to carry out a parking survey during this time.
- The Lambeth Methodology is widely considered to be a reasonable methodology for assessing parking capacity and is not solely applicable to Lambeth and similar areas. Nonetheless, Brent's highways team generally has stricter requirements than that of the Lambeth Methodology, requiring a 'parking and manoeuvring space' to measure 6m in length rather than 5m as within the methodology. Within the previous application, the parking study submitted was adapted to account for Brent's 6m standard. It was noted that even with the stricter 6m standard being used, Draycott Avenue still retained sufficient parking capacity to accommodate this development.

### **Brent Council Consultees**

The below comments reflect the consultee comments received during the previous application (16/3377) for this development. They remain equally applicable here as the proposal has not changed.

### ***Environmental Health***

The development is located very close to other residential and commercial premises. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. A condition requiring a Construction Method Statement is therefore recommended to be imposed to any approval.

### ***Transportation***

No transportation objections subject to conditions requiring the submission and approval of a revised site layout showing four off-street spaces at a 90 degree angle to the highway accessed via the existing crossovers on either side of the site frontage; and confirmation from the applicant that the existing on-street disabled bay can be removed.

All the above objections have been addressed in the next section.

## **POLICY CONSIDERATIONS**

### **National Planning Policy Framework/National Planning Practice Guidance**

### **London Plan 2011/ Mayors Housing SPG 2012**

Policy 3.5 (table 3.3)

### **Brent Core Strategy 2010**

CP17 Suburban Character

CP21 A Balanced Housing Stock

### **Brent Development Management Policies 2016**

DMP1 Development Management General Policy

DMP7 Brent's Heritage Assets

DMP12 Parking

DMP16 Resisting Housing Loss

DMP18 Dwelling size and residential outbuildings

DMP19 Residential Amenity Space

DMP20 Accommodation with shared facilities or additional support

### **Supplementary Planning Guidance 17:- Design Guide For New Development**

### **Supplementary Planning Guidance 5 Altering and extending your home.**

### **Domestic Vehicle Footway Crossover Policy 2008**

## **DETAILED CONSIDERATIONS**

As discussed above, this proposal is identical to the application that was considered by the planning

committee on 18 January and 15 February 2017. The application was placed on the agenda for the 18 January committee. However, officer recommended that it is deferred to the subsequent committee as while the heritage implications of the proposal had been considered, they were not set out fully in the report.

A non-determination appeal was lodged after this planning committee meeting.

The application was then presented to the 15 February planning committee with the heritage considerations set out within the report. The planning committee considered the proposed development and determined that they would have granted permission if the appeal had not been lodged.

Whilst the appeal is likely to be allowed as the Council has resolved that planning permission would have been granted, the determination of a new application is quicker than the determination period of an appeal. The applicant accordingly submitted a new application (i.e. this application) that is identical to the previous application.

The below discussion is taken directly from the previous report contained within application 16/3377. This application pertains to the same proposal and as such it has only proven necessary to make minor changes to the structure of the report. The changes have mostly comprised the consolidation of information that was previously contained across the 'detailed considerations', supplementary and header sections of application 16/3377 into a single section below. No new information is provided beyond what was previously discussed, and accordingly no new conclusions have been drawn.

## **1. Context**

1.1 A similar proposal was submitted and refused on 29th September 2015 (Application ref: 15/2607) and subsequently dismissed at appeal (APP/T5150/W/15/3137379). The proposal comprised the demolition of the former care home (subject property) to provide a two storey building with a converted loft space and basement level to provide 7 self-contained flats with associated car and cycle parking spaces, bin stores and landscaping. The initial reasons for refusal were as follows:

*1.2 This proposal will result in a significant increase in parking standards that cannot be accommodated within the site and will therefore result in additional demand for overspill on street parking, which cannot be accommodated along the site frontage, and the overspill parking that will follow will be to the detriment of free and safe flow of traffic and pedestrians along an already heavily trafficked route. Furthermore the proposed vehicle access widening will result in illegal crossing of the footway, this, and the absence of sufficient soft landscaping to the site frontage are both contrary to Brent's Domestic Vehicle Footway Crossover Policy (2008), Policies BE7, TRN24 and TRN27 and standard PS14 of the adopted UDP 2004.*

*1.3 The proposed building by virtue of its scale and massing (as viewed from the rear), lack of articulation of this rear facade and crown roof design would result in an overbearing building which fails to pay appropriate regard to the scale and massing of development in the surrounding area. Furthermore, the building frontage is overly dominated by hard landscaping, access and parking and fails to make an appropriate contribution to the streetscene. This represents a poor design that would be harmful to the visual amenities of the area and is contrary to policies BE2, BE7 and BE9 of Brent's adopted Unitary Development Plan 2004, Core Strategy (2010) policy CP17 and the guidance as outlined in SPG17 "Design Guide for New Development".*

*1.4 The proposed loft floor flats, by reason of their reliance on rooflights for the provision of outlook and the size and height of those rooflights, fails to provide adequate levels of outlook for future residents and as such, represents a poor standard of residential accommodation. This is contrary to Policy BE9 of the Brent Unitary Development Plan 2004 and Supplementary Planning Guidance No. 1*

1.5 However, the inspector took a slightly different stance and concluded:

*"Whilst I have concluded that the appeal proposal would not cause harm to highway safety, this would not outweigh the harm I have found to the character and appearance of the area and the living conditions of future occupiers."*

## **2. Principle of use & loss of care home**

2.1 Core Strategy policy CP21 and Development Management Policy DMP17 and 18 seek to maintain a balanced housing stock in the Borough by protecting existing accommodation that meets a known Borough need. The Borough has a need for a wide range of accommodation sizes and types which has been satisfactorily addressed in the past. Maintaining and providing a balanced housing stock is a key Core

Strategy housing objective. Development Management Policy DMP20 allows for the loss of such accommodation where it has either been demonstrated that residents needs can be better met by other existing accommodation or unsatisfactory accommodation cannot be improved to achieve current standards.

2.2 Brent Adult Social Care (Commissioning & Quality) had been consulted during the previous application (15/2607) on the key issue concerning loss of a residential care home. In response they advised that the Council's position is one where it is working to develop alternatives to residential care and this particular care home was not large enough to meet the complex needs of customers in a cost efficient way. As such they raised no objections to the closure of the care home.

2.3 The site is not currently in use as a residential care home, it is believed to be used for multiple occupancy though there is no permission in place for this. It is stated that the former 9 bedroom care home ceased operating as a small scale care home as it was no longer financially viable. It is understood that the care home use ceased around November 2014.

2.4 It is considered the information supplied from Brent Adult Social Care (Commissioning & Quality) is sufficient evidence to warrant the loss of the care home, which in any case is no longer in use for this purpose. Furthermore, proposals for residential use of the site will make efficient use of previously development brownfield land, in what is a sustainable location. This is consistent with the aims of the National Planning Policy Framework (NPPF) and the Council's Development Management Policies. Accordingly, there is no objection in principle to the residential development subject to all material planning considerations.

### **3 Design and Scale**

3.1 The existing building is a 2 storey detached property with extensions to the rear. The scheme proposes a building which is narrower than the existing footprint on site by 1.4m. This allows for a set in on both sides. At ground floor the property would be infilled at both sides to the rear and also to the front to form a more consistent frontage as opposed to the stepped approach the property currently takes. This forms two symmetrical front gables. At first floor, the proposal seeks to create first floor extensions which would follow through the same footprint as the ground floor.

3.2 Following amendments and a re-consultation commencing 11 November, the building was moved further east to minimise the impact of first floor rear extensions on neighbouring properties. Whilst SPG5 is not directly relevant in this case it provides a useful guide for assessing such relationships and the proposal accords with this guidance. A 1.7m set in from No. 55 is proposed which results in a 6.4m distance between the edge of the extension and nearest habitable room. This allows for the 3.2m depth proposed. On the other side the first floor rear element only protrudes 1.3m which is within the allowable limits. It is therefore considered that in complying with this policy, there would be no detrimental impact to the neighbouring occupiers either side as a result of the first floor extensions.

3.3 Whilst the proposed building comprises four storeys, when viewed from Draycott Avenue it has the appearance of a two-storey building with accommodation in the roof, this is similar to the approved scheme next door at Mulberry Court (App. Ref: 08/2267). Contrary to the previous scheme, this proposal also appears as two storey with roof accommodation to the rear more in keeping with the character of the area due to the construction of the basement level.

3.4 As was considered within the Inspectors report in the previous appeal decision, the basement level which is shown within the Section Drawing indicates sufficient screening via the retaining wall to the existing garden, as well as boundary fencing so that the views of the basement of the building from neighbouring properties would be limited. This would minimise the impact of this level of the building on the character and appearance of the area.

3.5 The inspector on commenting on the previous design stated that overall the footprint, massing, scale and proposed crown roof was deemed acceptable. It is also noted that its scale and massing is similar to the neighbouring flats at Mulberry Court and would therefore sit comfortably in the context of the adjacent properties, particularly when considering the increased set in from the boundary of No.55. In light of the general street scene, the design particularly at the frontage would mirror that of the neighbouring flats at Mulberry Court. The inspector did however raise concerns in relation to the use of materials and finish detailing of the building fearing that the previous proposal would look uninteresting compared to the rear façade at Mulberry Court and its use of balconies. As such, this design adds more reflective detailing which include rear balconies and two cottage dormers on the roof, which are subservient to the roof plane and host dwelling.

3.6 The frontage now has additional glazing in the roof for the provision of outlook and mirrors the neighbouring property at Mulberry Court. This has also helped to overcome the lack of outlook for the bedrooms within the loft level. The number and location of rooflights is also acceptable.

3.7 The architectural approach of the building to the front is therefore considered to be in keeping with the streetscene. The front elevation is very much in keeping with the approach at the neighbouring Mulberry Court. Furthermore, over 30% landscaping has been proposed to create an enhanced frontage. This is in line with Development Management Policy DMP1 which seeks development which improves and complements the locality.

3.8 A landscaping scheme detailing the proposed front forecourt planting has been submitted as part of the proposal. More than 30% landscaping has been provided which is acceptable and provides a welcomed improvement from the fully hard landscaped frontage which currently exists.

#### **4 Housing mix**

4.1 Five flats are proposed, this is broken down as 2 x 3 bedroom and 3 x 2 bedroom flats.

4.2 The housing offer does include 2 family sized units (defined by the Core Strategy policy as 3 bedrooms or more). This meets the needs of the borough and is therefore acceptable in policy terms.

#### **5 Quality of accommodation**

Ground and Basement Level (Flats 1 & 2)

Flat 1 (5 person, 3 bedroom): 112 sqm; 2 x double rooms + 1 x single room.

Flat 2 (5 person, 3 bedroom): 112 sqm 2 x double rooms + 1 x single room.

First Floor accommodation

Flat 3 (3 person 2 bedroom flat): 73 sqm: 1 x double room + 1 x single room.

Flat 4 (3 person 2 bedroom flat): 73 sqm: 1 x double room + 1 x single room.

Loft accommodation

Flat 5 (3 person 2 bedroom flat): 70 sqm: 1 x double room + 1 x single room

5.1 These would all have primary front or rear facing windows, fixed obscurely glazed side facing windows. There will also be a shared and private sunken courtyard with 3.5m deep light wells (serving flats 1 & 2) on the ground floor flat which also has one allocated parking space for each flat. The first floor flats also benefit from rear facing balconies. The loft flat will have rooflights across the flank elevations, one front rooflight and two rear dormers which would provide sufficient outlook and sunlight in the habitable rooms for the occupiers. The section plans demonstrate that internal headroom of 2.3m is achieved at all levels which satisfies SPG17.

5.2 The above standards comply with the London Plan residential unit sizes, as set out in table 3.3 and are therefore acceptable. Furthermore, the proposed refuse storage and 6 cycle stores in a secure store comply with the London Plan cycle standards.

5.3 At basement level there is a sunken courtyard to provide sufficient private amenity for the ground floor flat. The first floor benefits from private balconies and also shared garden space with the loft flats. The garden is not proposed to be apportioned and is proposed to be left open for the communal use of all residents. The proposed amenity space amounts to over 20 sqm per flat as required by SPG17.

5.4 The development to the rear would introduce a large number of rear facing habitable windows, these are located more than 10m from the rear site boundaries and more than 20m from facing windows on Greystone Gardens. This satisfies SPG17. No primary, habitable flank wall windows are proposed.

5.5 There are secondary flank wall windows at ground and first floor to serve the kitchens, however these will not compromise the amenity of neighbouring occupiers. Neither No.55 Draycott Avenue or Mulberry Court contain any habitable flank wall windows, therefore no direct overlooking or loss of privacy would follow.

5.6 Correct stacking in terms of accommodation layout has been achieved throughout all floors of the building.

#### **6 Highways and Transportation**

6.1 The site has two crossovers forming a carriage drive and accommodating approx. 3/4 off street parking spaces. The south-eastern crossover is 3.4m wide and the north-western crossover is 4.2m wide. There is a disabled bay, on street, between the crossovers and along the site frontage. The front garden has no soft landscaping at present.

6.2 The proposal is to provide three off street parking spaces accessed via the two crossovers. The position of the northern space is not at the edge of the boundary and therefore does not comply with Brent's Crossover Policy, whilst also reducing on-street parking. Transportation have requested that the crossovers are retained as they are at the edge of the boundary wall to serve two spaces on either side of the frontage at a 90 degree angle to the highway. Some soft landscaping can be provided in the middle of the front garden between the two access points. As a result of this the on-street disabled bay along the site frontage is no longer required. This would provide a further on-street parking bay for residents or visitors and transportation have requested that confirmation is provided that the disabled bay is no longer required in order for it to be removed.

6.3 The existing care home is permitted 1 car space per 10 bedrooms and 1 space per 5 employees under standard DMP Appendix 1 Parking Standards. The number of former employees is unknown however, we can assume approx. 5 employees and therefore a total of 2 spaces would be permitted for the former use.

6.4 The proposed new residential dwellings will have a parking allowance of 1.2 spaces each for the 2 bedroom flats and 1.6 spaces each for the 3-bedroom flats under parking standards set out within Appendix 1 of the Development Management Policies. This totals 6.8 parking spaces for the proposed new flats and this would be a significant increase in parking requirements.

6.5 A parking survey submitted by the applicant follows the Lambeth methodology whereby bays are 5m in length. However, this is considered overly optimistic and a general length of 6m is required to allow average sized vehicles to manoeuvre in and out of spaces parallel to the highway. Using a 6m length, the survey found that Draycott Avenue north, which is closest to the site, had a 60% occupancy overnight and Draycott Avenue south of the site had a 76% occupancy. This demonstrates that the street is not heavily parked overnight and this accords with the Council's own survey findings undertaken in 2013. The survey details for the small section of The Ridgeway found that it was heavily occupied with 130% occupancy overnight.

6.6 Under the new DMP policies, the proposed 5 dwellings are within a high PTAL and therefore have reduced parking allowance, permitting 4.6 spaces. Therefore the three off street spaces, approved in drawing number DA57-2003 along with the removal of the disabled bay to provide a fourth space on street, do satisfy standards. The parking survey does ease any concerns of overspill parking due to the fact that the surrounding sections of Draycott Avenue are not heavily parked.

6.7 The resultant provision of four off-street parking spaces plus one on-street parking space along the site frontage will satisfy 75% of the parking standard and keep overspill parking to a manageable level so that it does not encroach across neighbouring frontages.

6.8 During the course of the previous application 16/3377, amended plans were received on 22 December 2016 showing three off-street parking spaces and associated landscaping these were considered acceptable (Drawing DA57-2003). As a result the following changes to the p[proposal were made:

1. Increase dropped kerb to 4.2m max to accommodate two adjacent off-street parking spaces;
2. Reduce existing dropped kerb to 3.2m max. width to accommodate a single off-street parking space at the front.
3. More than 30% soft landscaping proposed; and
4. Existing disabled bay to the front is removed to create the additional off-street parking space.

6.9 It should also be noted that in the earlier appeal the Planning Inspector commented that there was very little on street parking during the time of her visit in the day however, the street is not listed as heavily parked and therefore night time occupancy is low. Therefore the inspector concluded that the proposal would not cause harm to the highway safety in the area.

6.10 The site is also well served by Public Transport, PTAL 4, with access to 6 different bus routes and a rail and tube stations within walking distance.

6.11 Cycle storage has been proposed within the rear garden for 6 bicycles in a secure store to comply with DMP12.

7.1 All flank elevation windows are proposed to be obscurely glazed and therefore there are no concerns in relation to the of loss of privacy for neighbouring properties.

7.3 The impact of the proposed use is not considered to be unacceptable in terms of its scale when judged against the former care home use, and in the context of an 8 unit scheme directly next door.

## **8. Heritage Considerations**

8.2 The scheme is considered to result in limited to no harm to the conservation area. The scheme as proposed has little effect on the setting or views into and out of the conservation area. The bulk and height is of a similar height to the surrounding properties.

8.4 The proposed development is considered to accord with the National Planning Policy Framework, London Plan Policy 7.8 and Brent Development Management Policy DMP7.

9.1 Based on the reduced scale of the scheme [from that of the 2015 application] and taking into account the previous decision by the Planning Inspectorate along with the introduction of the Council's new DMP policies, the proposal is considered to comply with planning policy and it is therefore recommended for approval subject to appropriate conditions.

The proposal is liable to pay CIL as set out below despite providing less than 100sqm of new floorspace because the proposal comprises at least one new residential unit, in accordance with Reg 42(2) of the CIL Regulations 2010 (as amended), the provisions of which supersede the provisions of Reg 42(1) 'exemption for minor development'.

We calculated this figure from the following information:

Total amount of floorspace on completion (G): 441 sq. m.

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	(Gr)	(Kr)	(A)	used	used		
Dwelling houses	441		152	£200.00	£35.15	£38,814.29	£6,821.61

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	286	
<b>Total chargeable amount</b>	£38,814.29	£6,821.61

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

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

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



## DRAFT DECISION NOTICE



# Brent

## DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

### DECISION NOTICE – APPROVAL

Application No: 17/0696

To: Mr Patel  
DB PLANNERS  
2 The Oaks Juniper Road  
Cove  
Farnborough  
GU14 9XU

I refer to your application dated 16/02/2017 proposing the following:  
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  
and accompanied by plans or documents listed here:  
See condition 2.  
at 57 Draycott Avenue, Harrow, HA3 0BL

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: 13/04/2017

Signature:

**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:-  
  
Brent Development Management Policies 2016  
Council's Supplementary Planning Guidance 17 - Design Guide for New Development
  
- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.  
  
Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.
  
- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):  
  
DA57-2003 Rev D  
DA57-2004 Rev B  
DA57- 2005 Rev B  
DA57-2006 Rev A  
  
Reason: For the avoidance of doubt and in the interests of proper planning.
  
- 3 Prior to the occupation of the flat development the parking space/s shall be completed in accordance with the approved plans and maintained as such and used solely for purposes ancillary to the flats for the lifetime of the development.  
  
Reason: in the interest of highway and pedestrian safety.
  
- 4 The landscape works, planting and other front forecourt works shown on the approved plans shall be carried out prior to the occupation of any part of the development;  
  
Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.  
  
Reason: To ensure a satisfactory appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the area.
  
- 5 The windows on the side faces of the development shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.  
  
Reason: To minimise interference with the privacy of the adjoining occupier(s).
  
- 6 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 (excluding demolition and the laying of foundations). 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.

- 7 Prior to the commencement 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 development must be carried out in accordance with the approved Construction Method Statement.

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

## 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](http://www.brent.gov.uk/CIL).
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk)
- 3 Attention is drawn to S.S. 60 & 61 of the Control of Pollution Act 1974 and to the association British Standard Code of Practice B.S.5228: 1984 which set down statutory requirements for the control of noise during construction and demolition works. The Contractor should also be made aware of the requirements of the Clean Air Act 1956 and 1968 and the Control of Pollution Act regarding the prohibition of site bonfires. Council's Chief Environmental Health Officer can provide advice and assistance in this regard.
- 4 Although no provision exists within the Building Regulations to prohibit the use of materials containing asbestos, it is the policy of this Council to discourage such use where alternative materials are available that would equally satisfy the requirements of these Regulations.
- 5 Applicants are reminded of hazards caused by asbestos materials especially during demolition and removal works and attention is drawn to the Asbestos Licensing Regulations 1983. Licensed Contractors only are permitted to remove asbestos which must be transferred to a licensed site. For further advice the Council's Chief Environmental Health Officer should be contacted.

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

26 April, 2017  
  
17/0328

## SITE INFORMATION

RECEIVED	23 January, 2017
WARD	Tokington
PLANNING AREA	Brent Connects Wembley
LOCATION	Olympic Way and land between Fulton Road and South Way including Green Car Park, Wembley Retail Park, 1-11 Rutherford Way, 20-28 Fulton Road, Land south of Fulton Road opposite Stadium Retail Park, land opposite Wembley Hilton, land opposite London Design
PROPOSAL	<p>Variation of the following conditions of hybrid planning consent 15/5550:</p> <ul style="list-style-type: none"> <li>revised parameter plans 04-13 and the listing of these replacement plans under revised conditions 4, 5, 16 and 25</li> <li>reserved matters details for Plot W06 pursuant to condition 1 (layout, scale, appearance, access and landscaping), and the listing of the detailed drawings for Plot W06 under revised conditions 4</li> </ul> <p>AND</p> <p>Discharge of conditions 1 (layout, scale, appearance, access and landscaping), 19(h) (wind), 19(k) (internal layout of buildings), 19(i) (access), 19(m) (daylight), 19(n) (private external space), 38 (air quality) and 49 (indicative phasing) for Plot W06 relating to Hybrid planning application reference 15/5550</p> <p>Hybrid planning consent reference 15/5550 dated 23/12/2016 and accompanied by an Environmental Impact Assessment, was for</p> <p>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:</p> <ul style="list-style-type: none"> <li>Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;</li> <li>Commercial (Use Class B1) up to 82,000 sqm;</li> <li>Hotel (Use Class C1): up to 25,000 sqm;</li> <li>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;</li> <li>Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;</li> <li>Assembly and leisure (Use Class D2): 23,000 sqm;</li> <li>Student accommodation (Sui Generis): Up to 90,000 sqm.</li> </ul> <p>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</p>

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Ref: 17/0328 Page 1 of 36

	<p>water attenuation tanks, an energy centre and the diversion of any utilities and services to accommodate the development.</p> <p>Subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended</p>
<b>APPLICANT</b>	<b>Quintain Limited</b>
<b>CONTACT</b>	<b>WYG</b>
<b>PLAN NO'S</b>	Please see condition 4
<b>LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION</b>	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case  <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_132277">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_132277</a></p> <p><b><u>When viewing this as an Hard Copy _</u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"> <li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li> <li>2. Select Planning and conduct a search tying "17/0328" (i.e. Case Reference) into the search Box</li> <li>3. Click on "View Documents" tab</li> </ol>

## RECOMMENDATIONS

1. That the Committee resolve to grant planning permission, subject to the Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended, as agreed as a part of the original hybrid planning consent (reference 15/5550) covering Affordable Housing; Highways; Neighbourliness, Public Realm – open space, roads etc; School; Community; Sustainability; Employment and Training; and Public Art.
1. 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. Outline planning – approval of details
2. Reserved Matters Condition
3. Outline planning – time limit
4. Approved documents / drawings
5. Use Class A5 restriction
6. Food retail store size
7. Student accommodation cap
8. Student accommodation use restriction
9. Southern Boulevard
10. Royal Route works
11. Residential parking E01, E02, E03, E05
12. Residential parking use restriction
13. Storage in open areas
14. Existing crossovers
15. Construction tolerances
16. Parapets
17. Student accommodation demand assessment
18. Student management plan
19. Approval of various details
20. Landscape
21. Parking Management Plan (non-event days)
22. Event day parking management plan
23. School parking within Red Car Park
24. Royal Route Works
25. Cycle Routes
26. Delivery Service Plan
27. Construction Logistics Plan
28. Site Management Plan
29. Play and recreation space
30. Accessible rooms/units
31. CT Measures
32. Plant noise
33. Sound insulation between comm and resi
34. Residential noise
35. School noise
36. Vibration
37. Construction Method Statement
38. Air Quality Neutral
39. CHP emissions
40. CHP emission testing
41. NOx from boilers
42. Site investigation
43. Verification report
44. Extract ventilation
45. Drainage works
46. Piling Method Statement
47. Surface Water Drainage Scheme
48. Quality of accommodation

49. Phasing plan
50. Details of communal facilities for residents proposed to be provided for residents of plot W06
51. Any [other] condition(s) considered necessary by the Head of Planning

#### Informatives

1. Asbestos
  2. Protection against back flow
  3. Underpinning and public sewers.
  4. Measures to minimise groundwater discharge.
  5. Trade effluent consent.
  6. Polluted discharge into local watercourses
  7. Installation of fat trap.
  8. CIL phasing.
  9. Superstructure.
  10. 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, 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

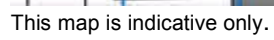


### Planning Committee Map

Site address: Olympic Way and land between Fulton Road and South Way including Green Car Park, Wembley Retail Park, 1-11 Rutherford Way, 20-28 Fulton Road, Land south of Fulton Road opposite Stadium Retail Park, land opposite Wembley Hilton, land opposite London Design

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## PROPOSAL IN DETAIL

The application seeks the amendment of conditions 4, 5, 15, 16 and 25 of planning permission 15/5550, proposing changes to the parameter plans in relation to plot W06.

Condition 4 refers to the list of drawings and documents approved through the original planning permission (reference 15/5550). This application proposes minor material amendments to the parameter plans which show the form of plot NW06. The amendments are discussed below.

Condition 5 relates to the non-residential uses specified within parameter plan 08. Condition 16 refers to parameter plan 09 (maximum height) and condition 25 relates to cycle routes and refers to parameter plan 11. These parameter plan drawing numbers will change if the minor material amendments are approved and these conditions are proposed to be amended to reflect the new plan numbers.

The proposed changes to the parameters of Plot W06 are as follows:

- The re-orientation of the massing of the building to create two distinct buildings, with no proposed change in height;
- Splitting of the approved B1 and C3 uses into the two separate buildings; and
- A change in the form and location of the open space as a consequence of the amendment to the buildings.

The submission also seeks the approval of details pursuant to a number of conditions. This includes the Reserved Matters (condition 1, relating to Layout, Scale, Appearance, Access, and Landscaping) and conditions 19(h) Wind; 19(k) Internal layout of buildings; 19(l) Access; 19(m) Daylight; 19(n) Private external space; 38 Air Quality; 49 Indicative Phasing.

The resultant proposed scheme for Plot W06 comprises two buildings, each with a single core, ranging from 8 to 11 storeys in height; providing 150 residential units within private and intermediate rented tenures (78% PRS and 22% London Housing Bank), with private communal residential landscaped gardens; 1,851sqm (GEA) of commercial space for either Class A1 or A2 (Retail), A3 (Café and Restaurant), A4 (Drinking establishments) and/or D2 (Leisure and Entertainment); 13,476sqm (GEA) of commercial space for B1 (Business); as well as ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure including the creation of a new public garden.

## EXISTING

The hybrid planning permission (the Wembley Park Masterplan, reference 15/5550), relates to a 15.9 Hectare site surrounding Wembley Stadium. The proposed variations to the conditions and the submission of details relate to plot W06, which is a 0.5 Ha site which lies within the Wembley Park Masterplan. It is located within the Western Lands, the commercial district of Wembley Park focused along Wembley Park Boulevard.

The site is bounded by Wembley Park Boulevard to the west and Perimeter Way to the east. Its northern boundary is defined by the Spanish Steps and a pedestrian route running at ground level to the side of the steps. To the west sits London Designer Outlet and the Wembley Hilton Hotel. In close proximity to site is the Grade II listed Wembley Arena and Brent Civic Centre.

The site benefits from good access to public transport with National Rail, London Underground and bus services available. The site is approximately 10 minutes' walk from Wembley Park and Wembley Stadium stations.

The site is currently empty and clear of development above ground. There is some earth banking laid to grass, which takes up various level changes across the site. A portion to the north is surfaced and currently used for temporary coach parking for everyday events, which is to be relocated.

## SUMMARY OF KEY ISSUES

**Variation of condition 4, 5, 16 and 25:** The proposed variation looks to alter the layout of plot W06, splitting this plot into two buildings with one containing the new office building and the other containing a mixed use development with commercial uses at ground level and residential uses on the upper floors. The variation to condition 4 proposes to change the relevant parameter plans to reflect this while conditions 5, 16 and 25 make reference to parameter plans that are proposed to be changed. The proposed changes to plot W06 within the parameter plans are considered to be acceptable.

**Outline Planning Permission:** Application reference 15/5550 granted outline consent for the development of 15.9 hectares of land surrounding Wembley Stadium. This S73 application proposes to amend the outline consent but is considered to be in material compliance with the principles established under the original outline consent.

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

**Proposed Uses:** The proposed uses including residential, Office Space, and flexible commercial space, are in compliance with the parameters and principles established and approved under the outline consent.

**Housing mix and Affordable housing:** Within Plot W06, 22% (35 Units) of the residential floorspace is provided as intermediate rent (London Housing Bank Dwellings). The remaining 78% (115 Units) are to be delivered as private market rent. The overall mix comprises 30 x studios, 73 x 1bed units, 43 x 2bed units, 2 x 3bed units and 2 x 4bed units. This is in line with the principles relating to housing mix established within the Outline Planning Consent, which remain within this 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 and those proposed within this application. The buildings perform separate roles and it is considered that the layout will enable this successfully whilst also tying the development 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.

**Highways:** The cycle parking, access and servicing arrangements are acceptable and the car free approach to the development is acceptable in this location. The proposal is considered to be in compliance with the outline consent in this regard.

## 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	12401	12401
General business use	0	0	0	13476	13476
Shops	0	0	0	1851	1851

### Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING ( Bedsits/Studios & Intermediate )										
EXISTING ( Flats @ Market )	0	0	0	0	0	0	0			0
EXISTING ( Bedsits/Studios & Market )										
EXISTING ( Flats @ Intermediate )										
PROPOSED ( Bedsits/Studios & Intermediate )	9									
PROPOSED ( Flats @ Market )	58	32	2	2						
PROPOSED ( Bedsits/Studios & Market )	21									

PROPOSED ( Flats û Intermediate )	15	11							
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## 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.

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: 23/02/2017

Site Notice: 20/02/2017

The owner/occupier of 349 nearby and neighbouring properties were notified of the development 13/02/2017.

At the time of writing this report no representations were received.

### **Internal Consultees:**

#### Ward Councillors

No responses

#### Environmental Health

Agree with the air quality neutral assessment and therefore the condition has been complied with. I would however suggest that the 2 remaining conditions regarding CHP and boilers are still applied.

### **External consultees:**

#### GLA

Conclude that the amendments do not give rise to any new strategic planning issues.

#### TfL

Content that the proposed variations do not present an issue for TfL.

#### London Borough of Camden

The Council doesn't have any objections to the proposal.

## **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 and proposed variation of conditions**
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. The current application seeks the amendment of conditions 4, 5, 15, 16 and 25 of planning permission 15/5550 to request the approval of a revised list of plans and the approval of reserved matters for Plot W06.
4. The revisions to the plans only concern the subject Plot W06. There are no changes to the other plots that were consented by outline planning permission 15/5550. The proposed changes to the parameters of Plot W06 are as follows:
  - The re-orientation of the massing of the building to create two distinct buildings, with no proposed change in height (+79 AOD);
  - Splitting of the approved B1 and C3 uses into two separate buildings; and
  - A change in the form and location of the open space to be sited centrally as a consequence of the amendment to the buildings.
5. The outline planning permission is subject to 49 conditions, a number of which require further information to be submitted for approval. This application provides information pursuant to a number of these conditions (as amended), as follows:
6. 1 (Layout, Scale, Appearance, Access, and Landscaping); 19(h) Wind; 19(k) Internal layout of buildings; 19(l) Access; 19(m) Daylight; 19(n) Private external space; 38 Air Quality; 49 Indicative Phasing.
7. An Environmental Impact Assessment (Environmental Statement November 2015) accompanied Outline Planning Application 15/5550. This assessment robustly assessed the significance of the environmental effects of the Wembley Park Masterplan development.
8. A Supplementary Environmental Statement has been submitted as part of this application to assess the changes to the consented Development Proposal through the revised Parameter Plans in relation to W06. This concludes that there are no changes to the conclusions of the 2015 Environmental Statement as a result of the revisions in relation to Plot W06. Officers agree with this conclusion.
9. The proposed changes to plot W06 are discussed in detail within the subsequent paragraphs of this report. The proposed changes to the parameter plans reflect the changes to the layout of the plot, splitting the office and residential elements of the scheme into two separate buildings within the one plot. The proposals are considered to represent minor material amendments to the parameter plans which are considered to result in a high quality development for the reasons discussed below that continues to accord with the development plan and relevant guidance and the conclusions of the Environmental Statement submitted for the original hybrid planning application are considered to be

appropriate in determining the potential environmental effects of the scheme as amended by the proposal.

## 10. Proposed Uses

11. The proposed W06 scheme comprises two separate buildings fronting onto Wembley Park Boulevard – the 'W06 residential building' and the 'W06 commercial building'. The two buildings are separated by a public garden situated at ground level. Within each of the buildings the ground floor provides commercial uses to activate the frontages of the plot, namely to the facades facing onto Wembley Park Boulevard.
12. The W06 commercial building provides 13,476sqm of B1 (Business) floorspace, distributed across eight levels of the building at first floor and above. In addition, 1851sqm of flexible commercial floorspace is split across both buildings within Plot W06, and is distributed at ground floor level as follows: 797sqm within the W06 residential building and 1,054sqm within the W06 commercial building. To maintain flexibility in the market place, it is proposed that this ground floor commercial floorspace can be used for either Use Classes A1 – A4 (Retail) and/or D2 (Leisure and Entertainment). This approach is supported by officers and is inline with the approach taken on other plots within the Masterplan area.
13. The W06 residential building has a single core and accommodates 12,401sqm of residential floorspace, providing 150 residential units and ancillary areas. The residential accommodation is provided partly as intermediate rent (London Housing Bank dwellings) and as units for private rent.
14. The proposed uses are in accordance with the Outline planning consent and are therefore acceptable.

## 15. Layout, scale and appearance

### 16. Layout

17. As set out above, the proposal for W06 comprises two separate buildings fronting Wembley Park Boulevard, and includes a public open space at ground level between the two buildings. The building footprints are maximised at ground and mezzanine levels to occupy the full site extent and increase activity.
18. The proposed arrangement of ground floor frontage enables the plot to respond to the outline planning permission principal of a completed Wembley Park Boulevard. A residential entrance is provided on the northern facade. Retail units are positioned to complement the London Designer Outlet Centre (LDO) on the opposite side of the Boulevard.
19. Active frontages are provided to all elevations fronting Wembley Park Boulevard, the W06 Pocket Garden and the W06 Path to the north east. Two vehicle drop-off points are provided on Perimeter Way. From the drop off points, accessible routes to main entrances are available with travel distances less than 50m. Servicing, cycle stores and plant are arranged to Perimeter Way where easy access is possible.
20. The form of the buildings is based on the function and use within. The office building takes a simple, rectilinear form in plan and follows the site extents. This allows for the provision of large office floorplates with a central core. This core is served by four lifts and two sets of stairs. The office floors are highly adaptable, to maintain flexibility for various users. The office use consists of eight floors above ground floor retail. The main entrance to the B1 floorspace is provided via a lobby fronting onto Wembley Park Boulevard. A secondary entrance is also placed fronting onto the new public garden situated between the two buildings.
21. The residential building takes an L-shape in plan with building depths appropriate for residential units and 11 floors above ground floor retail. The core within the building is served by three lifts (one of which is a fire fighting lift) and stairs that are compliant with Part M building regulations which now accommodate former Lifetime Homes and Wheelchair Housing standards. The wings of the residential building are arranged to reinforce the main frontages onto the Boulevard and the Spanish Steps. At first floor, the building encloses a garden terrace to the rear, orientated towards the Stadium, which will benefit from a sheltered, southerly aspect, further amenity is provided at roof level. Primary windows to dwellings are orientated east and west to avoid overlooking between the

office and residential facades across the Pocket Garden.

22. The W06 residential building 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 offsite collection hub which is already located in plot W05. An Envac disposal room is located at ground level for residents to use. The benefit of the ENVAC system is that the need for refuse storage is significantly reduced, however, a bulk store is also provided at ground level where residents can dispose of large items. A further separate store is provided for the commercial operators (A1-A4, D2) on the ground floor of the W06 residential building.
23. The layout is considered to be acceptable and would result in a suitable form of development for the Locality. The proposed layout is considered to be in keeping with Brent Local Plan Development Management Policies 2016 and the Wembley Area Action Plan 2015.
24. Scale
25. The scale and massing of the proposed scheme is within the heights (+79m AOD) and extents identified on the parameter plans approved under the outline planning permission, and as proposed to be amended under this current application.
26. The approved outline permission approved an uninterrupted line of development along Wembley Park Boulevard within this plot, with two alternatives for 100% commercial, or 100% residential.
27. The proposed detailed design of plot W06 within this application brings forward both residential and commercial on this plot. This has resulted in the delivery of two separate buildings within the plot extents. Between the two buildings a 15m wide new public square is proposed.
28. Both buildings provide frontages onto Wembley Park Boulevard, measuring approximately 45m long. The residential and office uses sit on podiums to allow retail on the ground floor.
29. The buildings and square create a well-defined and activated edge to Wembley Park Boulevard, and the square between the buildings provides key views to and from the stadium.
30. Whilst the two buildings differ in the number of storeys above ground, they are of equal width and height on Wembley Park Boulevard (the floor to ceiling height of residential and office storeys differs). The gap between the buildings and at their outer edges allows views of the Stadium as well as physical links through to the Stadium.
31. The height of the proposals at +79m AOD are in line with the shoulder of the stadium re-emphasising the grounding of the greater building whilst allowing its roof and arch structures to rise higher. 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 proposed scale and massing for the proposed scheme within Plot W06 is within the heights and extents identified on the parameter plans approved under the outline planning permission and are therefore acceptable. The scheme has been organised according to the principles of the Masterplan: to maintain the linear edge to the Wembley Park Boulevard and to allow visual and physical links where possible through the plot to the Stadium.
33. The proposal is in accordance with Policy DMP1 the Local Plan Development Management Policies 2016 and Policies WEM5 and WEM6 of the Wembley Area Action Plan 2015.
34. Appearance
35. The W06 buildings have been designed to be read as a pair with a common approach to materials, massing and proportion. The main facades to the buildings are to Wembley Park Boulevard and are designed with a hierarchy of ground, middle and upper floors which are counterbalanced by the vertical alignment of fenestration and balconies. The commercial space located at ground floor in each of the buildings is fully glazed and provides visual continuity to the street level frontage along Wembley Park Boulevard.

36. A complementary palette of materials is proposed for each of the buildings. The tonal mix of coloured bricks and metal window panels will strengthen the pairing of the buildings while helping define the individual character of each.
37. Blue coloured bricks are proposed for the office building with gold coloured side panels to windows in anodised aluminium. The gold colour will brighten the brick and add life to the facade.
38. Red / purple bricks are proposed for the residential building with bronze coloured anodized aluminium side panels. The purple hue of the brick and bronze complement each other and give a warm appearance. The bronze will also work to animate the building.
39. A simple elevational language of punched window openings in regular patterns is proposed. Full height windows provide vertical proportions and elegance. The thickness of external walls is expressed at openings with full brick returns to reveals, this provides depth to the elevations with pronounced shadows.
40. Fully glazed retail frontages provide additional visual continuity at the base of both buildings. Retail premises are accessed directly from the street. Residential edges feature prominent entrances and windows clearly visible through articulation of the brick, and via the use of a canopy.
41. 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 and WEM8 of the Wembley Area Action Plan 2015.

#### 42. **Residential Accommodation**

43. A total of 150 residential units and ancillary areas are proposed within W06. The dwellings proposed are arranged in the following mix: 30 x studios, 73 x 1bed, 43 x 2bed, 2 x 3bed and 2 x 4bed.
44. The proposed layout will result in up to 14 no. units per floor from a single, central core. This is the case for floors 3 –11 with floor 2 having 13 units and floor 1 having 11 units served by the single core. This goes beyond the target of 8 units per core per floor set out within the Mayor's Housing SPG. To address this, corridor widths have been maximised to a width of 1500 mm and the applicant highlights the provision of communal facilities which looks to establish a sense of community, this being one of the key drivers for the 8 unit target set out in the guidance. This part of the guidance looks to establish the parameters within which the quality of accommodation is established for residential developments. However, it is a target set out in guidance rather than a strict policy requirement. Emerging guidance suggests that the design parameters may be interpreted flexibly in relation to Private Rented Sector accommodation in certain instances. The availability of communal facilities have the potential to significantly increase the over-all quality of accommodation for future residents and to establish a considerably stronger sense of community that may otherwise have been established within a more traditional flatted block. The Outline Planning consent approved a range of uses throughout the development and the applicant has specified that they will provide a range of communal facilities. However, the outline consent did not secure the provision of communal facilities for residents to off-set matters such as this. As such, it is recommended that a condition is attached requiring the approval of details of communal facilities that will be made available to residents to off-set the potential impact of the increased number of units, and that those communal facilities are thereafter retained.
45. Good daylight and sunlight is provided within the dwellings and the layout minimises single aspect, north facing dwellings.
46. All dwellings have a private external balcony of minimum 5sqm area and no less than 1.5m in depth. Balconies are accessible with level thresholds to doors. three dwellings on the first floor will have defensible space areas of 2.5m onto the first floor communal open space.
47. 22% of the residential floorspace (35 units) are to be provided as intermediate rent (London Housing Bank dwellings). The remaining 78% comprising 115 dwellings will be delivered as private market rent.
48. *Affordable Housing*
49. As set out above, 35 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 seven years. In accordance with the GLA guidance, after seven 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. A decision will not be made until much nearer the time but the potential for tenants to either remain or relocate to other units (private or Discount Market Rent) within the wider Masterplan scheme will be a key consideration so as to maintain a strong sense of community and to ensure that Wembley continues to develop as a vibrant, balanced and sustainable neighbourhood. This is to be comprised as follows:

	<b>Studio</b>	<b>1Bed</b>	<b>2Bed</b>	<b>3Bed</b>
<b>Number of units</b>	9	15	11	0
<b>% of total LHB units</b>	25.7	42.9	31.4	0

#### 50. Private Rented Accommodation

51. 115 units of the residential accommodation in Plot W06 are for private rent. This is provided as follows.

	<b>Studio</b>	<b>1Bed</b>	<b>2Bed</b>	<b>3Bed</b>	<b>4Bed</b>
<b>Number of units</b>	21	58	32	2	2
<b>% of total PMR units</b>	18.5	50.4	27.8	1.7	1.7

52. 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.

#### 53. Quality of Accommodation

54. 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 one storey dwellings within the Mayors current Housing SPG. The Development Specification is part of the approved suite of documents that form part of planning permission 15/5550.

55. All dwellings are designed to meet Building Regulations Part M4(2) Category 2: Accessible and adaptable dwellings. 15 dwellings (10% of all units) will be Part M4(3) Category 3: Wheelchair Adaptable dwellings. It is proposed that two of these dwellings will be Wheelchair Accessible on completion and 13 will be adaptable based on demand.

56. A total of three passenger lifts are provided. One lift will double as a good lift and is expected to be out of service during residential moves. One lift will double as a fire fighting lift. Ground and mezzanine floors provide residential entrance lobbies, shared residential lounge and bicycle stores.

57. The W06 residential building also incorporates two landscaped terraces – one at first floor and the other at roof level, both of which are accessible by all residents from the common circulation areas within the building. These terraces are reserved solely for the use of residents and not accessible to the public. In addition, balconies are provided for every residential unit except dwellings that face out onto the first floor communal open space, which will have a defensible private terrace space to a depth of 2.5 metres.

58. All dwellings have a private external balcony of minimum 5sqm area and no less than 1.5m in width. Balconies are accessible with level thresholds to doors.

59. Three dwellings on the first floor will have defensible space areas of 2.5m onto the first floor communal open space.

60. Communal residential landscaped terraces are provided at first floor and roof level to the W06 residential building. Residents will have level access to each of these spaces via the building core.

This amenity space totals 1,184sqm.

61. Two areas of playable landscape are provided for children under 5 and under 12 years of age. These areas total 50sqm. Local play space for older children and for more active play such as ball games will be accommodated elsewhere within the Eastern Lands Character Area and the Park which are part of the wider Wembley Park Masterplan. In accordance with the S106 agreement attached to the outline planning permission two Multi Use Games Areas will be provided as Public Play Space as part of an agreed programme of delivery.
62. 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.
- 63. Commercial Floorspace provision**
64. The office building consists of ground, mezzanine and 8 upper floors of accommodation. It provides 15,050sqm of gross external area (GEA) for office and commercial use.
65. 8 identical office floors each provide 1,253m<sup>2</sup> of net lettable office area. Ground and mezzanine floors provide entrance lobbies, cycle store, changing facilities and a 299m<sup>2</sup> lettable office area. In addition, a further 1009m<sup>2</sup> GIA of retail is located at ground floor in up to 5 double height units.
66. The office floor space is designed to create IT rich, flexible spaces capable of being adapted to changing future working practices. Floor plates are configured as simple, easily navigable spaces capable of supporting both open plan and enclosed (i.e. cellular) spaces.
67. Network Homes, a local Registered Provider of Affordable Housing, has secured a pre-let for c. 50,000ft<sup>2</sup> of office space on levels 1, 2, 3, 4 and mezzanine. They have been closely involved in the development of the design and specification of the building.
68. A single service and circulation core is located centrally in the building to maximise flexibility of the footprint, natural daylight and efficient circulation routes. 4 passenger lifts, each carrying up to 21 persons, will serve all levels in addition to two stairs. Separate male/ female WC facilities are provided each with a cubicle for ambulant disabled and a single wheelchair accessible WC.
69. The office building has a single refuse store located on the ground floor shared by office and retail users. The refuse store is internal, ventilated and equipped with a tap and floor gully for periodic wash down. The refuse will be collected by private contractors up to 3 times a week. On waste collection days, bins will be transported by the building management teams to the delivery bay on mezzanine level by goods lift. Dragging distances are less than 10m and on level routes. The refuse store is sized to contain 20 no.1100 litre eurobins. This is based on 50 litres of waste per week per office worker and 5,000 litres of waste per 1,000m<sup>2</sup> of retail floor space per week as set out in the Buro Happold site wide strategy.
70. The proposed use is in accordance with the wider Masterplan, Wembley Area Action Plan, Local Plan Development Management Policy 1, and Core Strategy Policies CP3 and CP7 and is therefore supported by officers.
- 71. Landscape and Amenity**
72. There are two areas of communal amenity space, accessible by all residents from common circulation areas. First Floor 345sqm; Roof 839sqm. Both areas will be landscaped and together will provide a range of facilities including seating, play areas for children, cooking and dining facilities.
73. Communal residential landscaped terraces are provided at first floor and roof level to the W06 residential building. Residents will have level access to each of these spaces via the building core. This amenity space totals 1,184 sqm and the total private amenity space provided through balconies is 836.5 sqm. This is a total of 2020.5sqm resulting in 13.5sqm per unit.
74. Whilst this is below the SPG17 standard of 20 square metres, this plot is within close proximity to the new park which is to be delivered pursuant to the hybrid planning consent. The provision of new new park results in the provision of external amenity space in accordance with the Council's standards.

75. The open space within this plot comprises areas to be used flexibly and seating areas and will be provided for residents. The space can be enjoyed by residents of all ages and is fully wheelchair accessible with path routes set at a width of 2m.
76. Two areas of playable landscape are provided for children under 5 and under 12 years of age. These areas total 50sqm.
77. Local play space for older children and for more active play such as ball games will be accommodated elsewhere within the Eastern Lands Character Area and the Park which are part of the wider Wembley Park Masterplan. In accordance with the S016 agreement attached to the outline planning permission two Multi Use Games Areas will be provided as Public Play Space as part of an agreed programme of delivery.
78. The two buildings are separated by a central area of public open space which provides a 1:21 graded access route from Wembley Park Boulevard through to Perimeter Way. The planting details and materials and other details of the landscaped area of open space between the buildings will come forward in due course pursuant to conditions 19(a), 19(c) and 20 of the outline planning permission. In accordance with the wording of this condition these details will be submitted and approved prior to the commencement of the superstructure.
79. Balconies .
80. All of the W06 residential units are provided with private amenity space either in the form of balconies of a minimum 1.5m depth or a defensible private terrace space of a minimum of 2.5m depth.
81. 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.
- 82. Sustainability issues**
83. In line with the obligations set out in the S106 Agreement, an energy centre and site-wide heat network will be delivered as part of the wider Masterplan. As per the consolidated energy centre design, a single CHP-led energy centre will be located in the north of plot E03. Details of the site wide heat network provision and expected energy centre operation were approved in the E03 reserved matters planning application 17/0016.
84. Plot W06 will connect and be served by the site-wide district heating network through plate heat exchangers located in both the residential and commercial building.
85. 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.
86. The plot specific predicted carbon emissions have been estimated to be 35.6% below 2013 Building Regulations, which exceeds the 35% reduction target.
- 87. Environmental issues**
88. Water consumption
89. 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.
90. 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.

**91. Sunlight/daylight**

92. A full assessment has been undertaken of the levels of daylight and sunlight that the residential units within W06 will receive. This is a requirement of condition 19(m) of the outline planning permission.
93. 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 W06 exceeds the 95% pass rate by 0.5%.
94. 11 Living Dining rooms are below the target of 1.5%, 8 of these are within 20% of the target. 5 Bedrooms are below the target of 1.0%, 2 of these are within 10% of the target. 1 Studio is below target of 1.5%, however this is within 5%.
95. The majority of these units are located on the first and second floors and are at internal corners with balconies above which is typical in an urban environment. Giving a balanced view and considering the results flexibly as mentioned within the BRE guide, the results are considered to be acceptable.
96. The new amenity space on site at the rear of the residential building has been analysed in respect of the specification above and the results show that 74.41% of the space will receive at least 2 hours of sun on 21<sup>st</sup> March, fully complying with the required standard. The rooftop amenity space has also been analysed in respect of the specification above and the results show that 93.48% of the space will receive at least 2 hours of sun on 21<sup>st</sup> March, also fully complying with the required standard. The development accords with the requirement of paragraph 3.2 of the Development Specification.
97. 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.

**98. Wind environment**

99. BMT Fluid Mechanics Limited (BMT) completed a programme of wind tunnel studies to assess the wind microclimate for the emerging Wembley Masterplan. Whilst these studies assessed the illustrative Masterplan scheme, they showed that conditions within and around the entire Masterplan were generally amenable and suitable for proposed pedestrian activities. The 2015 studies showed that ground level conditions in and around W06 were generally suitable for long periods of outdoor sitting, a category which requires the lowest wind speed as stipulated by the widely used Lawson Criteria.
100. The revised W06 massing does not introduce any features (usually significant increases in height or geometry which would channel or accelerate prevailing winds) which would be expected to significantly increase wind speeds and ground at elevated level in comparison to the scheme as tested in 2015.

101. The conditions throughout the site will remain largely suitable for proposed pedestrian activities and the proposed development will not adverse effect wind conditions around the site.

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

**103. The BRE Environmental Assessment Method (BREEAM)**

104. The non-residential floorspace within Plot W06 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.

**105. Highways and transportation**

106. Car parking allowances for residential, office and retail uses are set out in the Wembley Area

Action Plan. As the site has a high PTAL rating, a reduced maximum residential allowance of 0.4 spaces per 1-1/2-bed flat and 0.6 spaces per 3-bed flat applies, giving a total allowance of up to 60.8 residential spaces for the 150 flats. The retail areas are permitted up to one space per 100m<sup>2</sup>, giving an allowance of 18.5 spaces, whilst the offices are permitted one space per 400m<sup>2</sup>, giving an allowance of 33.6 spaces. The overall parking allowance for the whole site therefore totals 112 spaces.

107. The proposed absence of any parking spaces within the site would therefore accord with the policy provisions as maximum standards would not be exceeded.
108. Consideration also needs to be given to the likely impact of overspill parking from the site on traffic flow and road safety though.
109. In order to gauge residential demand, data from the 2011 Census in respect of the blocks at Forum House and Quadrant Court within the Stage 1 Wembley Redevelopment Area has been examined. This showed average car ownership of 0.38 cars per household, giving a predicted total car ownership of 57 vehicles for the residential block.
110. For the commercial units, public car parking in the wider area is provided within the “red” multi-storey car park on South Way, about 150m south of the site. Long stay parking for the offices is not readily available in the area, which will help to discourage car use by office staff.
111. The outline 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 should be sufficient to ensure that the any overspill parking from the site can be controlled, so as not to have a negative impact on traffic flow or road safety.
112. With no off-street parking proposed, no disabled parking is able to be provided. However, any future residents that are eligible for Blue Badges which are exempt from the car-free agreement, allowing them to park on-street in the wider area. There are no on-street parking spaces parking space in the vicinity of the site. However, the applicant controls a large amount of residential parking in the vicinity and has the ability to make parking available within other plots if required.
113. The London Plan requires one secure bicycle parking space per 1-bed flat and two spaces per 2+bed flat, giving a total requirement for 197 secure spaces. The proposed provision of two storerooms with capacity for 204 bicycles meets this requirement.
114. The offices require 90 long term cycle parking spaces, with the retail units requiring five spaces. The proposed commercial bicycle store has capacity for 97 bikes, alongside showers and lockers, in order to fully meet that standard.
115. In terms of short-term cycle parking, the total development requires 25 cycle parking spaces. Fourteen bicycle stands are proposed along the Wembley Park Boulevard frontage, with 28 further publicly accessible spaces to the rear of the site, which more than meets requirements.
116. With regard to servicing, Appendix 2 of the Brent Development Management Plan 2016 requires the office block to be serviced by 8m rigid vehicles, with the retail units requiring servicing by transit vans and 12m vehicles. A total of five loading bays of up to 13m in length are proposed at the rear of the building, accessed from the privately maintained Perimeter Way, in accordance with standards. Tracking has been provided to show that the spaces are accessible to 10m rigid lorries and box vans.
117. Should any larger full-length vehicles need to deliver to the building, they would be able to stand along Perimeter Way or use the servicing bay proposed to the rear of nearby Plot W03.
118. Refuse storage for the commercial units is also proposed to the rear alongside the loading bays, comprising 22 Eurobins and two wheeled bins. The residential units are to be linked to the ENVAC system, collecting waste to a central collection area on Lakeside Way, thus avoiding the need to provide residential refuse storage on site.
119. Fire appliance and emergency service access requirements can also be met from the future adjoining streets, with vehicular access available along the front and rear of the building and

pedestrian access along the sides of the buildings.

120. Pedestrian access to the office and retail units is proposed directly Wembley Park Boulevard, with a second office entrance from the pocket garden between the buildings. The residential entrance will be from an existing pedestrian footpath between the building and the Spanish Steps. These arrangements are all fine.
121. The proposals entail the realignment of Perimeter Way at the rear, thus increasing the width of the development site by up to 7 metres. The new alignment will provide a more uniform radius to the bend in the road that more closely follows the curve of the Stadium concourse above. It is achieved by reducing the width of the concrete apron opposite that sits partly beneath the Stadium concourse and is used for limited event day coach parking. A carriageway width of 8m with a 2.2m wide footway along the rear of this building is retained, which still allows for suitable vehicular and pedestrian access. These alterations to the privately maintained Perimeter Way are fine.
122. To the front, the landscaping includes a 3.7m deep block paved forecourt area fronting Wembley Park Boulevard, thus increasing the total "footway" width to 8.5m, which is consistent with the opposite side of the street.
123. The provision of a pocket garden though the centre of the site to provide public pedestrian links between Wembley Park Boulevard and Perimeter Way with both steps and ramps is welcomed. An outdoor seating area with ten tables has been incorporated into the design, alongside the adjoining retail/food & drink unit.
124. There are no objections on transportation grounds to these proposals. The scheme complies with Development Management Policies DMP1, DMP11, DMP12 and DMP13.

**125. Material Compliance**

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.
127. Amendments to the Parameter Plans in relation to Plot W06 have been submitted within this planning application. These define two buildings of equal width and height on Plot W06 area for open space, critical distances between buildings, active frontage and entrance areas.
128. The Plot W06 proposal is materially in accordance with the parameter plans under outline planning permission, and as proposed to be amended.

129. Residential

130. 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.
131. Plot W06 provides 15 adaptable units but is a car free scheme. A drop off bay is to be provided on Perimeter Way within a 50m distance of the lobby entrance of the W06 residential building.

132. Units per core

133. 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. Some floors have more than eight units per core per floor. Whilst, corridor widths have been increased and the submission highlights that communal residential amenities will be provided, the provision of these to mitigate the

effects of the higher number of cores and establish a sense of community is not secured through the outline consent. A condition is recommended requiring the approval of details of communal facilities and the retention of those facilities for use by residents.

134. **Refuse**

135. 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 the W06 residential building will be designed to accommodate the ENVAC waste system for the residential occupiers.

136. **Design controls**

137. There are very few paragraphs of the Development Specification where there is not strict compliance. Development Specification states that residential accommodation will be designed to ensure that single aspect north facing accommodation will be limited to a maximum of 5% of units (by unit number) with a sole aspect (from habitable rooms) within 45 degrees of north. Due to the arrangement of the plot, the W06 residential building has 11 single aspect units facing north – equating to 7.3% units. A daylight and sunlight assessment of the W06 residential building confirms that in terms of daylight and sunlight, 95.5% of the residential units within plot W06 achieve these commitments and is therefore considered to be in material compliance.

138. **Summary**

139. There are very few paragraphs of the Development Specification where there is not strict compliance. In those areas described above, there is justification as to why there is not strict adherence and there are no significant environmental effects arising from this. It is therefore concluded that the Plot W06 proposal is in material compliance with the Development Specification.

140. **Conclusion**

141. The proposed development for Plot W06 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 compliance with the principles established under 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

The element of the outline consent that will benefit from detailed approval (Plot E05 and Plot W06) results in a Community Infrastructure Levy (CIL) liability of £10,163,785.99.

We calculated this figure from the following information:

	Chargable Area	Brent CIL	Mayoral CIL	Total
Use Class C3	11,722.6	£ 2,846,917.14	£ 500,345.69	£ 3,347,262.83
General Business (retail, office etc)	15,125.7	£ 734,676.86	£ 645,597.29	£ 1,380,274.15
Sui Generis (car parking)	59,573.0	£ 2,893,545.71	£ 2,542,703.30	£ 5,436,249.01

\*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 : The CIL liability information does not take account of development that may benefit from relief, such as Affordable Housing.**

CIL payments for the wider Masterplan site will come forward on a plot by plot basis.



## DRAFT DECISION NOTICE



# Brent

## DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

### DECISION NOTICE – APPROVAL

Application No: 17/0328

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

I refer to your application dated 23/01/2017 proposing the following:

Variation of the following conditions of hybrid planning consent 15/5550:

- revised parameter plans 04-13 and the listing of these replacement plans under revised conditions 4, 5, 16 and 25
- reserved matters details for Plot W06 pursuant to condition 1 (layout, scale, appearance, access and landscaping), and the listing of the detailed drawings for Plot W06 under revised conditions 4

AND

Discharge of conditions 1 (layout, scale, appearance, access and landscaping), 19(h) (wind), 19(k) (internal layout of buildings), 19(i) (access), 19(m) (daylight), 19(n) (private external space), 38 (air quality) and 49 (indicative phasing) for Plot W06 relating to Hybrid planning application reference 15/5550

Hybrid planning consent reference 15/5550 dated 23/12/2016 and accompanied by an Environmental Impact Assessment, was 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

and accompanied by plans or documents listed here:  
Please see condition 4

at Olympic Way and land between Fulton Road and South Way including Green Car Park, Wembley Retail Park, 1-11 Rutherford Way, 20-28 Fulton Road, Land south of Fulton Road opposite Stadium Retail Park, land opposite Wembley Hilton, land opposite London Design

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: 13/04/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester". The signature is written in a cursive, slightly informal style.

**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  
London Plan (consolidated with alterations since 2011)  
Wembley Area Action Plan 2015  
Brent LDF Core Strategy 2010  
Brent Local Plan 2016  
Council's and Mayoral Supplementary Planning Guidance
  
- 1 The relevant part of the development as hereby permitted shall not commence until the Reserved Matters of the relevant part of the proposed development have been submitted to and approved in writing by the Local Planning Authority and that part of the development shall be carried out and completed in all respects in material compliance with the details so approved before the building(s) are occupied. Such details shall include:-
  - i) Layout;
  - ii) Scale;
  - iii) Appearance;
  - iv) Access;
  - v) Landscaping.

Reason: These details are required to ensure that a satisfactory development is achieved.
  
- 2 All applications for Reserved Matters pursuant to Condition No. 1 shall be made to the Local Planning Authority, before the expiration of 15 years from the date of this permission.
 

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 and since a period of 15 years is considered to be a reasonable time limit in view of the extent and timescale of the proposal.
  
- 3 The development to which this permission relates shall begin not later than whichever is the later of the following dates: (a) the expiration of three years from the date of this outline planning permission or (b) the expiration of two years from the date of approval for the final approval of reserved matters, or in the case of different dates, the final approval of the last such matter to be approved.
 

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.
  
- 4 The development hereby permitted shall be carried out in material compliance with the following approved drawing(s) and/or document(s):

**OUTLINE**

A-00-001 Parameter Plan 01: Site Location Plan 1:1250 A0  
 A-00-002 Parameter Plan 02: Extent of Reserved Matters 1:1250 A0  
 A-00-003 Parameter Plan 03: Existing Ground Levels 1:1250 A0  
 A-00-004 Rev 1 Parameter Plan 04: Proposed Ground and Podium Levels  
 A-00-005 Rev 1 Parameter Plan 05: Proposed Maximum Plot Extent  
 A-00-006 Rev 1 Parameter Plan 06: Proposed Extent of Parking and Servicing Areas at Ground and above Ground Levels  
 4740-SK009 Rev A Parameter Plan 07: Access and Circulation  
 A-00-008 Rev 1 Parameter Plan 08: Proposed Uses 1:1250 A0  
 A-00-009 Rev 1 Parameter Plan 09: Proposed Heights 1:1250 A0  
 A-00-010 Rev 1 Parameter Plan 10: Proposed Critical Dimensions 1:1250 A0  
 3964-LPR-PL-LDA-DGA-011 Rev A Parameter Plan 11: Proposed Public Realm and Open Space at Ground Level  
 3964-LPR-PL-LDA-DGA-012 Rev A Parameter Plan 12 – Proposed Open Space at Upper

## Levels

3964-LPR-PL-LDA-DGA-013 Rev A Parameter Plan 13: Tree Removal Plan Development  
Specification Wembley Park Masterplan dated November 2015  
Wembley Park Masterplan Design and Access Statement dated 30 November 2015

### RESERVED MATTERS PLANS FOR PLOT W06

WBL-CPA-W06-RF-DR-A-0101 Site Location Plan 1:1250 A1  
WBL-CPA-W06-RF-DR-A-0102 Site Location Plan showing Plots within Outline Planning  
Permission 1:1250 A1  
WBL-CPA-W06-ZZ-DR-A-0110 Existing Site Plan 1:250 A1  
WBL-CPA-W06-01-DR-A-0202 First Floor Plan Proposed 1:200 A1  
WBL-CPA-W06A-01-DR-A-0222 First Floor Plan Proposed 1:100 A1  
WBL-CPA-W06A-02-DR-A-0223 Second Floor Plan Proposed 1:100 A1  
WBL-CPA-W06A-03-DR-A-0224 Third Floor Plan Proposed 1:100 A1  
WBL-CPA-W06A-04-DR-A-0225 Fourth Floor Plan Proposed 1:100 A1  
WBL-CPA-W06A-05-DR-A-0226 Fifth Floor Plan Proposed 1:100 A1  
WBL-CPA-W06A-06-DR-A-0227 Sixth Floor Plan Proposed 1:100 A1  
WBL-CPA-W06A-07-DR-A-0228 Seventh Floor Plan Proposed 1:100 A1  
WBL-CPA-W06A-08-DR-A-0229 Eighth Floor Plan Proposed 1:100 A1  
WBL-CPA-W06A-09-DR-A-0230 Roof Plant Plan Proposed 1:100 A1  
WBL-CPA-W06A-GF-DR-A-0220 Ground Floor Plan Proposed 1:100 A1  
WBL-CPA-W06A-MZ-DR-A-0221 Mezzanine Floor Plan Proposed 1:100 A1  
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WBL-CPA-W06B-01-DR-A-0242 First Floor Plan Proposed 1:100 A1  
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WBL-CPA-W06B-03-DR-A-0244 Third Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-04-DR-A-0245 Fourth Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-05-DR-A-0246 Fifth Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-06-DR-A-0247 Sixth Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-07-DR-A-0248 Seventh Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-08-DR-A-0249 Eighth Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-09-DR-A-0250 Ninth Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-10-DR-A-0251 Tenth Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-11-DR-A-0252 Eleventh Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-12-DR-A-0253 Roof Terrace Plan Proposed 1:100 A1  
WBL-CPA-W06B-ZZ-B1-DR-A-0255 Basement Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-GF-DR-A-0240 Ground Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-MZ-DR-A-0241 Mezzanine Floor Plan Proposed 1:100 A1  
WBL-CPA-W06B-RF-DR-A-0254 Roof Plan Proposed 1:100 A1  
WBL-CPA-W06B-ZZ-DR-A-0800 Studio – 1B1P – A1 – Flat Plan A3  
WBL-CPA-W06B-ZZ-DR-A-0801 Studio – 1B1P – A2 – Flat Plan A3  
WBL-CPA-W06B-ZZ-DR-A-0810 One Bed – 1B2P – A1 – Flat Plan A3  
WBL-CPA-W06B-ZZ-DR-A-0811 One Bed – 1B2P – A2 – Flat Plan A3  
WBL-CPA-W06B-ZZ-DR-A-0820 Two Bed – 2B4P – A1 – Flat Plan A3  
WBL-CPA-W06B-ZZ-DR-A-0821 Two Bed – 2B4P – B1 – Flat Plan A3  
WBL-CPA-W06B-ZZ-DR-A-0822 Two Bed – 2B4P – B2 – Flat Plan A3  
WBL-CPA-W06B-ZZ-DR-A-0823 Two Bed – 2B4P – C1 – Flat Plan A3  
WBL-CPA-W06B-ZZ-DR-A-0830 Three Bed – 3B6P – A1 – Flat Plan A3  
WBL-CPA-W06B-ZZ-DR-A-0831 Three Bed – 3B6P – B1 – Flat Plan A3  
WBL-CPA-W06B-ZZ-DR-A-0840 Four Bed – 4B6P – A1 – Flat Plan A3  
WBL-CPA-W06-GF-A-0200 Rev Ground Floor Plan Proposed 1:200 A1  
WBL-CPA-W06-MZ-DR-A-0201 Mezzanine Floor Plan Proposed 1:200 A1  
WBL-CPA-W06-RF-DR-A-0204 Roof Plan Proposed 1:200 A1  
WBL-CPA-W06-ZZ-DR-A-0203 Typical Floor Plan Proposed 1:200 A1  
WBL-CPA-W06A-ZZ-DR-A-0620 Wembley Boulevard Elevation 1:100 A1  
WBL-CPA-W06A-ZZ-DR-A-0621 Perimeter Way West Elevation 1:100 A1  
WBL-CPA-W06A-ZZ-DR-A-0622 Elevation Proposed 1:100 A1  
WBL-CPA-W06A-ZZ-DR-A-0623 South West Elevation Proposed 1:100 A1  
WBL-CPA-W06B-ZZ-DR-A-0640 Wembley Park Boulevard Elevation Proposed 1:100 A1  
WBL-CPA-W06B-ZZ-DR-A-0641 Perimeter Way West Elevation Proposed 1:100 A1  
WBL-CPA-W06B-ZZ-DR-A-0642 Elevation Proposed 1:100 A1  
WBL-CPA-W06B-ZZ-DR-A-0643 Elevation Proposed 1:100 A1  
WBL-CPA-W06-ZZ-DR-A-0600 Wembley Park Boulevard Elevation Proposed 1:200 A1

WBL-CPA-W06-ZZ-DR-A-0601 Perimeter Way West Elevation Proposed 1:200 A1  
WBL-CPA-W06A-ZZ-DR-A-0720 Cross Section A Proposed 1:100 A1  
WBL-CPA-W06A-ZZ-DR-A-0721 Cross Section B Proposed 1:100 A1  
WBL-CPA-W06B-ZZ-DR-A-0740 Cross Section A Proposed 1:100 A1  
WBL-CPA-W06B-ZZ-DR-A-0741 Cross Section B Proposed 1:100 A1  
WBL-CPA-W06-ZZ-DR-A-0700 Site Cross Section Proposed 1:200 A1  
WBL-FBK-W06-01-DR-L-100 REV P1 Level 01 – Roof Terrace Colour Landscape Plan 1:200 A1  
WBL-FBK-W06-12-DR-L-100 REV P1 Level 12 – Roof Terrace Colour Landscape Plan 1:200 A1  
WBL-FBK-W06-GF-DR-L-100 REV P1 Ground Floor – Landscape Colour Masterplan 1:200 A1  
Swept Path Analysis 4740-ATR-005 A 1:250 A3

#### **RESERVED MATTERS PLANS FOR PLOT E05**

3554-01-802 Proposed Site Plan 1:500 A0  
3554-02-800 PL Ground Floor Plan Coach Parking 1:200 A0  
3554-02-801 PL Mezz Floor Plan 1:200 A0  
3554-02-802 PL First Floor Plan Residential Parking 1:200 A0  
3554-02-803 PL Second Floor Plan Accessible Parking 1:200 A0  
3554-02-804 PL Third Floor Plan Premium Club 1:200 A0  
3554-02-805 PL Fourth to Eight Floor Plan Standard Parking 1:200 A0  
3554-02-810 PL Ninth Floor Plan Standard Parking 1:200 A0  
3554-02-811 PL Roof Plan Parking 1:200 A0  
3554-04-800 PL East and West Elevations 1:200 A0  
3554-04-801 PL North and South Elevations 1:200 A0  
3554-04-810 PL Sections 1 and 2 1:200 A0  
4797\_PL\_004 Proposed Landscape Plan 1:200 A0 A  
4797\_PL\_005 Landscape Site Sections 1:200 A1 A  
Blue MSCP: Façade Design Parameters

#### **SUPPORTING DOCUMENTS**

Environmental Statement Wembley Park Masterplan dated November 2015  
Planning Statement Wembley Park Masterplan dated November 2015  
Wembley Park Masterplan Sustainability Statement Revision 03 Dated 30 November 2015  
Wembley Park Masterplan Energy Statement Revision 03 Dated 30 November 2015  
Regeneration Statement - Wembley Park Masterplan  
Wembley Masterplan Operational Waste Management Strategy Dated 30 November 2015  
Wembley Masterplan Site Waste Management Plan Revision 01 Dated 26 November 2015  
Wembley Park Masterplan Statement of Community Involvement  
Wembley Park Masterplan Utilities Strategy Revision 02 Dated 30 November 2015  
Tree Constraints Report: Wembley Masterplan dated 6 October 2015

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

- 5 The plots or parts of plots denoted as optional use A1-A5 within drawing A-00-008 Rev 1 shall only be used for purposes within Use Class A1, A2, A3 and A4.

Reason: In the interest of proper planning, as the description of development did not refer to class A5.

- 6 No individual retail unit with a floorspace in excess of 2,000 square metres (Gross External Area) within the development hereby approved shall be used for food retailing.

Reason: Sequentially preferable sites are identified in the Wembley Area Action Plan.

- 7 The number of rooms of Student Accommodation that may be delivered pursuant to this consent shall not exceed 361 unless an alternative number of rooms is submitted to and approved in writing by the Local Planning Authority, such amount not to exceed the proportion of student accommodation set out within Policy WEM 23 of the Wembley Area Action Plan 2015 or the maximum floorspace set out within the description of development.

Reason: To ensure a mixed and balanced community and to ensure that the delivery of student

housing does not affect the delivery of conventional housing against the Council's housing targets

- 8 The student accommodation hereby approved shall not be occupied for a period of more than 13 weeks in any year other than by Students. For the purpose of this condition, Students are defined as any person enrolled on a full time UK accredited and based further education course at a recognised higher education institution for not less than 80 % of the course time unless otherwise agreed in writing by the Local Planning Authority.

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

- 9 The development within Plot W10 shall not be occupied unless the adjoining element of the "Boulevard", between Royal Route and South Way (as detailed within planning application reference 15/3599 or any subsequent consent which includes the construction of this element of the Boulevard) has been completed in full unless a programme of works has been submitted to and approved in writing by the Local Planning Authority and the works are completed in full accordance with that programme.

Reason: In the interest of the character and appearance of the Boulevard

- 10 The works to Royal Route, its structure and to the ground levels and surface treatments under Royal Route shall be completed in full prior to earlier of first occupation of the development within: Plots W08; W10; or the proposed hotel within the site of application reference 15/3599 (or any subsequent application for the redevelopment of this part of that site) unless a programme of works has been submitted to and approved in writing by the Local Planning Authority and the works are completed in full accordance with that programme.

Reason: In the interest of the streetscene, design and appearance of the area, legibility and permeability for pedestrians and cyclists.

- 11 Residential car parking shall not be provided within Plots E01, E02, E03 or E05 unless details of alternative accesses that do not conflict with stadium vehicular or crowd flows have been submitted to and approved in writing by the Local Planning Authority and those details have been implemented in full.

Reason: In the interest of highway flow and safety, as residential car parking within these plots may result in increases in the egress time during Stadium events for the Blue Car Park hereby approved, and may result in potential conflict between pedestrians and vehicles along Perimeter Way on Stadium Event Days

- 12 The residential car parking spaces shall be used for the parking of vehicles associated with the residential units within this development and shall not be used for any other purpose, such as the provision of Stadium Parking.

Reason: In the interest of highway flow and safety.

- 13 No goods, equipment, waste products, pallets or materials shall be stored in any open area within the site and the loading areas indicated on the approved plans shall be maintained free from obstruction and not used for storage purposes (whether temporary or permanent) unless prior written approval has been obtained from the Local Planning Authority.

Reason: To ensure a satisfactory environment for future users.

- 14 All existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Head of Transportation, or other duly authorised person, prior to the occupation of the relevant part of the development.

Reason: In the interests of traffic and pedestrian safety.

- 15 The construction tolerances referred to within drawing A-00-009 Rev 1 "Parameter Plan 09 – Proposed Heights" shall only relate to the final constructed heights of building and the buildings as proposed within applications for the approval of Reserved Matters shall be designed to

comply with the maximum heights as denoted on this drawing, as altered by the additional height specified for lift motor rooms, plant and extract, and the additional height specified for parapet levels.

Reason: In the interest of visual amenity and townscape.

- 16 Parapets that project more than one metre above the relevant maximum height specified with drawing A-00-009 Rev 1 shall be designed to be predominantly open in their visual appearance.

Reason: To ensure a high standard of design and appearance.

- 17 A Student Accommodation Demand Assessment shall be submitted and to and approved in writing by the Local Planning Authority in relation to each Reserved Matters Applications within which Student Accommodation (Sui Generis) is proposed.

Reason: In the interest of the provision of a mixed and balanced community

- 18 Prior to first occupation of any plots that include Student Accommodation, a Student Management Plan detailing measures to manage the use of any associated servicing bay(s) during key periods including the periods when students will load and unload possessions at the start and end of the college year, the pre-booking of arrival times and staff resourcing to assist this and having regard to Stadium Event day conditions, shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented in full for the life of the development.

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

- 19 Prior to the commencement of works to the superstructure on relevant part of the development as hereby permitted, details of the following as they relate to that part of the development shall be submitted to and approved in writing by the Local Planning Authority, either within the Reserved Matters applications (if specifically referenced within that submission) or under separate cover, with the exception of plots E05 & W06 which shall only be subject to the submission and approval of paragraphs a) to j) below.
- a) Details of materials for all external surfaces, including samples which shall be made available for viewing on site or in another location as agreed;
  - b) Details of any plant, including locations, external appearance and any proposed screening;
  - c) Highway, footpath and cycle way layout, within the relevant part of the development including connections and traffic management measures, sub-surface details, surfacing materials and street furniture;
  - d) Details of cycle storage, including the number of spaces (which shall accord with London Plan standards), structures, layout, equipment, access, security and weather proofing appropriate to the type of cycle storage;
  - e) Details of any motorcycle and car parking provision, including layouts, allocation, cumulative (site-wide) parking provision and projected future provision, which shall not exceed 0.4 car parking spaces per residential unit, but shall include disabled parking provision comprising 10 % of allocation for residential parking spaces and 5 % allocation for commercial premises;
  - f) Details of electric vehicle charging points, which shall comprise a minimum of:
    - i. 20 % of car parking spaces with active and 20 % with passive charging points for residential development;
    - ii. 20 % active and 10 % passive for office development; and
    - iii. 10 % active and 10 % passive for retail parking spaces.
  - g) Details of any CCTV;
  - h) Measures incorporated to mitigate the impacts of wind within the development.
  - i) Details of the on plot connections to the site wide heat network and relative to the indicative or actual routing of the site wide network.
  - j) The location of services, including the grouping of services where feasible;
  - k) The internal layout of buildings and layout and detailed design of roof terraces or other areas of external space, including internal circulation areas, refuse-storage areas, any plant room(s), any other internal area and any areas of external space.
  - l) Means of access for vehicles, pedestrians and cyclists to and from the relevant part of

- the development;
- m) Details of the levels of daylight received for Habitable Room windows of any Residential Dwellings within the relevant part of the Development.
  - n) Details of the provision of private external amenity space for residential units, including the size, location of private balconies, terraces and gardens and access between the dwellings and their associated space(s).

The approved details shall be implemented in full prior to first occupation or use of the relevant part of the development.

Reason: To ensure a satisfactory development, in the interest of residential amenity, design quality and visual appearance, highway flow and safety and sustainable development.

- 20 Prior to the commencement of works on the superstructure on the relevant part of the development hereby approved, scheme for the landscape works and treatment of that part of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented prior to the earlier of first occupation or first use of the relevant part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- a) a planting plan, (including species, plant sizes and planting densities);
- b) subsurface treatments, including details of root management systems for all trees;
- c) proposed walls and fences, indicating siting, materials and heights;
- d) any proposed contours and ground levels;
- e) areas of hard landscape works and external furniture, and proposed materials;
- f) the detailing and provision of green/brown roof(s);
- g) measures to enhance the ecological value of the site;
- h) Details of any Sustainable Urban Drainage Systems;
- i) Details of the proposed arrangements for the maintenance of the landscape works.

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

Reason: To ensure a satisfactory appearance and setting for the proposed development, to ensure that it enhances the visual amenity of the area and to ensure a satisfactory environment for future residents, occupiers and other users.

- 21 A Parking Management Plan relating to non-event days, setting out the allocation control, operation and charging structures for non-residential parking, and the allocation of non-residential parking spaces shall be submitted to and approved in writing by the Local Planning Authority and the approved plan shall be implemented in full.

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

- 22 A Stadium Event Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Wembley National Stadium Limited / The FA and Transport for London prior to the commencement of works on plots E01, E02, E03, E04 or E05 or on the park to the south of Engineers Way hereby approved, and the plan shall thereafter be implemented in full for the life of the development. The Plan shall include:

- Details of the Stadium Event Car and Coach Parking Spaces, comprising the location of spaces, the maximum number of car, coach and mini-bus parking spaces within each area;
- Scenarios for the allocation of the parking spaces (should the allocation of spaces be proposed to vary from event to event), including the number of cars and coaches to be parked in each area for each scenario;
- The means by which parking spaces are booked and allocated;
- Access and egress routes and arrangements for vehicles between the Stadium Event Car and Coach Parking Spaces and the wider network;
- Access and egress routes and arrangements for pedestrians travelling between the parking areas and the Stadium, including proposed road closures such as the closure of part of South Way;
- Event day management procedures, including the marshalling of vehicles and pedestrians during stadium access and egress;
- Details demonstrating that the cumulative total number of Stadium Event Car and



Coach Parking Spaces for each scenario equals 2,900 cars; or 1200 cars and 458 coaches and 43 minibuses; or combination thereof;

- The location of blue badge parking spaces, the number of spaces within each area and the route between the parking spaces and the Stadium including any management measures to assist disabled visitors;
- The means by which the relevant authorities and bodies will be notified which scenario will be implemented for each event;

On Stadium Event Days, the identified number of spaces within the areas designated for stadium car, coach and/or mini-bus parking for the selected scenario pursuant to the Stadium Event Parking Management Plan shall only be used for the purpose of stadium car, coach and/or mini-bus parking.

Reason: In the interest of highway flow and safety, disabled access, access and egress associated with Stadium Events and the regeneration of the area.

- 23 Prior to the commencement of works on the superstructure of the school, details of the arrangements for the parking of vehicles for the proposed school within the “Red” multi-storey car park shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full.

Reason: In the interest of highway flow and safety.

- 24 Prior to the commencement of works of on the superstructure of the new school on Plot YH1 (York House car park), a scheme of improvement works to the Royal Route footways between Wembley Hill Road and the pedestrian entrance to the Red Car Park shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be implemented in full prior to first occupation of the school.

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

- 25 Notwithstanding the details provided within Parameter Plan 11 (Drawing 3964-LPR-PL-LDA-DGA-011 Rev A), further details of the cycle routes accompany all applications for Reserved Matters for parts of the development which include areas within which “primary pedestrian/cycle routes” are located within this parameter plan, detailing the width and nature of cycle routes, surface treatments, signage and how the cycle routes are proposed to be marked out.

Reason: In the interest of sustainable transportation, non-car modes of access and the provision of cycling infrastructure together with the character and recreational value of the park.

- 26 Prior to first occupation of the relevant part of the development, a Delivery and Servicing Plan (DSP) based on the Framework DSP, and which shall also:
- Restrict the maximum length of servicing vehicles using on site access routes other than Harbutt Road, Olympic Way and West Olympic Way to 12 m; and
  - Restrict the hours of on-street servicing to 0630 to 1000 hours and 2000 to 2200 hours Monday to Saturday and 0800 to 1100 hours on Sundays
- shall be submitted to and approved in writing by the Local Planning Authority and the approved DSP shall be implemented for the life of the development.

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

- 27 Prior to the commencement of works on the relevant part of the development, a Construction Logistics Plan (CLP) based on the Framework CLP shall be submitted to and approved in writing by the Local Planning Authority and the approved CLP shall be implemented for the duration of demolition and construction.

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

- 28 A site management plan, detailing the maintenance and cleaning regime for the public and communal external spaces within the development, shall be submitted to and approved in writing prior to first use of the public or communal spaces within the development and the approved plan shall be implemented for the life of this development.

Reason: To ensure a good quality of environment is provided.

- 29 Applications for the approval of Reserved Matters for part of the development that include residential floorspace (within Use Class C3) shall be accompanied by details of the provision of play and recreational space and any associated equipment within the communal parts the relevant part of the development that are required to meet the minimum standards for play space as set out within Wembley AAP Policy WEM 38. The approved play and recreational space and any associated equipment situated within the relevant part of the development site shall be implemented in full prior to first occupation of the relevant part of the development. The playspace shall thereafter be retained and maintained in accordance with the manufacturers specifications.

Reason: To ensure that a good quality of accommodation is provided for future residents.

- 30 A minimum of
- 10 % of hotel rooms;
  - 5 % of student accommodation rooms;
  - 10 % of Affordable Rented residential units;
- shall be provided as wheelchair accessible accommodation whilst 10 % of all private and intermediate residential units and 5 % of student accommodation rooms (in addition to the 5 % of student accommodation rooms referred to above) shall be "easily adaptable" for residents who are wheelchair users. Reserved matters applications that include such accommodation shall demonstrate that these minimum targets for accessible and easily adaptable rooms and units will be achieved.

Reason: To ensure that the development is suitably accessible.

- 31 Details of any proposed counter-terrorism measures shall be submitted to and approved in writing by the Local Planning Authority in consultation with the MET Police prior to the commencement of works on the superstructure on the relevant part of the development and the approved details shall be implemented in full prior to completion of the relevant part of the development hereby approved.

Reason: To ensure that the development accords with Policy 7.13 of the London Plan.

- 32 Any plant shall be installed, together with any associated ancillary equipment, so as to minimise the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. Prior to the installation of plant, an assessment of the expected noise levels of any plant shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be carried out in material compliance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and shall include any mitigation measures necessary to achieve the above required noise levels. The plant shall thereafter be installed and maintained in accordance with the approved details.

**Reason:** To protect acceptable local noise levels in the interest of the amenities of sensitive uses, and in accordance with Brent Policy EP2.

- 33 A scheme of sound insulation measures to address potential noise transfer between commercial uses and residential uses within the building shall be submitted to and approved in writing by the Local Authority prior to the commencement of works on the superstructure of buildings that include both commercial and residential uses. The approved measures shall thereafter be implemented in full.

Reason: To protect acceptable local noise levels in the interest of the amenities of sensitive uses, and in accordance with Brent Policy EP2.

- 34 Prior to the commencement of construction works to the superstructure on the relevant part of the development, details shall be submitted to and approved in writing by the local planning authority demonstrating that residential units, rooms of student accommodation, and hotel rooms (unless the relevant part does not include such uses) will be constructed so as to provide sound insulation against externally generated noise such that:

- For facades identified as being affected by stadium and/or rail noise, the resultant internal noise levels between the hours of 11.00pm and 7.00 am shall not exceed 33 dB LAeq, 15 min and 38 LAeq, 15 min from 7.00am to 11.00pm;
  - For all other facades the resultant internal noise levels between the hours of 11.00pm and 7.00 am shall not exceed 30 dB LAeq, 8hr and 35 LAeq, 16 hr from 7.00am to 11.00pm;
- These criteria apply with windows shut and with an appropriate ventilation system installed. Any mechanical ventilation system shall not give rise to a noise level greater than the above internal noise standards or a sound level in any 1/3 octave band in the range 50Hz to 8kHz that is more than 5 dB above immediate adjacent 1/3 octave bands.
- The development shall be constructed in accordance with the approved details and any noise mitigation measures shall be retained for the life of the development.

**Reason:** To safeguard the amenities of residents and other occupiers.

- 35 Prior to the commencement of works on the superstructure of any relevant part of the development that within which an educational establishment is proposed, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that sound insulation against externally generated noise has been incorporated such that the resultant internal noise levels during the hours of operation of the school are in compliance with recommended levels within BB93 acoustic design of schools unless otherwise agreed in writing by the Local Planning Authority. The relevant part of the development shall be constructed in accordance with the approved details.

**Reason:** To safeguard the amenities of users of the educational establishment(s).

- 36 Details demonstrating that the relevant part of the development will be designed to ensure the following vibration levels stated in BS6472:2008 Evaluation of human exposure to vibration in buildings (1Hz to 80 Hz), as set out below, are not exceeded in relation to residential development (Use Class C3) or Student Accommodation (Sui Generis) shall be submitted to and approved in writing prior to the commencement of works on the superstructure of the relevant part of the development and the relevant part of the development shall be carried out in accordance with the approve details.

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

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

- 37 Prior to the commencement of the relevant part of the development, a Construction Method Statement (CMS) shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The CMS shall include details of a dust monitoring plan, to be implemented during construction and demolition works. The CMS shall confirm that:
- The best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise from the site;
  - The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 08:00 – 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;
  - Vehicular access to adjoining and opposite premises shall not be impeded;
  - All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only;
  - A barrier shall be constructed around the site, to be erected prior to demolition;
  - A suitable and sufficient means of suppressing dust must be provided and maintained.
  - A wheel washing facility shall be installed and operated to ensure that dust/debris is not carried onto the road by vehicles exiting the site.

The approved plan, or a revised plan as subsequently approved pursuant to this condition, shall be fully implemented throughout the demolition and construction of the proposed development.

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

- 38 An Air Quality Neutral Assessment that is in accordance with relevant guidance published by the Greater London Authority (GLA), and which includes mitigation measures should the development be found to not be air quality neutral, shall be submitted to and approved and written by the Local Planning Authority prior to the commencement of works to the superstructure on the relevant part of the development. The approved assessment shall be carried out in full in relation to the relevant part of the development.

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

- 39 Prior to the installation of the Combined Heat and Power (CHP) unit, details demonstrating the emissions standards of the CHP unit, which shall meet or improve upon the emissions standards and technical details described in the Air Quality Impact Assessment, shall be submitted to and approved in writing by the Local Planning Authority and the unit shall be installed in full accordance with the approved details and the unit shall be maintained thereafter in such a way as to ensure that these standards continue to be met.

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

- 40 Prior to the commencement of the use of the CHP unit (other than use required to undertake testing of the unit), details of tests undertaken on the installed unit to demonstrate that the emissions standards have been met shall be submitted to and approved in writing by the Local Planning Authority.

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

- 41 Prior to the installation of any boilers within the development (other than the CHP unit), details of the boilers installed demonstrating that the rated emissions of Oxides of Nitrogen (NOx) do not exceed 40 mg/kWh shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full and the boilers shall be maintained in accordance with the manufacturers specifications.

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

- 42 The relevant part of the development hereby approved shall not commence unless a site investigation is carried out and remediation strategy is prepared by an appropriate person to determine the nature and extent of any contamination present. The investigation and strategy shall be carried out in accordance with a scheme, which shall be submitted to and approved by the Local Planning Authority prior to the commencement of works, that includes the results of any research and analysis undertaken as well as details of remediation measures required to contain, treat or remove any contamination found. Any proposed remediation must be sustained for the life of the development and this must be justified by the applicant. If during works new areas of contamination are encountered, which have not previously been identified, then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority;

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

- 43 Prior to first occupation of, or the commencement of the use within the relevant part of the development hereby approved unless a verification report, written by a suitably qualified person, has been submitted to and approved in writing by to the Local Planning Authority stating that remediation has been carried out in accordance with the remediation scheme approved pursuant to condition **42** and the site is safe for end use.

Reason: To ensure the safe development and secure occupancy of the site proposed for use in accordance with UDP policy EP6

- 44 Details of the extract ventilation system and odour control equipment for any commercial kitchens, including all details of external ducting, shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any such equipment. The approved equipment shall be installed prior to the commencement of the relevant use and shall thereafter

be operated at all times during the operating hours of the relevant use and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of existing and future residential occupiers.

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

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 47 Prior to the commencement of works on the superstructure on the relevant part of the development, a detailed surface water drainage scheme for the site, based on the 'Wembley Park Masterplan Flood Risk Assessment' reference 033770 Revision 03 dated 30 November 2015 produced by Burohappold Engineering shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the Flood Risk Assessment. The scheme shall subsequently be implemented in accordance with the approved details prior to first occupation of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

- 48 Applications for the approval of Reserved Matters relating to plots that include residential floorspace (Use Class C3) shall demonstrate how the following design standards are met for the residential development to ensure that a good standard of residential accommodation is provided (unless details are submitted to and approved in writing demonstrating that a good standard of residential accommodation will be achieved despite not fully complying with the below standards having regard to relevant planning policy and guidance at the time of submission in relation to this condition):
- No more than 8 units provided per core per floor;
  - Floor to ceiling height at a minimum of 2.5 m;
  - No studio units shall have a sole aspect;
  - All habitable have adequate ventilation, privacy and daylight;

Reason: To ensure a satisfactory standard of residential accommodation.

- 49 Prior to the commencement of works on the relevant part of the development hereby approved, details of an indicative phasing plan, including projections for the commencement and completion, as they relate to that part of the development shall be submitted to the Local Planning Authority, either within the Reserved Matters applications (if specifically referenced within that submission) or under separate cover.

Reason: to allow the local planning authority to understand the projected phasing of the

development and to define the extent of a CIL phase for the purposes of the CIL Regulations 2010 as amended.

- 50 In relation to Plot W06 only, details of communal facilities to be provided for residents of the residential units within Plot W06 hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the residential units within Plots E01 and E02. Such details shall include the location, type and size of communal facility, hours of access and details of access arrangements including hours of access, which residents will be able to access those facilities and any other restrictions associated with access to the facilities. The facilities shall be provided prior to the first occupation of units or in accordance with a programme of delivery that has been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be retained and made available for the residents of the development as set out in the details approved pursuant to this condition.

Reason: To ensure a satisfactory standard of accommodation for future residents having regard to the Mayor's Housing Supplementary Planning Guidance and the development specification hereby approved.

## INFORMATIVES

- 1 Environmental Health advise that, given the age of the building to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 2 Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
- 3 Thames Water advise that there are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.
- 4 Thames Water advise that they would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).
- 5 Thames Water advise that a Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal

plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

- 6 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- 7 Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.
- 8 This is a phased development for the purposes of the CIL Regulations (2010 as amended). A phase can comprise: site preparation and demolition works, sub-structures, and/or buildings, plots or groups of plots. The extent of the CIL phase will be defined on the relevant phasing plan.
- 9 Superstructure is defined the part of a building or structure above its foundations.

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



## COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

26 April, 2017

17/0462

## SITE INFORMATION

RECEIVED	1 February, 2017
WARD	Tokyngham
PLANNING AREA	Brent Connects Wembley
LOCATION	Land north east of Wembley Stadium, Engineers Way, Wembley, HA0
PROPOSAL	<p>Reserved matters application for the access, appearance, landscaping, layout and scale for Plot E01/E02, comprising the construction of a building with four blocks, ranging from 12 to 15 storeys in height, providing 633 residential units within the private rented, affordable rented, intermediate for sale and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings). The proposal also provides private communal residential landscaped gardens; a Multi-Use Games Area (MUGA); 3,376 sqm (GEA) of non-residential floorspace; together with ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure; and a lower ground basement with the future potential for 192 car parking spaces, subject to approval under condition 11 of outline planning permission ref: 15/5550.</p> <p>This application has been submitted in pursuant to conditions 1 (Layout, Scale, Appearance, Access and Landscaping), 19h (Wind), 19k (Internal Layout of Buildings), 19l (Access), 19m (Daylight), 19n (Private External Space), 38 (Air Quality) and 49 (Indicative Phasing) of Outline planning permission reference 15/5550:</p> <p><i>Hybrid planning application, accompanied by an Environmental Impact Assessment, for the redevelopment of the site including:-</i></p> <p><i>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.</i></p> <p><i>And</i></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;</i></li> <li><i>Commercial (Use Class B1) up to 82,000 sqm;</i></li> <li><i>Hotel (Use Class C1): up to 25,000 sqm;</i></li> <li><i>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;</i></li> <li><i>Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;</i></li> <li><i>Assembly and leisure (Use Class D2): 23,000 sqm;</i></li> <li><i>Student accommodation (Sui Generis): Up to 90,000 sqm.</i></li> </ul> <p><i>And associated open space (including a new public park) and landscaping; car</i></p>

	<p><i>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.</i></p> <p><i>Subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended</i></p>
<b>APPLICANT</b>	<b>Quintain Limited</b>
<b>CONTACT</b>	<b>WYG</b>
<b>PLAN NO'S</b>	Please see condition 2
<b>LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION</b>	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p><b>Please click on the link below to view <b>ALL</b> document associated to case</b>  <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_132432">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_132432</a></p> <p><b><u>When viewing this as an Hard Copy _</u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"> <li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li> <li>2. Select Planning and conduct a search tying "17/0462" (i.e. Case Reference) into the search Box</li> <li>3. Click on "View Documents" tab</li> </ol>

## RECOMMENDATIONS

1. That the Committee resolve to approve the reserved matters (Condition 1) and the details pursuant to conditions 19h (Wind), 19k (Internal Layout of Buildings), 19l (Access), 19m (Daylight), 19n (Private External Space), 38 (Air Quality) and 49 (Indicative Phasing) in relation to plots E01 and E02

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

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.

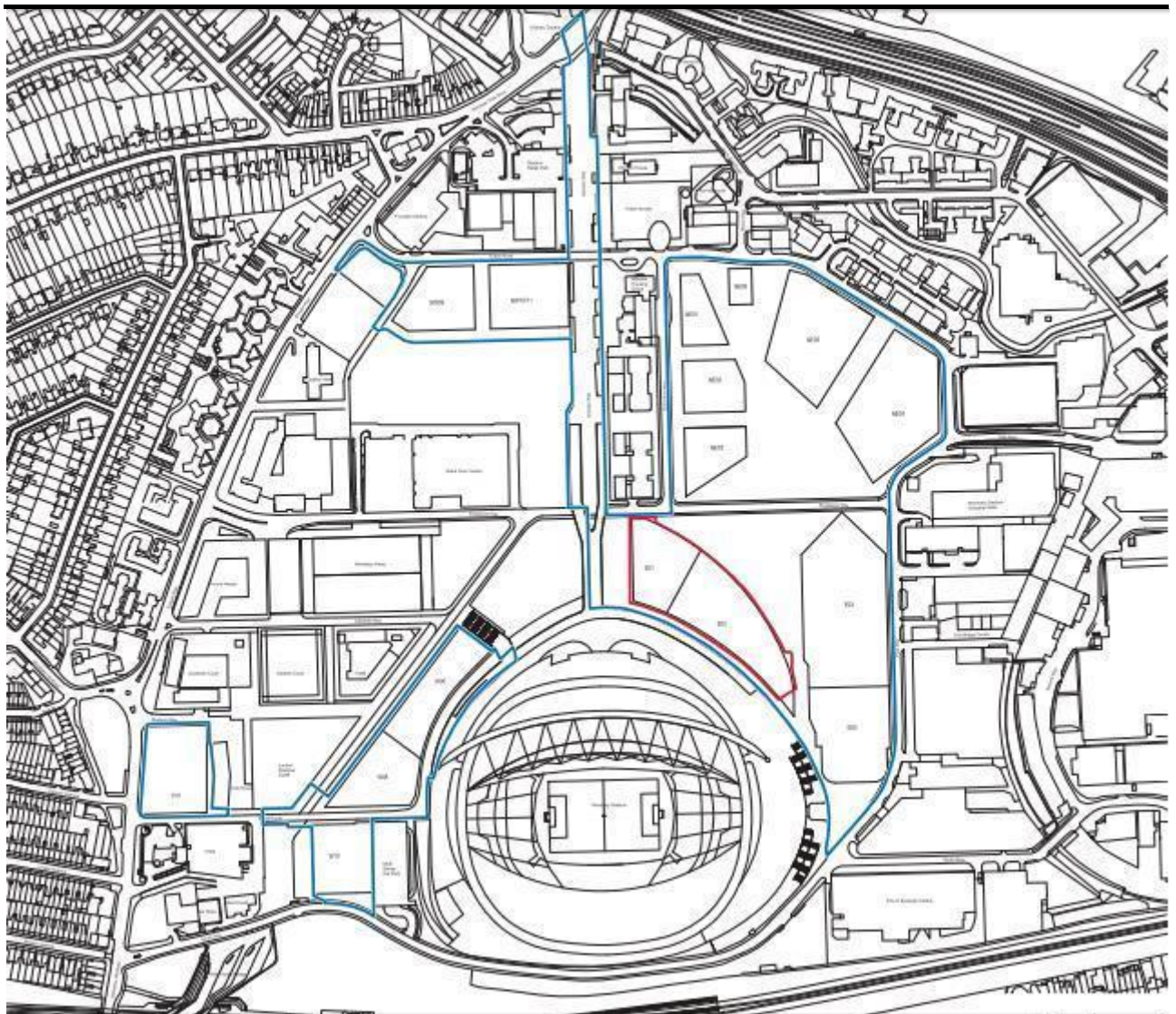
## SITE MAP



### Planning Committee Map

Site address: Land north east of Wembley Stadium, Engineers Way, Wembley, HA0

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This map is indicative only.

## PROPOSAL IN DETAIL

The proposal for Plot E01 E02 comprises of four buildings splayed radially, providing 3 distinct landscaped gardens. The proposed development provides 633 residential apartments and 3,376sqm GEA of non-residential floorspace together with cycle parking for residents, all associated external amenity space, hard and soft landscaping and ancillary areas including a basement.

### Residential Accommodation

- The ground floors will accommodate residential entrances and lobbies, concierge facilities, commercial spaces, residential amenity, circulation and primary access to upper floors.
- Building 1 provides 195 residential apartments across 15 levels above podium floor.
- Building 2 provides 186 residential apartments across 12 levels above podium floor.
- Building 3 provides 153 residential apartments across 12 levels and upper ground floor.
- Building 4 provides 99 residential apartments across 12 levels and upper ground floor.
- Each apartment has access to a private balcony or terrace.

### Non-Residential Space

The proposal as submitted proposed the provision of 3,376sqm GEA of non-residential floorspace within the ground and lower ground levels that would be used for purposes within Use Classes A1-A2, D1-D2 and/or B1 on its Northern, Western and Southern facades within Block 1, 2 and 3. However, this does not fully accord with the parameter plans approved through the outline consent which only allow uses within Use Class D1 (community) and C3 (residential dwellings) within these plots. As such, a condition has been recommended restricting the use of these units to Use Class D1.

These active daily uses will animate the buildings key frontages onto the Park, Olympic Circus and Perimeter Way.

### Car Parking

A basement is located at lower level below the upper ground floor and the residential courtyard. It can potentially accommodate car parking bays including 10 disabled parking bays and 20% active and 20% passive of Electrical Vehicle Charging Points (EVCP). Future car parking area subject to future approval under condition 11 of outline planning permission (ref: 15/5550) and the approval of an access through Plot E05.

### Cycle Parking

A total of 934 residential cycle parking spaces are provided at the upper ground level of each block. The cycle parking is to serve the residential occupants. Staff cycle parking spaces are allocated within relevant locations. Visitor cycle parking is provided in the public realm.

### Landscaped Amenity Space

Multiple residential gardens located between the buildings provide accessible open space, soft and hard landscape and seating. Roof terrace amenity is provided in Block 1, 2 and 3 with landscaped gardens. Child friendly play space is located within these gardens. This is in addition to the formal play area to be located in the Southern Park to immediate north of Plot E01. Residential communal open space is provided on the first floor for Block 1 and 2. Communal open space for residents of Blocks 3 and 4 is provided on the ground floor.

## EXISTING

Plots of E01 & E02 are situated on the area to the North East of the Stadium that was previously known as the "Green Car Park" and used for stadium car and coach parking. The site comprises of 1.28 ha and is a part of the Wembley Masterplan eastern lands area. The site is currently a gently sloping tarmaced area with no distinct features. It will adjoin a privately owned road known as "Perimeter Way East" which will run around the edge of the Stadium at ground level and the southern element of the new 7 acre park that is to be delivered as a part of this outline planning permission (reference 15/5550).

## 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 residential led nature of these plots is in accordance with the outline consent. The outline consent included the provision of non-residential uses. However, this was restricted to Use Class D1 within this plot. As such, a condition has been recommended which restricts the use of the non-residential units to Use Class D1 unless a planning application to change the use of these units is submitted to and approved by the Council. The provision of a nursery (D1) for 40-45 children, is in compliance with the parameters and principles established and approved under the outline consent.

**Housing mix and Affordable housing:** 39.8% (252 flats) of the residential units is provided as affordable housing. 39.2% (248 flats) are to be delivered as private market rent. The remaining 21% (133 flats) are to be London Housing Bank dwellings. The mix comprises 123 x studios, 219 x 1bed units, 229 x 2bed units, 55 x 3bed units and 7 x 4bed 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.

**Highways:** The car parking, access and servicing arrangements are considered to be acceptable. A condition of the outline consent specifies that car parking cannot be provided in this plot unless an alternative access that does not conflict with stadium vehicular or crowd flows are provided. The applicant intends to propose such access in a revised scheme for adjoining plot E05. The basement of this building would not be accessible for vehicles unless this subsequent application is submitted and approved. Given the high levels of public transport accessibility, the provision of this plot without parking is considered to be acceptable. If this alternative access is approved, then the proposed parking provision within the basement of this plot is also considered to be acceptable.

## 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	41579	41579
General business use	0	0	0	3079	3079
Non-residential institutions	0	0	0	297	297

### Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING ( Bedsits/Studios & Market )										
EXISTING ( Flats @ Market )	0	0	0	0	0	0	0			0
EXISTING ( Affordable Rent Flat )										
EXISTING ( Bedsits/Studios & Intermediate )										
EXISTING ( Flats @ Intermediate )										
PROPOSED ( Bedsits/Studios & Market )	49									
PROPOSED ( Flats @ Market )	124	63	12							

PROPOSED ( Affordable Rent Flat )	12	37	36	14						
PROPOSED ( Bedsits/Studios & Intermediate )	74									
PROPOSED ( Flats û Intermediate )	83	129								

## 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.

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 date: 23/02/2017

Site Notices put up on: 20/02/2017

The owner/occupier of 4 nearby and adjoining properties were notified of the application 14/02/2017. The number of adjoining and nearby owners and occupiers is low at present given the location of the site.

At the time of writing this report no comments had been received from neighbouring or nearby owners or occupiers (comments from Wembley National Stadium Limited are discussed below).

### Internal

#### Ward Councillors

No responses.

### External

#### Wembley National Stadium Limited (WNSL)

WNSL supports the principle of high quality development within Wembley Park that will improve the surrounding environment of the stadium. The close relation of plots E01/E02 to the stadium and the scope for impact on existing operations means these proposals are of particular importance to WNSL and we raise the following key points.

### *1. Introduction of non-residential uses*

WNSL does not necessarily oppose the principle of ground floor A2, B1 or D2 uses in Plot E01/E02, however, it can only support this inclusion if it satisfied the potential uses would not impact event day operations. Of particular concern is the proposed A1 use and the impact this could have on the flow of spectators through the area, including Perimeter Way East. Retail uses would introduce the possibility of crowd flow pinch points which could cause safety and security issues and impact the access and egress times. WNSL would only consider A1 use acceptable in E01/E02 if appropriate measures were put in place to mitigate any event day impact.

### *2. Active frontages on Perimeter Way East*

The reserved matters application is inconsistent with the approved parameters in terms of the extent of the defined active ground floor frontage and pedestrian entrances for the E01/E02 scheme. In principle, WNSL do not object to pedestrian entrances from Perimeter Way East; however, for stadium event day safety it cannot support the use of commercial frontages on Perimeter Way East during event operations.

### *3. Servicing and Residential Movement*

WNSL consider a condition should be attached to any permission that clears and restricts all movement on Perimeter Way East on event days unless for required emergency services.

WNSL request further information in relation to 'resident movement on event day' to demonstrate how this will be suitably managed and controlled

### *4. Noise*

The application does not seek to discharge Condition 34 which relates to residential units affected by externally generated noise. WNSL look forward to future confirmation that the noise levels set out in the condition are adhered to.

### *5. Design*

The application material does not provide an elevation from Olympic Way that shows both plots E01/E02 and plot W03 and how they relate to the stadium. An additional drawing is requested so that this key view can be appropriately reviewed.

### *6. Car Parking*

The proposed car park access for Plot E01/E02 is indicated to be made from the adjacent E05 car park. This may be an acceptable solution but cannot be confirmed until a scheme is approved. Accordingly a condition is required that prevents any use of the car parking spaces as shown on the submitted drawings until a satisfactory access arrangements have been approved.

Officers note the points raised by WNSL and have the following observations to make.

1. The flexible use of the non-residential uses for purposes within a number of Use Classes (A1, A2, D1, D2 or B1) is proposed within the submission. However, this is not considered to materially accord with the parameter plans which only allow Use Class C3 and D1 within this plot. As such, a condition has been recommended restricting the use of these units to Use Class D1.

2. The introduction of active frontages on perimeter way is supported by officers. It is considered that this is a good design approach based on sound principles and will activate the southern side of the building as well as providing surveillance on what may otherwise become an under-used service road. It also contributes to the relationship between the proposed development and stadium and will provide an appropriate environment on non event days for future residents of the building and locality. In relation to event day safety, the measures referred to above are considered sufficient to ensure the subject site is appropriately managed and therefore reduce their event day impact. Active frontages for two small non-residential units are proposed outside of the "Areas for Active Frontages" shown on "Parameter plan 08 - Proposed Uses" which was approved through the outline consent. However, this is not considered to materially change the scheme, given the scale and nature of the proposals within the outline consent and the material planning considerations associated with this element of the proposal. The outline consent allows non-residential uses at ground floor level and the parameter plan identifies parts of these plots facing both Olympic Way and Perimeter Way East as being area for active frontages. Whilst the Reserved Matters proposals look to provide activity in areas slightly outside of those identified on the Uses parameter plan, they do not introduce them within streets where active frontages were not previously approved.

3. Details on servicing and deliveries will need to be submitted under condition 26 of the Masterplan planning



permission which is required to be discharged prior to occupation. This will ensure appropriate measures are in place so as not to affect the stadium or crowd flow on event days.

4. The reserved matters application does not seek to discharge condition 34 relating to the internal noise environment at this time. Details of this will need to be submitted under condition 34 of the Masterplan planning permission which is required to be discharged prior to occupation.

5. The applicant has submitted an image of Plots E01/2 together with Plot W03. These show that the designs are not duplicates but have a similar language and officers consider they compliment each other when viewed together. The overall design approach and finished appearance of the development is supported by officers.

6. The plans do not include access to the car park and therefore it cannot be accessed by vehicles. Condition 11 of the Masterplan consent restricts any vehicular access to this area unless details of access that do not conflict with stadium vehicular or crowd flows have been submitted to and approved in writing by the Local Planning Authority. Until such time the car park cannot be used. This is in compliance with the requirements of the masterplan and ensures that an appropriate approach will be secured before any vehicular movements to this plot take place.

## **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 reserved matters application seeks approval for the details of layout, scale, appearance, access and landscaping for Plot E01/E02. The scheme comprises of a building with four blocks, each with a single core, ranging from 12 to 15 storeys in height, providing 633 residential units within the private rented, affordable rented, intermediate for sale and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings). The proposal also provides private communal residential landscaped gardens; a Multi-Use Games Area (MUGA); 3,376sqm (GEA) of non-residential space ; together with ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure; and a lower ground basement with the future potential for 192 car parking spaces, subject to approval under condition 11 of outline planning permission ref: 15/5550.
4. This reserved matters application for Plot E01/02 provides information pursuant to a number of these conditions, as follows: 1 Layout, Scale, Appearance, Access, and Landscaping; 19(h) Wind; 19(k) Internal layout of buildings; 19(l) Access; 19(m) Daylight; 19(n) Private external space; 34 Noise; 36 Noise; 38 Air Quality; and 49 Indicative Phasing.
5. **Proposed Uses**
6. The E01/E02 scheme comprises four buildings set across a lower level basement area that includes an area set out for potential future car parking as well as commercial uses and residential entrances, and, an upper ground level that includes commercial uses, residential entrances and communal landscaped garden areas – all of which enliven the frontages around the plot, namely along its north, east and west façades facing the southern section of the Park, Olympic Circus and Perimeter Way.

In addition, a MUGA is located adjacent to the eastern side of the scheme.

**7. Non-residential floorspace**

- 8.** The total non-residential floorspace within Plot E01/E02 is 3,376 sqm GEA, distributed at both lower and upper ground floor level. To maintain flexibility in the market place, the applicant proposed within this application for reserved matters that this 3,376 sqm of floorspace can be used within either Use Class A1 or A2 (Retail), and/or B1 (Business), and/or D1 (Community) use and/or D2 (Leisure and Entertainment). However, the parameter plan relating to approved uses only allows uses within Use Class C3 and D1 within these plots. The amount of floorspace proposed is such that this could not be treated as being materially compliant with the outline consent. A condition is accordingly recommended that restricts the use of these non-residential units to Use Class D1 unless an application for full planning permission for alternative use(s) is submitted to and approved by the Council.
9. The scheme will incorporate a nursery (D1 use) for approximately 40 to 45 children and its preferred location is identified on the application plans, across approximately 297 sqm (GIA), within the total of 3,376 sqm (GEA) non-residential floorspace.

**10. Residential Floorspace**

- 11.** The E01/E02 scheme accommodates 41,579 sqm GEA of residential floorspace, providing 633 residential units.
12. The residential accommodation is provided as private rented, affordable rented, intermediate for sale and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings). Further information is given below.

**13. Layout, scale and appearance**

**14. Layout**

15. The non-residential floorspace is set at lower ground level, facing onto the Park, activating the northern building façade. At upper ground level there are a variety of active uses. Non-residential floorspace at upper ground level fronts onto the Park, Olympic Circus and Perimeter Way. The residents' lobby for Blocks 1 and 2 is also located at upper ground level as well as the residential entrances to Blocks 3 and 4. Blocks 2, 3 and 4 are separated by communal landscaped gardens set at this upper ground level. Also at upper ground floor are plant, cycle stores, lobbies and lift access.
16. The non-residential units are focused on the northern perimeter of the upper ground floor level so that active frontages can be provided to face the park and 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. Small non-residential units are proposed within the western and southern facades that are outside of the zones for active frontages identified within the parameter plans. The parameter plans did identify the provision of active frontages within both the western and the southern facades of the buildings and as such, the provision of these units are outside of the areas identified within the parameter plans is considered to result in material compliance with the outline consent, even though strict compliance with the parameter plans is not achieved.
17. As mentioned in the description of this proposal, each block has a separate core. Within these blocks a typical floor provides between eight to sixteen units located off a single core. Block 1 typically has thirteen units per core. Block 2 has fifteen units per core at the upper levels and sixteen units per core at the lower levels (up to the 6<sup>th</sup> floor). There are typically twelve dwelling per core in Block 3 and 8 dwellings per core in Block 4. Each block delivers a mix of dwelling sizes and aspects and all are fully compliant with fire safety regulations.
18. Due to the level differences across the site, plots E01 & E02 have a lower and upper ground level. At lower ground level, the floor-plate can accommodate 192 car parking spaces, subject to approval under condition 11 of the outline planning permission. In addition to the potential parking, there is a residential lobby activating the western facade of E01. Further activation is provided with four commercial spaces, stimulating the western, southern and northern facades. In addition, a preferred nursery space for 40-45 children is providing facing the park between blocks 2 and 3.

19. At upper ground level, the proposals include a variety of active uses along the development's northern and southern facades. Perimeter Way East is activated by commercial units to the south west, residential access for all the units, and the communal landscape between Blocks 2 and 3. Primary pedestrian access for residents to all the blocks is from the park or western facade.
20. Scale \_
21. 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.
22. Block 1 is designed to be read as the landmark element of Plot E01/E02. Defining the western edge of the plot it is the tallest of the blocks at 15 storeys. The block faces Olympic Circus and the Pedway and is of a scale, design and massing that reflects the recently approved Plot W03 building. Together these two buildings will frame Olympic Way and the route to the Stadium.
23. Blocks 2, 3 and 4 extend to 12 storeys in height and sit perpendicular to the Stadium. The blocks are splayed radially, reflecting the curve of the Stadium whilst optimising sunlight levels and enabling views through to the adjacent park and the Stadium. The upper levels of these blocks are stepped back at their northern façade, allowing a set back terrace at the sixth floor in compliance with the heights set by the outline planning permission in Parameter Plan 9.
24. All blocks will be built above an upper and lower level ground floor. The lower level is the basement whilst the upper level comprises two courtyard gardens.
25. The approved outline planning permission sets the scale and massing parameters. The proposed development preserves key views across the borough of the Stadium and its arch. Blocks 2,3 and 4, fronting the emerging park relate to the shoulder level of the stadium, with a datum level of 79.0m AOD. To the north a key landmark building is approved within the Masterplan at a height of 88.0m AOD.
26. 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.
27. The proposal is in accordance with Policy DMP1 the Local Plan Development Management Policies 2016 and Policies WEM5 and WEM6 of the Wembley Area Action Plan 2015.
28. Appearance \_
29. Selected design techniques have been utilised for Plot E01/E02 to facilitate the articulation of each block whilst achieving a cohesive design for the building. Each block is designed to include some or all of the following:
  - Brick modelling with bricks in different planes articulated to create shadow and interest;
  - Vertical alignment of fenestration, continuing to ground level;
  - Vertical grouping of façade elements to create a top, middle and bottom proportionality to the blocks;
  - Use of coloured horizontal banding to tie separate blocks and create a harmonious appearance;
  - Use of a limited palette of materials and colours, together with a consistent colour for windows and metalwork.
30. Block 1 is designed to be read independently of Blocks 2, 3 and 4. It's design includes light coloured vertical fins which enhances the symmetry and pairing of the block with the Plot W03 building. The building is facing Olympic Circus and the Pedway and reflects the scale of the W03 landmark building opposite.
31. The facade of Block 1 is expressed with strong vertical fins, each vertical fin is delineated with a light colour brick, in-filled with a setback darker brick between. The windows have deep reveals, vertical darker brick spandrels between clustered windows, and a rhythm of fenestration continuing down to ground and aligning with the residential entrance, windows and commercial facade. Balconies with glass balustrade provide feature elements and articulation, as a contrasting horizontal darker strip,

sitting between vertical brick fins. The facade allows vertical brick fluting between windows at East and West and a larger fluting between vertical fins at the core wall. The commercial entrance and the main lobby for Block 1 and 2 below the Block 1 lower ground floor has vertical brick fins running all the way up to the roof with full height glazing, dark colour metal louvres, and dark colour metal panels. The architectural language of the lower / upper ground facade and double storey height fins at the podium area continuing to the facade will provide a consistent view and read as a single development.

32. Blocks 2, 3 and 4 are to be read together and use horizontal bandings, dark brick spandrels as well as light coloured brick and mid colour brick to define their Perimeter Way and 'Park side' facades, together with providing articulation to the blocks and reducing their massing. Block 2, 3 and 4 sit perpendicular to Wembley Stadium. Their facades are divided by darker and lighter brick areas. The northern end of the blocks incorporates a set back terrace at the sixth floor.
33. The buildings are grouped into 2 horizontal bays at the front lighter brick area and 4 horizontal bays at the rear darker brick area. The vertical grouping of residential windows above continues down to the ground, with dark colour balconies or window elements between, arranged to suit the various functions within. The windows have deep reveals, vertical darker brick spandrels. Balconies with metal balustrade provide private space for each apartment. Balconies in the rear darker brick area have a solid part where they face Wembley Stadium to provide privacy. The facade incorporates vertical brick fluting locally between windows at East and West.
34. The commercial entrance below Block 2, the proposed nursery space between Block 2 and 3, and the 'Walk in' entrance from the parkside through the communal garden space for Block 3 and 4 lobbies has the same architectural language of vertical brick fins continuing to the facade, so providing consistency as a single development.
35. The approach to materials focuses around the main elements to the development's composition - the base & podium, the facades with horizontal and vertical proportions and the balconies. With the common material of brick in both a mid and light tone providing a residential feel, contrast and definition are added with expressed horizontal banding in darker colours between windows. Vertical brick fluting details provide shadow in the large blank facades and articulate the facades.
36. Between light and mid tone facades at Block 2, 3 and 4 and East facade of Block 1, a dark metal cladding with glazing panels form vertical separation at the core. Dark bronze effect metal cladding and glazing panels are engaged in the ground and podium facades to continue the architectural language through the Plot. Light metal cladding is added to the lift overrun and plant enclosure at the roof. Balconies have glazed balustrade at Block 1 and dark metal railings at Block 2, 3 and 4. The roof terrace of Block 2 and 3 incorporate dark metal railings to protect against fall. Glazed green brick strips are integrated and recessed into brick fins with light features at ground and podium facade to optimise links between the Park, communal garden spaces and the concourse of the Wembley Stadium.
37. 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 and WEM8 of the Wembley Area Action Plan 2015.
38. **Residential accommodation**
39. The E01/E02 scheme accommodates 41,579sqm GEA of residential floorspace, providing 633 residential units. The residential accommodation is provided as private rented, affordable rented, intermediate for sale and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings).
40. 10% of all residential units are proposed to be wheelchair accessible or adaptable for wheelchair users.

	Studio	1bed	2bed	3bed	4bed	1bed WCH	2bed WCH	3bed WCH	Total
<b>Block 1</b>	75	60	30	00	00	30	00	00	195
<b>Block 2</b>	48	54	66	12	00	00	06	00	186
<b>Block 3</b>	00	63		69	00	00	21	00	153

<b>Block 4</b>	00	12	37	36	07	00	00	07	99
<b>Total</b>	123	189	202	48	07	30	27	07	633

41. Affordable Housing .

42. 44.3% of the residential floorspace (GEA) is provided as affordable housing. This comprises a total of 252 dwellings split across two of the blocks.

43. 39.7% of the affordable housing is proposed to be delivered as intermediate for sale. 153 units are provided in Block 3 with a mix as follows:

	<b>Studio</b>	<b>1bed</b>	<b>2bed</b>	<b>3bed</b>	<b>4bed</b>
<b>Number of units</b>	0	63	90	0	0
<b>% of total affordable units</b>	0	25%	35.7%	0	0

44. 21 of the units within Block 3 will be adaptable for wheelchair occupation.

45. 25.7% of the affordable housing proposed is to be delivered as affordable rented dwellings. These are to be managed and maintained by a Registered Provider (RP). 99 units are provided in Block 4 with a mix as follows:

	<b>Studio</b>	<b>1bed</b>	<b>2bed</b>	<b>3bed</b>	<b>4bed</b>
<b>Number of units</b>	0	12	37	36	14
<b>% of total affordable units</b>	0	4.8%	14.7%	14.3%	5.5%

46. Seven of the units in Block 4 will be accessible for wheelchair occupation.

47. In addition to this affordable housing, 133 no dwellings are to be 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. A decision will not be made until much nearer the time but the potential for tenants to either remain or relocate to other units (private or Discount Market Rent) within the wider Masterplan scheme will be a key consideration so as to maintain a strong sense of community and to ensure that Wembley continues develop as a vibrant, balanced and sustainable neighbourhood. This is to be pepper-potted through the private rented tenure and is provided within Blocks 1 and 2 with a mix as follows:

	<b>Studio</b>	<b>1bed</b>	<b>2bed</b>	<b>3bed</b>
<b>Number of units</b>	74	20	39	0
<b>% of total LHB units</b>	55.6%	15%	29.3%	0

48. Five of the London Housing Bank units in Blocks 1 and 2 will be adaptable for wheelchair occupation.

49. Housing for Private Rent .

50. 248 units of the residential accommodation in Plot E01/E02 are for private rent. This is to be provided in Blocks 1 and 2 with a mix as follows:

	<b>Studio</b>	<b>1bed</b>	<b>2bed</b>	<b>3bed</b>
<b>Number of units</b>	49	124	63	12
<b>% of total PMR units</b>	19.8%	50%	25.4%	4.8%

51. 31 of the units for private rent in Blocks 1 and 2 will be adaptable for wheelchair occupation.
52. Quality of accommodation
53. 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.
54. Each building's typical floor plan provides a mix of dwelling types, from studio to 4 bedroom apartments, creating a varied community. The floor plans stack throughout each building. There are typically thirteen dwellings per core in Block 1. There are fifteen dwellings per core in Block 2 and sixteen for the lower storeys of the Block 2 building. There are typically twelve dwellings per core in Block 3 and eight dwellings per core in Block 4. This goes beyond the target of 8 units per core per floor set out within the Mayor's Housing SPG. To address this, corridor widths have been maximised to a width of 1500 mm and the applicant highlights the provision of communal facilities which looks to establish a sense of community, this being one of the key drivers for the 8 unit target set out in the guidance. This part of the guidance looks to establish the parameters within which the quality of accommodation is established for residential developments. However, it is a target set out in guidance rather than a strict policy requirement. Emerging guidance suggests that the design parameters may be interpreted flexibly in relation to Private Rented Sector accommodation in certain instances. The availability of communal facilities have the potential to significantly increase the over-all quality of accommodation for future residents and to establish a considerably stronger sense of community that may otherwise have been established within a more traditional flatted block. The Outline Planning consent approved a range of uses throughout the development and the applicant has specified that they will provide a range of communal facilities. However, the outline consent did not secure the provision of communal facilities for residents to off-set matters such as this. As such, it is recommended that a condition is attached requiring the approval of details of communal facilities that will be made available to residents to off-set the potential impact of the increased number of units, and that those communal facilities are thereafter retained.
55. Dual aspect units are provided where possible and where dwellings have single aspect, they are designed to maximise the daylight opportunities. Each dwelling has a balcony or terrace providing private open space. The total number of proposed dwellings is 633, 10% of which are wheelchair adapted/adaptable in compliance with Part M4(3), with the remaining 90% being designed to meet the Building Regulation requirement M4(2).
56. Internal ancillary residential amenity space is provided at both the lower and upper ground floor in each of the blocks. This comprises communal lobbies and concierge facilities for the residential occupiers. In addition, a residents' lounge is provided at upper ground floor within Block 1 providing post boxes, lounge facilities and a communal meeting space for residents of Blocks 1 and 2.
57. The proposed development also incorporates landscaped gardens between each of the blocks at both ground and podium level as well as roof terraces to Blocks 1, 2 and 3. These are reserved solely for the use of residents and are not accessible to the public. The gardens are directly accessible from the core of each building. In addition, balconies and/or private terraces are provided for every residential unit and a residents' lobby is provided at roof level on Block 1.
58. 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.
59. **Landscape and amenity**
60. Communal residential landscaped gardens are provided for residents at ground and podium between the blocks. In addition to this roof terraces are provided to Blocks 1, 2 and 3. Residents will have level access to the each of the landscaped gardens via a building core. This amenity space totals 9,959sqm.
61. The open space comprises areas to be used flexibly; for sitting, for play, and for walking. Seating areas are provided for residents. The terraces are fully wheelchair accessible with level access routes and accessible smooth surfaces. The terraces comprise stepped seating walls interspersed

with lawns and surrounded with planting.

62. The communal landscape residential areas benefit from borrowed views from the emerging park to the north. Roof terraces and communal gardens provide peaceful resting places for residents to enjoy a wider view.
63. Dwellings adjoining the courtyard gardens have a private patio approximately 2.5 metres wide, enclosed with a raised planting bed at least 1 metre wide. This provides a clear boundary between communal and private space and offers a good balance between surveillance and privacy. Entrances to the courtyard spaces are controlled by metal railings and gated entry from the Park Promenade and the Perimeter Way.
64. All of the residential units are provided with private amenity space either in the form of balconies of a minimum 1.5m depth or a private defensible space of a minimum 2.5m depth.
65. Through the use of private balconies and terraces 3703.7sqm of private amenity space is provided, communal terraces and amenity areas provide 6255.3sqm. The total 9959sqm of amenity space equates to 15.7sqm per unit. This is in accordance with the aims of the masterplan and is considered acceptable. This is supplemented by the park which is to be delivered through the outline consent and is adjacent to these plots.
66. The public realm proposals in this development have been designed to correspond with the surrounding context. The public realm has been designed to seamlessly meet the emerging park to the north and the courtyards and gardens that form the residential communal open space which have been designed in conjunction with the building forms.

67. Play Strategy

68. Five areas for play are provided within Plot E01/E02. The podium garden between Blocks 1 and 2, the ground level garden between Blocks 2, 3 and 4 and the ground level garden east of Block 4 all contain dedicated play areas for 0-11 year age groups. These play areas are overlooked by residents and provide opportunities for play under close or casual observation by parents.
69. Local play space for older children and for more active play is provided by a Multi Use Games Area (MUGA) to the south east of Block 4.
70. The residents' communal gardens are designed to be a playable space. The gardens provide a total of 1800 square metres of play space in the form of lawns, sand pits, timber stages and play equipment.
71. Play spaces for 0-11 years old are provided on plot. 12+ playspace is provided comprehensively across the wider Masterplan
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. **Sustainability considerations**

74. In line with the obligations set out in the S106 Agreement, an energy centre and site-wide heat network will be delivered as part of the wider Masterplan. As per the consolidated energy centre design, a single CHP-led energy centre will be located in the north of plot E03. Details of the site wide heat network provision and expected energy centre operation were approved in the E03 reserved matters planning application 17/0016.
75. Plots E01 and E02 will connect and be served by the site-wide district heating network through plate heat exchangers located within the single blocks.
76. 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.

77. The plot specific predicted carbon emissions have been estimated to be 55.6% below 2013 Building Regulations, which exceeds the 35% reduction target.

**78. Environmental issues**

**79. Water Consumption**

80. 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.
81. 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.

**82. Sunlight and Daylight Microclimate**

83. 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.
84. 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. In terms of sunlight the commitment was that at least 50% of the new amenity space would receive at least 2 hrs sunshine on 21 March.
85. In terms of daylight and sunlight, 97.4% of the residential units within Block 1, 96.5% within Block 2, 96.4 % within Block 3 and 96.8% within Block 4 of Plot E01/E02 achieve these commitments. This therefore amounts to a total of 47 rooms throughout the four proposed blocks that do not achieve the ADF levels.
86. There is no existing residential neighbour that requires analysis for external impact.
87. The new amenity space on site at the rear of the residential building has been analysed in respect of the specification above and the results show that 57.16% of the space will receive at least 2 hours of sun on 21st March, fully complying with the requirement of paragraph 3.2 of the Development Specification.
88. 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.

**89. Wind Environment**

- 90.** Within the context of existing site, wind conditions are rated as suitable, both in terms of pedestrian safety and comfort, across the site.
91. With the introduction of proposed development within the context of existing surrounds, wind conditions are rated as suitable, in terms of pedestrian safety, throughout the year. In terms of pedestrian comfort, wind conditions at the vast majority of assessed locations are rated as suitable for their intended usage. Exceptions to this occur on the podium level communal garden between Blocks 1 and 2 within the context of existing surrounds, where two locations marginally miss the comfort criteria for recreational spaces during spring but are suitable for recreational usages during summer and autumn. With the introduction of practical soft landscaping around podium area, the wind conditions at these locations are expected to be calm and suitable, in terms of pedestrian comfort, for the intended recreational uses. Further planting details are required to be submitted under condition 20 of the outline planning permission and will overcome these issues.
92. With the introduction of the Masterplan developments, wind conditions remain suitable, in terms of pedestrian safety, across the site. Wind conditions are improved such that all assessed locations are rated as suitable, in terms of pedestrian comfort, for their intended usage.



93. The BRE Environmental Assessment Method (BREEAM)

94. 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.

95. **Highways and transportation**

96. A basement area is included in the scheme, however, there is currently no vehicular access to this space. Condition 11 of the outline planning permission for the Masterplan (15/5550) states that "residential car parking should not be provided within Plots E01, E02, E03 and E05 unless details of alternative accesses that do not conflict with Stadium vehicular or crowd flows have been submitted to and approved in writing by the Local Planning Authority and those details have been implemented in full". It is expected that in the summer months of 2017 a submission of an alternative proposal for Plot E05 will be made to the Council. At the time of the submission of an alternative proposal for Plot E05 it is expected that a submission will be made under condition 11 to propose an access to the E01/02 basement.

97. If condition 11 is discharged, the basement could accommodate 192 car parking spaces for residents. Ten DDA car parking spaces can be provided as well as 20% active and 20% passive Electrical Vehicle Charging Points (EVCP). However, the provision of access to that car park is reliant on the submission and approval of alternative proposals for Plot E05. The detailed design for these plots (E01 and E02) is also considered to be acceptable in the absence of the provision of these car parking spaces (i.e. if vehicular access cannot be provided for the uses) due to the level of public transport accessibility and the proximity to the Wembley town centre and other amenities.

98. Car parking allowances for residential, business and retail uses are set out in the Wembley Area Action Plan.

99. As the site currently has very high PTAL rating, the lower residential allowance of 0.4 spaces per 1-/2-bed flat and 0.6 spaces per 3+-bed flat applies, giving a total allowance of up to 265 residential car parking spaces for these 633 flats. The proposed provision of up to 193 residential car parking spaces in the basement would therefore comply with the maximum allowances as they would not be exceeded.

100. Parking allowances for the commercial units depend on the type of use, with the highest allowance of one space per 100m<sup>2</sup> applying to retail uses. As such, between zero and 33 spaces would be permitted. With no commercial parking spaces proposed within the development plot, standards would not be exceeded which is again considered acceptable.

101. Consideration then needs to be given to the likely impact of overspill parking from the site on traffic flow and road safety. In order to gauge this, data from the 2011 Census in respect of the blocks at Forum House and Quadrant Court within the Stage 1 Wembley Redevelopment Area has been examined. This showed average car ownership of 0.38 cars per household, giving a predicted total unfettered car ownership of 240 vehicles for this development.

102. This would give a potential overspill of 47 cars from the site. However, 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 should be sufficient to minimise any overspill parking from the site, so as not to have a negative impact on traffic flow or road safety.

103. For the commercial units, public car parking in the wider area is provided within the "red" multi-storey car park on South Way, about 400m southwest of the site.

104. DDA parking is in conformity with paragraph 2.34 of Development Specification approved under the outline permission which states: One car parking space will be provided for each wheelchair adapted residential unit. An active management regime will be in place to allow a response to changing occupiers and the need for accessible parking. This will involve leasing and re-purchase of

previously sold spaces to enable up to 10% of residential car parking serving a plot to be available to blue badge holders over time.

105. A total of 76 spaces (40% of the total) have been shown with electric vehicle charging points (38 active & 38 passive) and this accords with TfL's standards.
106. The layout of the basement car park provides suitably sized parking spaces and aisle widths, with the 3m+ headroom ensuring access is provided for high-top conversion vehicles for wheelchair users. Vehicular access is expected to be at the car park's southern end via adjoining Plot E05 and further details are to be submitted with the reserved matters application for that plot. Pedestrian stairs and lifts to each of the four residential access cores from the car park have been indicated
107. The London Plan requires one secure bicycle parking space per 1-bed flat and two spaces per 2+-bed flat, giving a total requirement for 924 long-stay spaces. Nine secure storerooms have been indicated with an indicative capacity for 934 bikes, thus meeting this requirement.
108. Short-stay visitor parking for 16 bikes is also required for the residential units, whilst commercial parking requirements depend on the type of use but could vary between 19 spaces for retail use and 29 spaces for office use. The proposed provision of 22 external bicycle stands (44 spaces) around the development broadly meets requirements.
109. With regard to servicing, requirements for the commercial units depend on use, but are likely to require loading by at least 8m box vans. Three 2.4m lay-bys are to be provided within the footway of Perimeter Way to the rear of the building to accommodate delivery vehicles, with deliveries then trolleyed around the building to the unit entrances. Commercial refuse storage is indicated alongside the westernmost of these lay-bys.
110. Parameter Plan 7 (Access & Circulation) approved under the outline permission allows half on/off service bays along Perimeter Way East. The servicing bays provided are in accordance with these details and are therefore considered acceptable.
111. An estate-wide ENVAC suction system is proposed to collect residential refuse to the central collection point on Lakeside Way, so there is no need for residential bin stores within the site, aside from bulky waste for which small stores are proposed.
112. 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.
113. Pedestrian access to the building is proposed directly from Olympic Way/Perimeter Way for the westernmost blocks and via a shared landscaped courtyard between the two easternmost blocks. A 6m wide resin bound gravel surface is proposed along the eastern side of the building along the edge of the park which emergency vehicles and cyclists can use, whilst a 2.4 (min.) width footway is proposed in block paving along the boundary with Perimeter Way on the southwestern side of the building.
114. At the northwestern end of the building facing Olympic Way and the raised pedway, the footway widens to 8.5m and incorporates steps down the building to cater for the change in land levels in this location, thereby reducing the footway back to 2.4m width. The area between the footway and the pedway above Olympic Way is also proposed on the parameter plans to be a pedestrian/ landscaped area though, so there are no concerns regarding overall footway width.
115. The site boundary also incorporates part of the southern footway of Engineers Way, although the existing surfacing is shown as being retained. Repaving of this area in paving slabs is sought though (as per adjoining Plots) in order to enhance the existing streetscape. Works within the existing highway will need to be undertaken through the S38/S278 Agreement secured through the S106 Agreement for the revised masterplan hybrid planning permission (ref: 15/5550).
116. There are no objections on transportation grounds.
- 117. Material compliance**
118. 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 E01/E02 proposal is considered to be materially in accordance with the parameter plans approved under outline planning permission.

119. Parameter Plan A-00-008 sets out the land uses for Plot E01/E02 and defines the active frontages to the plot. At ground level C3 and or D1 uses are shown as optional uses for street level. As discussed above, this application specified the inclusion of approximately 3,500 sqm of floorspace within use classes A1 or A2 (Retail), and/or B1 (Business), and/or D1 (Community) use and/or D2 (Leisure and Entertainment). As discussed above, these uses were proposed across the site within the outline consent, this is not considered to be in material compliance with the parameter plans. As such, a condition is recommended restricting the use of the non-residential units to Use Class D1 unless a planning application is approved allowing an alternative use.
120. 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. As discussed above, there are a number of floors within blocks 1, 2 and 3 where there are more than eight units per core. Whilst, corridor widths have been increased and the submission highlights that communal residential amenities will be provided, the provision of these to mitigate the effects of the higher number of cores and establish a sense of community is not secured through the outline consent. A condition is recommended requiring the approval of details of communal facilities and the retention of those facilities for use by residents.
121. 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 the W06 residential building will be designed to accommodate the ENVAC waste system for the residential occupiers.
122. The Development Specification states that residential accommodation will be designed to ensure that single aspect north facing accommodation will be limited to a maximum of 5% of units (by unit number) with a sole aspect (from habitable rooms) within 45 degrees of north. Due to the arrangement of the plot, there are single aspect units within Block 1, however, this equates to 3% of the units within the plot. A daylight and sunlight assessment of the scheme confirms that in terms of daylight and sunlight, 96.5% of the residential units within Block 1 of Plot E01/E02 achieve these commitments. The residential quality and light penetration within the units of Plot E01/2 is high.
123. The Development Specification states that town houses will be provided at ground level within Plots NW09/NW10/11, NE02 and E01/E02. No town houses are provided at ground within Plot E01/E02 but there is a good mix of unit sizes and tenures across the four blocks, including 3 and 4 bed units which are provided at ground level in Block
124. 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. As a result the floor to ceiling height in the commercial units has a reduced floor to ceiling height of between 3 and 4 metres. This is not considered to materially affect the quality of the non-residential units.
125. There are very few paragraphs of the Development Specification where there is not strict compliance. In those areas described above, there is justification as to why there is not strict adherence and there are no significant environmental effects arising from this. It is therefore concluded that the Plots E01/E02 proposal is in material compliance with the Development Specification.
126. **Conclusion**
127. The proposed development for Plots E01/E02 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 compliance with the principles established under 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 **£16,622,026.29\*** 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): 0 sq. m.

Total amount of floorspace on completion (G): 57583.1 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	54320.5	0	54320.5	£200.00	£35.15	£13,871,127.68	£2,437,850.69
General business use	3262.6	0	3262.6	£40.00	£35.15	£166,625.64	£146,422.28

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	
<b>Total chargeable amount</b>	<b>£14,037,753.32</b>	<b>£2,584,272.97</b>

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

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

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



## DECISION NOTICE – APPROVAL

Application No: 17/0462

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

I refer to your application dated 01/02/2017 proposing the following:

Reserved matters application for the access, appearance, landscaping, layout and scale for Plot E01/E02, comprising the construction of a building with four blocks, ranging from 12 to 15 storeys in height, providing 633 residential units within the private rented, affordable rented, intermediate for sale and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings). The proposal also provides private communal residential landscaped gardens; a Multi-Use Games Area (MUGA); 3,376 sqm (GEA) of non-residential floorspace; together with ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure; and a lower ground basement with the future potential for 192 car parking spaces, subject to approval under condition 11 of outline planning permission ref: 15/5550.

This application has been submitted in pursuant to conditions 1 (Layout, Scale, Appearance, Access and Landscaping), 19h (Wind), 19k (Internal Layout of Buildings), 19l (Access), 19m (Daylight), 19n (Private External Space), 38 (Air Quality) and 49 (Indicative Phasing) of Outline planning permission reference 15/5550:

*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*

and accompanied by plans or documents listed here:  
Please see condition 2

at Land north east of Wembley Stadium, Engineers Way, Wembley, HA0

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: 13/04/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester". The script is cursive and fluid.

**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):

WBL-PRP-E01X-0L-DR-A-2\_0100 P1  
WBL-PRP-E01X-0L-DR-A-2\_0101 P1  
WBL-PRP-E01X-0L-DR-A-2\_0102 P1  
WBL-PRP-E01X-0L-DR-A-2\_0109 P1  
WBL-PRP-E01X-0U-DR-A-2\_0110 P1  
WBL-PRP-E01X-01-DR-A-2\_0111 P1  
WBL-PRP-E01X-02-DR-A-2\_0112 P1  
WBL-PRP-E01X-03-DR-A-2\_0113 P1  
WBL-PRP-E01X-04-DR-A-2\_0114 P1  
WBL-PRP-E01X-05-DR-A-2\_0115 P1  
WBL-PRP-E01X-06-DR-A-2\_0116 P1  
WBL-PRP-E01X-07-DR-A-2\_0117 P1  
WBL-PRP-E01X-08-DR-A-2\_0118 P1  
WBL-PRP-E01X-09-DR-A-2\_0119 P1  
WBL-PRP-E01X-10-DR-A-2\_0120 P1  
WBL-PRP-E01X-11-DR-A-2\_0121 P1  
WBL-PRP-E01X-12-DR-A-2\_0122 P1  
WBL-PRP-E01X-13-DR-A-2\_0123 P1  
WBL-PRP-E01X-14-DR-A-2\_0124 P1  
WBL-PRP-E01X-15-DR-A-2\_0125 P1  
WBL-PRP-E01X-16-DR-A-2\_0126 P1  
WBL-PRP-E01X-16-DR-A-2\_0127 P1  
WBL-PRP-E01X-ZZ-DR-A-2\_0200 P1  
WBL-PRP-E01X-ZZ-DR-A-2\_0201 P1  
WBL-PRP-E01X-ZZ-DR-A-2\_0202 P1  
WBL-PRP-E01X-ZZ-DR-A-2\_0210 P1  
WBL-PRP-E01X-ZZ-DR-A-2\_0211 P1  
WBL-PRP-E01X-ZZ-DR-A-2\_0220 P1  
WBL-PRP-E01X-ZZ-DR-A-2\_0300 P1  
WBL-PRP-E01X-0U-DR-L-2\_0401 P1  
WBL-PRP-E01X-0U-DR-L-2\_0402 P1  
WBL-PRP-E01X-ZZ-DR-L-2\_0403 P1

4575-SK-12 Rev A

4575-SK-13 Rev A

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

- 2 The non-residential units identified as space 1, space 2, space 3 and space 4 on the approved plans shall not be used other than for purposes within Use Class D1 unless a planning application is submitted to and approved by the Local Planning Authority permitting an alternative use.

Reason: To ensure material compliance with the parameter plans approved through the outline consent reference 15/5550.

- 3 Details of communal facilities to be provided for residents of the residential units hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the residential units within Plots E01 and E02. Such details shall include the location, type and size of communal facility, hours of access and details of access arrangements including hours of access, which residents will be able to access those facilities and any other restrictions associated with access to the facilities. The facilities shall be provided prior to the first occupation of units or in accordance with a programme of delivery that has been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be retained and made available for the residents of the development as set out in the details approved pursuant to this condition.

Reason: To ensure a satisfactory standard of accommodation for future residents having regard to the Mayor's Housing Supplementary Planning Guidance, the development specification for outline planning permission reference 15/5550 and condition 48 of that consent.

#### 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.



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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