



Planning Committee

Wednesday 12 July 2017 at 7.00 pm

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

Membership:

Members

Councillors:

Agha (Chair)
Moher (Vice-Chair)
S Choudhary
Colacicco
Daly
Hylton
Maurice
W Mitchell Murray

Substitute Members

Councillors:

Ahmed, A Choudry, Ezeajughi, Hoda-Benn,
Kabir, Naheerathan, Pitruzzella and Thomas

Councillors

Colwill and Kansagra

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

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

democracy.brent.gov.uk

The press and public are welcome to attend this meeting

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

Notes for Members - Declarations of Interest:

If a Member is aware they have a Disclosable Pecuniary Interest* in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent and must leave the room without participating in discussion of the item.

If a Member is aware they have a Personal Interest** in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent.

If the Personal Interest is also a Prejudicial Interest (i.e. it affects a financial position or relates to determining of any approval, consent, licence, permission, or registration) then (unless an exception at 14(2) of the Members Code applies), after disclosing the interest to the meeting the Member must leave the room without participating in discussion of the item, except that they may first make representations, answer questions or give evidence relating to the matter, provided that the public are allowed to attend the meeting for those purposes.

***Disclosable Pecuniary Interests:**

- (a) **Employment, etc.** - Any employment, office, trade, profession or vocation carried on for profit gain.
- (b) **Sponsorship** - Any payment or other financial benefit in respect expenses in carrying out duties as a member, or of election; including from a trade union.
- (c) **Contracts** - Any current contract for goods, services or works, between the Councillors or their partner (or a body in which one has a beneficial interest) and the council.
- (d) **Land** - Any beneficial interest in land which is within the council's area.
- (e) **Licences**- Any licence to occupy land in the council's area for a month or longer.
- (f) **Corporate tenancies** - Any tenancy between the council and a body in which the Councillor or their partner have a beneficial interest.
- (g) **Securities** - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.

****Personal Interests:**

The business relates to or affects:

(a) Anybody of which you are a member or in a position of general control or management, and:

- To which you are appointed by the council;
- which exercises functions of a public nature;
- which is directed is to charitable purposes;
- whose principal purposes include the influence of public opinion or policy (including a political party of trade union).

(b) The interests a of a person from whom you have received gifts or hospitality of at least £50 as a member in the municipal year;

or

A decision in relation to that business might reasonably be regarded as affecting, to a greater extent than the majority of other council tax payers, ratepayers or inhabitants of the electoral ward affected by the decision, the well-being or financial position of:

- You yourself;
- a member of your family or your friend or any person with whom you have a close association or any person or body who employs or has appointed any of these or in whom they have a beneficial interest in a class of securities exceeding the nominal value of £25,000, or any firm in which they are a partner, or any company of which they are a director
- any body of a type described in (a) above.

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 meeting - 28 June 2017 (to follow)		
PART 1- APPLICATIONS FOR DECISION		
3. 14 Grendon Gardens, Wembley HA9 9NE	Barnhill	5 - 18
4. 58 Neasden Lane, London NW10 2UJ	Dudden Hill	19 - 28
PART 2- DEVELOPMENT PRESENTATIONS		
5. 17/1080/PRE Access Storage, First Way, Wembley, HA9 0JD		31 - 42
6. 17/1097/PRE Cannon Trading Estate, First Way, Wembley, HA9 0JD	Tokington	43 - 54
7. 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 9 August 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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PART 1 APPLICATIONS FOR DECISION

Introduction

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

Material planning considerations

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

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

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

Provision of infrastructure

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

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

Further information

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

Public speaking

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

Recommendation

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

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

12 July, 2017
03
17/1915

SITE INFORMATION

RECEIVED	1 May, 2017
WARD	Barnhill
PLANNING AREA	Brent Connects Kingsbury & Kenton
LOCATION	14 Grendon Gardens, Wembley, HA9 9NE
PROPOSAL	Proposed part single and part two storey rear extension, loft conversion including addition of dormer window to rear slope and insertion of roof lights, remodelling of front entrance and landscaping scheme of front garden to existing dwelling house.
APPLICANT	Mr Retkin
CONTACT	David Andrews Chartered Surveyor
PLAN NO'S	DIA-BR-003-001 DIA-BR-003-002 DIA-BR-003-003 DIA-BR-003-004 DIA-BR-003-005 DIA-BR-003-006 DIA-BR-003-007 DIA-BR-003-008 DIA-BR-003-009 DIA-BR-003-010 DIA-BR-003-011 DIA-BR-003-012 DIA-BR-003-013 DIA-BR-003-014 Site location plan

LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION

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

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

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_134008

DocRepF

Ref: 17/1915 Page 1 of 13

When viewing this as an Hard Copy .

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "17/1915" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab


RECOMMENDATIONS

This application is to be determined by the Planning Committee as it has been called in by Councillors. Please see the call-in details at the end of this report.

It is recommended that the Committee resolve to REFUSE planning permission for the following reason: The proposed rear extension, by reason of its size and siting and in particular, the inclusion of a first floor rear element of extension, having regard to the hilly character and dramatic changes in level throughout the Conservation Area, represents the provision of a feature that is detrimental to the character and appearance of the property and the surrounding conservation area, resulting in harm to the wider views of the property and in particular, views of the first floor rear elevation and the roofslopes within the Barn Hill Conservation Area. This is contrary to policy DMP1 and DMP7 of the Brent Local Plan Development Management Policies 2016 and the Barn Hill Conservation Area Design Guide.

That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to vary the reason for refusal) 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: 14 Grendon Gardens, Wembley, HA9 9NE
	© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

PROPOSAL IN DETAIL

The proposal involves extensions and alterations to this detached dwellinghouse situated within the Barn Hill Conservation Area.

A part single, part two-storey rear extension is proposed. The single storey element projects to a depth of 3.5 m beyond the rear wall of the original house, with the depth of extension reduced by 1 m to the rear of the existing side extension. The side wall of the extension is set 1 m in from the side wall of the existing side extension.

A rear dormer window is proposed together with 1 conservation style rooflight within the rear roof plane and one within the side roof plane.

The existing porch is proposed to be removed and a new porch constructed.

Changes to the frontage are also shown, with a front wall, soft landscaping (approximately 31 % of the frontage) and three parking spaces.

EXISTING

The application site is a two storey detached dwellinghouse situated along the Northern side of Grendon Gardens. The surrounding area is predominantly residential. The property is situated within the Barn Hill Conservation Area, and is subject to the Article 4 Direction. The property is not a Listed Building.

There is an existing two storey side extension, granted under planning application 16/4925. The front porch connects to the original front extension (W/C on the existing ground floor plan). These are covered by a 3.2m high flat roof which connects to the existing ground floor front bay window. The existing frontage consists of 100% hardstanding.

SUMMARY OF KEY ISSUES

The following are the key considerations in assessing this application:

- 1) Design and appearance of the proposed extensions and impact on the Conservation Area:
The single storey rear element of the extension and the front porch are considered to accord with the Barn Hill Conservation Area Design Guide. However, the Design Guide sets out a presumption against the provision of first floor rear extensions and there is no justification for a departure from the adopted guidance in this instance. The first floor rear element of the extension is accordingly considered to be harmful to the character and appearance of the Conservation Area.
- 2) Whether the proposed development results in unduly detrimental impacts upon the amenity of neighbouring occupiers. The size of the extension accords with the guidance provided in Supplementary Planning Guidance No. 5 relating to impact on the light and outlook enjoyed by neighbouring properties. However, this is not considered to outweigh the harm discussed in bullet point 1.
- 3) Parking, access and frontage layout: The proposal includes the provision of three parking spaces, but the proportion of soft landscaping falls below the minimum level set out within the Design Guide and the level set out within condition 4 of the 2016 consent relating to this property. If permission was to be granted, a condition could be added requiring revised frontage landscaping and layout details to address this issue.

RELEVANT SITE HISTORY

16/4925 - Demolition of attached garage and erection of a two storey side extension. Granted planning permission.

Condition 4 of the decision notice specified that a front garden plan shall be submitted to and approved in writing prior to first occupation of the extension hereby approved, showing (i) 50% soft landscaping within the front garden including details of any proposed planting and (ii) details of front boundary wall extended to the edge of crossover and showing pedestrian visibility splays (2m x 2m above a height of 0.8m) at the vehicular access. The approved details shall be implemented in full prior to first occupation of the extension hereby approved.

No discharge of conditions application has been submitted.

CONSULTATIONS

7 properties & Cllrs Kansagra and Choudhary were notified of the proposal via letters dated the 24th of May 2017.

Barn Hill Residents' Association was consulted on the 31st of May 2017.

A site notice was displayed on the 31st of May 2017.

A press notice was issued on the 1st of June 2017.

To date, no representations have been received.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

London Plan Consolidated with alterations since 2011 (March 2016)

London Borough of Brent Core Strategy (2010)

CP17: protecting the suburban character of Brent

Development Management Policies (2016)

DMP 1: development management general policy

DMP 7: Brent's heritage assets

Conservation Area Character Appraisal & Design Guide

Barn Hill Character Appraisal & Barn Hill Design Guide (2013)

DETAILED CONSIDERATIONS

Part single, part two storey rear extension

As discussed above, a part single, part two-storey rear extension is proposed. The first floor element of the extension would be situated to the rear of the original house whilst the single storey element projects rearward of both the original house and the existing side extension. The single storey element projects to a depth of 3.5 m to the rear of the original house with the depth of rearward projection reduced by 1 m where it

is to the rear of the side extension. The side wall of the rear extension is set 1 m in from the side wall of the extension, and thus, more than 1 m from the side boundary of the property. No significant ground level changes are present between the applicant site and the neighbouring properties.

The single storey rear element of the extension accords with the Barn Hill Design Guide. This specifies that single storey rear extensions that project across the whole width of the extended house in this way are acceptable providing the depth of the element to the rear of the side extension is reduced by 1 m and that element of the extension is also set a minimum of 1 m from the side boundary. The roof of the single storey element is pitched. This results in a small section of crown roof. Such roof forms are not supported above first floor level, but given its modest size and height and its location (above a single storey extension), this is not considered to be harmful to the character of the conservation area. The average height of the pitched element of the roof is 3.1 m. Whilst this exceeds the 3m average height stated in the design guide, the roof slopes to the sides with eaves along the flank walls of the extension, reducing its impact. The bay window of No. 16 is not immediately adjacent to the proposed extension, and the extension will comply with the 90 degree guidance specified on P20 of the Design Guide.

The first floor element of the extension would project 2 m from the rear wall of the original element of the house. It is proposed to have a roof pitch which would match the pitch of the original roof of the house. The Barn Hill Design Guide (page 16) specifies that 'Most houses in Barn Hill are relatively modest in size. This means that, in most cases, nothing other than a small extension will be acceptable. The Barn Hill area benefits from its hilly character but the dramatic changes in level throughout the Conservation Area mean that two storey rear extensions will not normally be permitted because they will have a seriously negative impact on your neighbour. Above all, for a proposal to be acceptable, it must either preserve or preferably enhance the character of the area'. There is no section within the Design Guide relating to two-storey extensions because they are not normally considered to be acceptable. The design guide was adopted in 2013 following extensive public consultation.

It is considered that the width, large pitched roof, and depth of the first floor rear extension results in a significant mass which reads as a bulky and overbearing addition; one which is out of character with the applicant property and the surrounding Barn Hill Conservation Area.

It is noted that the house two properties to the east (No. 12A) projects significantly rearward of the first floor rear wall of the house within the subject site which is a historical relationship. However, the properties on both sides of the subject site together with those to further west have a reasonably consistent first floor building line and it is considered that the size and siting of No. 12A, some two doors down, does not mitigate this harm or justify a departure from the guidance within the Design Guide.

The proposed first floor extension accords with the 1:2 guidance set out in Supplementary Planning Guidance No. 5 (which measures the distance from the side wall of the extension to the mid-point of both neighbours nearest habitable room window, and then allows an extension half this depth) in relation to both adjoining properties. However, compliance with this guidance (which relates generally to properties in Brent) is not considered to justify the approval of a scheme which doesn't accord with the guidance in place within this specific Conservation Area.

There would be over 4m between the side wall of proposed extension and the mid-point of No.12s nearest habitable room window. There would be over 6m between the side wall of the proposed extension and the mid-point of No.16s nearest habitable room window.

The rear boundary of No.13 & 15 Eversley Avenue adjoins that of the applicant site. The minimum 25m distance (measured via aerial photography) between the rear elevation of No.13 & 15 Eversley Avenue and the proposal would be considered to mitigate against an unduly detrimental impact on the amenity of these

properties.

In summary, whilst the single storey element of the extension is acceptable, the first floor element is harmful to the character and appearance of the property and Conservation Area, contrary to policies DMP1 and DMP7 and the Barn Hill Conservation Area Design Guide.

Rear dormer window and rooflights

Rear dormer windows within Barn Hill are acceptable in principle subject to certain design considerations set out within the Design Guide. The width (1.8m), set up from the eaves (1.5m), set down from the original ridgeline (0.5m) and set in from the side roof planes (0.25 m), predominant glazing of the front face and design comply with the Design Guide.

One side rooflight & one rear rooflight are proposed. The submission confirms that these will be flush mounted, conservation type rooflights with a black factory finish and central vertical glazing bar. This is in line with the Design Guide.

Overall, the rear dormer window and rooflights are in keeping with the character of the property and conservation area.

Change to porch

The front entrance modelling involves the alteration of the existing 3.2m high flat roof porch (which covers the existing porch and original front extension) to create a pitched roof porch, 3.4m in average height. No additional forward projection is proposed.

Whilst the average height is an increase from the existing, the design would be in keeping with the porch structure present at No.12 Grendon Gardens, and the lack of a connection to the existing ground floor bay window would be considered to result in a less dominant structure; to the benefit of the properties' character and the wider streetscene.

Front garden landscaping

The proposal would result in 6 bedrooms. The property has a PTAL 4 rating, which attracts a maximum parking standard of 1.2 spaces for a unit of this size as set out within Apex 1 (parking standards) of the Development Management Policies (2016).

The proposed frontage plan depicts 3 off-street parking spaces with approximately 31 % of the frontage proposed as soft landscaping. It should be noted that a condition (No. 4) was attached to the previous planning consent for the two-storey side extension (reference 16/4925) requiring the approval of details of landscaping showing 50 % soft landscaping, front boundary wall treatments and visibility splays. However, details have not been submitted and no landscape works have been implemented as yet.

Whilst this represents an improvement over the situation prior to the 2016 consent, these proposals place significant additional demand on the need to use the frontage for parking. The landscaping plan does not accord with the Barn Hill Design Guide which specifies a minimum of 50% soft landscaping and which is achievable within the site. However, if permission was to be granted, a condition similar to that imposed on the previous consent could be attached to secure this and this has not been cited as a reason for refusal of planning permission.

Supporting information submitted with this application

The applicant has referred to planning consent reference 16/0539 at 21 Eversley Avenue and applications reference 02/2174 and 11/0289 at 17 Brampton Grove as precedents for the proposal.

No. 21 Eversley Avenue had an existing two-storey rear extension. Application reference 16/0539 proposed a rear extension that would be sited to the side of this existing two-storey rear extension but would not project

to the rear of it. In allowing the appeal, the inspector specified that:

In relation to the first floor rear infill extension, I note that the Barn Hill Conservation Area Design Guide (2013) generally seeks to limit the height of rear extensions to a maximum average of 3m, thereby generally precluding two storey extensions or as in this case, a first floor extension. However, the rear extension being an infill in part of an existing reveal, would appear as part of a unified whole with the remainder of the property, beneath a simpler unified roof form. As it would not project beyond the main rear elevation of the property and given its limited massing, I consider it would integrate comfortably with the host property and would have negligible impact on its overall proportions.

The proposed extension to 14 Grendon Gardens is materially different from that proposal. It is proposed to extend beyond the existing first floor rear wall of No. 14 whilst the Eversley application did not project beyond the existing rear wall of the extension. The inspector placed significant weight on this and the benefits associated with achieving a more unified roof form from the existing.

Application 02/2174 relating to 17 Brampton Grove proposed a part single, part two storey side and rear extension to the dwellinghouse. This application was refused, but allowed on appeal. The extension was not built in accordance to the plans approved under appeal and a retrospective planning application (11/0289) was submitted following the upholding on appeal of an enforcement notice (served 15th May 2008). The appeal decision for 02/2174 accepted the principle of a two-storey rear extension development at 17 Brampton Grove. In relation to this particular site, the Inspector considered that the extension completed an extension to the adjoining property and would not appear overly intrusive in the area, highlighting the stepped design approach between properties in the vicinity. Following the construction of an extension that was no in accordance with the original consent, consent was granted in 2011 for the extensions with alterations to the unlawful extension (reference 11/0289). A first floor rear extension was approved through the 2011 consent on the basis that it had been accepted previously for this particular site by an Inspector in 2002. The circumstances are again considered to differ from the current applicant site, and it is not considered that this creates a precedent for the proposed extension.

It should be noted that permission was refused and appeals dismissed for proposed first floor / two-storey rear extensions relating to properties at 66 West Hill (07/2154), 2 Wickliffe Gardens (09/1007), 6 Mayfields (10/1011) and 1 Corringham Road (14/4838). Each proposal is considered on its individual merit having regard to the specific circumstances. However, officers do not consider that appeals within the Conservation Area have created a precedent to justify the approval of a scheme that is clearly contrary to the adopted Barn Hill Conservation Area Design Guide.

The applicant has also cited initial comments from the Council's Heritage Officer within which the officer specified that '*a first floor rear extension is on balance acceptable if designed to follow other precedents*'.

An assessment of the cited and other cases has shown that this original assessment was incorrect and the heritage officer has confirmed that the scheme is considered contrary to the Design Guide and harmful to the character of the property and conservation area.

Recommendation

Whilst the single storey element of the extension and the porch are considered to be acceptable, the proposed first floor rear element of the extension is harmful to the character and appearance of the Conservation Area and contrary to policies DMP1, DMP7 and the Conservation Area Design Guide. The frontage layout is also contrary to the design guide, but a revised layout and associated details could be secured through condition if consent was to be granted.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – REFUSAL

Application No: 17/1915

To: Andrews
David Andrews Chartered Surveyor
Scarthoe
Market Street
Kington
LD7 1EY

I refer to your application dated 28/04/2017 proposing the following:
Proposed part single and part two storey rear extension, loft conversion including addition of dormer window to rear slope and insertion of roof lights, remodelling of front entrance and landscaping scheme of front garden to existing dwelling house.

and accompanied by plans or documents listed here:

DIA-BR-003-001

DIA-BR-003-002

DIA-BR-003-003

DIA-BR-003-004

DIA-BR-003-005

DIA-BR-003-006

DIA-BR-003-007

DIA-BR-003-008

DIA-BR-003-009

DIA-BR-003-010

DIA-BR-003-011

DIA-BR-003-012

DIA-BR-003-013

DIA-BR-003-014

Site location plan

at 14 Grendon Gardens, Wembley, HA9 9NE

The Council of the London Borough of Brent, the Local Planning Authority, hereby REFUSE permission for the reasons set out on the attached Schedule B.

Date: 30/06/2017

Signature:

Alice Lester

Alice Lester
Head of Planning, Transport and Licensing

Note

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.

DnStdR

PROACTIVE WORKING STATEMENT

- 1 To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website and offers a pre planning application advice service. The scheme does not comply with guidance.

REASONS

- 1 The proposed rear extension, by reason of its size and siting and in particular, the inclusion of a first floor rear element of extension, having regard to the hilly character and dramatic changes in level throughout the Conservation Area, represents the provision of a feature that is detrimental to the character and appearance of the property and the surrounding conservation area, resulting in harm to the wider views of the property and in particular, views of the first floor rear elevation and the roofslopes within the Barn Hill Conservation Area. This is contrary to policy DMP1 and DMP7 of the Brent Local Plan Development Management Policies 2016 and the Barn Hill Conservation Area Design Guide 2013.

MEMBERS CALL IN PROCEDURE

In accordance with Part 5 of the Constitution and Section 10 of the Planning Code of Practice, the following information has been disclosed in relation to requests made by Councillors for applications to be considered by the Planning Committee rather than under Delegated Powers

Name of Councillor

Councillor Warren

Date and Reason for Request

20th June 2017. Requested because: Councillor considers the proposal is in accordance with Barn Hill Design Guide; There is precedent for similar properties to be granted approval; The application was given approval....but then approval withdrawn.

Name of Councillor

Councillor Carr

Date and Reason for Request

21st June 2017. Requested because: same reasons as Cllr Warren

Name of Councillor

Councillor Shaw

Date and Reason for Request

20th June 2017. Requested because: same reasons as Cllr Warren.

Name of Councillor

Councillor Kansagra

Date and Reason for Request

19th June 2017. Requested because: proposal is compliant with, and takes into consideration the Conservation Area status of the site.

Representations

We have been approached by the applicant, Mr B Retkin regarding this matter.

Name of Councillor

Councillor Colwill

Date and Reason for Request

19th June 2017. Requested because: same reasons as Cllr Kansagra.

Name of Councillor

Councillor Davidson

Date and Reason for Request

19th June 2017. Requested because: same reasons as Cllr Kansagra.

Name of Councillor

Councillor Pavey

Date and Reason for Request

16th June 2017. Requested because: no reasons provided.

Any person wishing to inspect the above papers should contact Elliot Brown, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 020 8937 6204

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

12 July, 2017
04
17/1296

SITE INFORMATION

RECEIVED	23 March, 2017
WARD	Dudden Hill
PLANNING AREA	Brent Connects Willesden
LOCATION	58 Neasden Lane, London, NW10 2UJ
PROPOSAL	Demolition of existing three storey light industrial building and erection of a 5 storey hotel comprising 196 rooms with ancillary cafe/bar, restaurant, gymnasium/meeting room, roof top plant compound and associated car, coach and cycle parking spaces, landscaping and boundary treatment.
APPLICANT	Neasden Skyelady Ltd
CONTACT	RPS CgMs
PLAN NO'S	See conditon 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_133341</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "17/1296" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission.

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. Standard three year
2. Approved drawings
3. Delivery and servicing plan
4. Hard and soft landscaping
5. Electric vehicle charging points
6. Servicing and parking to be provided
7. Accessibility
8. External materials
9. Contaminated land
10. BREEAM
11. Non-infrastructure highway works
12. Travel plan
13. Air quality neutral assessment
14. Sustainable urban drainage
15. Any other planning condition(s) considered necessary by the Head of Planning

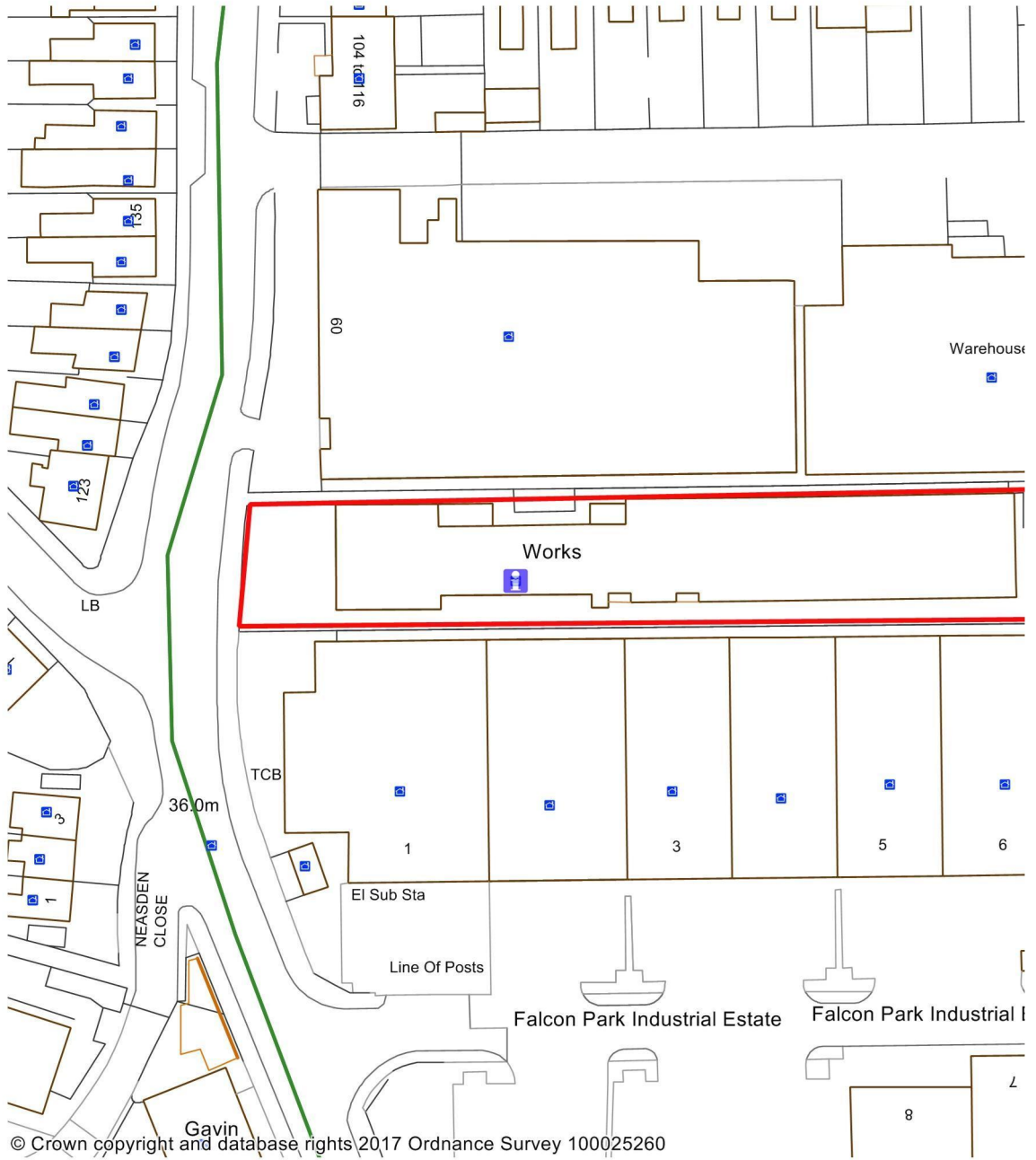
Informatives

1. CIL liable
2. Repair highway damage
3. Control of pollution
4. Asbestos
5. 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: 58 Neasden Lane, London, NW10 2UJ
	© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

PROPOSAL IN DETAIL

The proposal seeks the complete demolition of the existing building and redevelopment of the site for a hotel (Use Class C1). The new building would be five storeys and have a footprint of 931sqm and a total floorspace of 4,528 sqm (GIA). The hotel would contain 196 rooms over all the floors, 20 of which would be accessible. The ground floor also contains ancillary restaurant, bar/café, kitchen, reception, refuse and bike storage, and back of house staff facilities. The fourth floor would contain an area for a gym or meeting room (subject to the hotel operator's requirements).

The proposed building would be set back from the sites frontage to allow for coach parking and servicing to take place at the front of the site, off the road. 7 occasional car parking spaces would also be located within the frontage area. The vehicle access to the site would be via an entrance and exit arrangement onto Neasden Lane and the existing access road running along the southern edge of the site to the rear would remain, providing access to 15 car parking spaces at the rear of the building.

New hard and soft landscape is proposed throughout the site with planting to be incorporated into the sites frontage and its boundaries.

EXISTING

The application site is 58 Neasden Lane, London, NW10 2UJ. The existing building relates to a three storey commercial building located on the eastern side of Neasden lane.

The building is not listed and not located within a conservation area however the site is allocated in the Local Plan as part of a Locally Significant Industrial Site (LSIS), a designation which is supported by Brent's Employment Land Demand Study (ELDS).

AMENDMENTS SINCE SUBMISSION

SUMMARY OF KEY ISSUES

MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Assembly and leisure	0		0	0	
Businesses / research and development	0		0	0	
Businesses and light industry	3015		3015	-3015	
Businesses and offices	0		0	0	
Drinking establishments (2004)	0		0	0	
Financial and professional services	0		0	0	
General industrial	0		0	0	
Hot food take away (2004)	0		0	0	
Hotels	0		0	4528	
Non-residential institutions	0		0	0	
Residential institutions	0		0	0	
Restaurants and cafes	0		0	0	
Shops	0		0	0	
Storage and distribution	0		0	0	

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

The application site was the subject of a previous application for the partial demolition and change of use of the retained building from light industrial (Use Class B1) to 69 room hotel (Use Class C1), including ancillary restaurant, 11 car-parking spaces, 1 coach parking bay, 1 servicing bay, 14 cycle parking spaces and associated landscaping, alterations to windows, metal railings and fire escape stairs.

Officers took the application to the Planning committee on 26/8/2015 with a recommendation to refuse the application due to the objection to the principle of the development within a site allocated in the Local Plan as part of a Locally Significant Industrial Site (LSIS).

However the officer recommendation was overturned by the planning committee and the application was subsequently approved subject to conditions:

CONSULTATIONS

Neighbour letters were issued to 136 properties on the 06/04/2017. A site notice was displayed on 13/04/2017. Press notice advertised on 13/04/2017. No representations have been received to date.

Internal consultees

Transportation Unit - No objection subject to conditions to secure: (i) highway works under S278 of the Highways Act 1980 to provide new and amended site accesses, including the relocation of the pedestrian refuge away from the northern boundary of the site at the developer's expense prior to occupation of the hotel; (ii) provision of at least four active and four passive electric vehicle charging points within the site; (iii) implementation of the submitted Car and Coach Parking and Delivery and Servicing Management Plan over the lifetime of the development; and (iv) submission and approval of a revised staff and visitor Travel Plan prior to the occupation of the hotel

POLICY CONSIDERATIONS

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the 2010 Brent Core Strategy, the 2016 Brent Development Management Policies Document and the 2016 London Plan (Consolidated with Alterations since 2011).

The following are also relevant material considerations:

The National Planning Policy Framework (2012)

London Plan

- 4.4 - Managing Industrial Land Premises
- 4.5 - London's Visitor Infrastructure
- 7.14 - Air Quality Management
- 7.15 - Drainage

Brent Core Strategy (July 2010)

- Policy CP6
- Policy CP19
- Policy CP20

Brent Development Management Policies (November 2016)

- DMP 1 – Development Management General Policy
- DMP 6 – Visitor Accommodation and Attractions
- DMP 12 – Parking

DETAILED CONSIDERATIONS

Officers hold the key considerations to be the following:

1. Principle
2. Character and Appearance
3. Impact on neighbours
4. Parking and Access
5. Energy and Sustainability

1. Principle

1.1 The proposal seeks to demolish the existing industrial building on the site and build a five storey hotel with a total floorspace of 4,528sqm containing 196 rooms. The site is located within a designated Locally Significant Industrial Site which affords protection of industrial floorspace under both the London Plan and Brent's Local Plan Policy CP20.

1.2 The site is located within a Locally Significant Industrial Site (LSIS), which has been designated due to its significance to Brent's economy in terms of ensuring an appropriate supply of land for industrial employment uses. The LSIS also incorporates the vehicle repair facility at 60 Neasden Lane to the north and the cluster of industrial units known as Falcon Park Industrial Park to the south of the subject site. Policy CP20 of the Council's Core Strategy seeks to protect LSISs for industrial employment uses characterised by use classes B1, B2 and B8, or closely related Sui Generis uses. The proposed change of use of the site to a hotel (Use Class C1) would not generally accord with policy CP20 and would result in the loss of employment land required to meet anticipated need.

1.2 However, planning permission (ref. 14/1544) was granted in August 2015 for the change of use of the site to a hotel. The Council concluded at the time that the protection of the site for employment use is unjustified and that hotel use was an acceptable alternative. Whilst this was decided prior to the adoption of the Council's Development Management Policies, which reiterates the need to protect LSISs, the existing permission is extant and is therefore a material planning consideration that affords significant weight. As such the development is acceptable in principle.

2. Character and Appearance

2.1 The application proposes to demolish the existing building and the erection of a new five storey building. The proposed building will be set back from the street resulting in a more open frontage and allowing for coach parking, servicing and landscaping within the site boundaries.

2.2 The proposed building is also set in from the rear boundary of the site to enable the inclusion of car parking. London Plan Policy 7.4 requires buildings to provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass. Core Strategy Policy CP6 supports higher densities in areas of good public transport accessibility and where design is of the highest standard. Whilst the proposed building height has increased and is taller than the adjacent buildings, the massing is minimised by the inclusion of a flat roof and the building will be stepped in at the sides. In addition to this the top floor has been set back from the front elevation and this is considered to reduce the impact of the proposed building on the character and appearance of the existing streetscene and is considered to be acceptable.

2.3 The existing building does not have any architectural merit. The proposal is a striking design with a bold use of brick to the principal elevation and more modest brick work along the side elevations. A condition requesting the submission of the materials is recommended. On the balance the proposal is considered to be acceptable and would not be harmful to the character and appearance of the street scene.

3. Impact on neighbours

3.1 The site is adjoined on either side by industrial buildings and therefore there is unlikely to be any significant impact on these sites beyond that which would be experienced were the permission implemented.. To the rear the site adjoins Northview Primary School. The proposed rear elevation, facing the school, would include a single window serving a corridor and therefore it is not considered that there would be any

significant impact on the adjoining school.

4. Parking and Access

4.1 Car parking allowances for the existing and proposed uses of this building are set out in Appendix 1 of the adopted DMP 2016.

4.2 The subject site has good access to public transport (PTAL4) being approximately 140m from Neasden station with six bus services running locally. The site is located within a controlled parking zone operating on weekdays between 8.30am and 6.30pm.

4.3 The proposal includes 22 car parking spaces (incl. 11 disabled) proposed on a block paved surface around the site (four to the front, three to the side & fifteen to the rear of the building); with those to the side shown for potential occasional use by coaches. The frontage area will be laid out in a U-shaped arrangement, with separate 8m wide access and egresses to Neasden Lane. A demarcated pedestrian route is indicated to the hotel entrance across the site frontage. Ten bicycle parking spaces are also proposed within the frontage area, with eleven further spaces within an internal storeroom.

4.4 The submitted application includes a Travel Plan which assesses the modes of transport the proposed employees of the site are likely to take, however no information has been submitted in relation to the proposed guests travel options. Therefore a condition requesting a Visitor Travel Plan is recommended.

4.5 A Delivery and Service Management Plan has been submitted setting out the arrangements for the management, monitoring and enforcement of the site. However the proposed Service Management Plan will need to be taken forward as an operational plan for the hotel, with its implementation secured as a condition.

4.6 The development would be acceptable in terms of parking and servicing, subject to conditions which request the submission of a S278 application for the new amended access and the relocation of the pedestrian refuge away from the northern boundary of the site. In addition to this conditions are recommended which request the implementation of the electric charging spaces and the submitted car and coach parking and delivery servicing plan.

5. Environment

5.1 Noise - Consideration has been given to the risk that adjoining industrial sites might significantly impact the hotel use in terms of noise to the extent that it would jeopardise the continued operation of the neighbouring sites for protected employment purposes. Given there is an extant permission and the neighbouring sites are bounded by high walls, this is not considered a significant risk.

5.2 Sustainable Urban Drainage - The London Plan requires a Sustainable Urban Drainage condition to ensure that the proposed drainage scheme is implemented.

5.3 Air Quality Management - The application does not include an Air Quality Management assessment or strategy and therefore a condition is recommended requesting the submission of details and implementation of any identified mitigation measures to ensure the development is air quality neutral.

5.4 The proposed development will be rated as BREEAM Excellent and its implementation is subject to a condition.

5.6 Landscaping - The submitted landscaping scheme includes a front garden at the entrance of the site and a range of other measures and this is considered to be acceptable subject to a condition requiring the implementation and maintenance of the approved details

5.7 Contamination - A condition is proposed to ensure the land is suitable for its intended use.

6. Accessibility

6.1 10% of the development will be wheelchair accessible in accordance with the London Plan 4.5

Conclusion

7.1 Given that planning permission has already been granted for the redevelopment of the site to provide a

new hotel, the proposed principle of the development is acceptable. In addition to this the proposal is not considered to be harmful to the character and appearance of the locality and nor the amenities of the neighbouring properties. Officers consider that the proposal would have significant planning merits and therefore recommend the application for approval.

SUSTAINABILITY ASSESSMENT

CIL DETAILS

This application is liable to pay **£781,340.76*** under the Community Infrastructure Levy (CIL).

The proposal is liable to pay CIL as set out below because the applicant has not at the time of publishing provided sufficient evidence to satisfy officers that the existing floorspace to be retained passes the vacancy test by being occupied for a lawful purpose for a period of at least six months continuously within the past three years from the anticipated decision date, in accordance with Reg 40(7) of the CIL Regulations 2010 (as amended). However, the agent intends to provide further evidence and this figure may be updated in a supplementary report if more evidence is forthcoming. This may be reviewed by the officer if there is a delay in issuing the decision.

Such evidence includes:

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): 4528 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Hotels	4528		4528	£100.00	£35.15	£578,128.57	£203,212.19

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	286	
Total chargeable amount	£578,128.57	£203,212.19

*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

ERROR - REASONS FOR GRANTING REQUIRED

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

PART 2 - 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 12 July 2017
Item No
Case Number 17/1080/PRE

SITE INFORMATION

RECEIVED: 2017

WARD: Tokyngton

LOCATION: Access Self Storage, First Way, Wembley HA9 0JD

SCHEME: Proposed demolition of existing building and erection of a mixed use scheme of approximately 448 residential units (build-to-rent), 6,000 sqm storage space and 1,000 sqm office space. The scheme currently has a breakdown of 21 studio, 187 1-bed 2 person, 41 x 2 -bed 3-person, 151 x 2-bed 4 person and 48 x 3-bed 5 person homes. Heights vary from 8 – 22 storeys across five main blocks/buildings above a three storey podium..

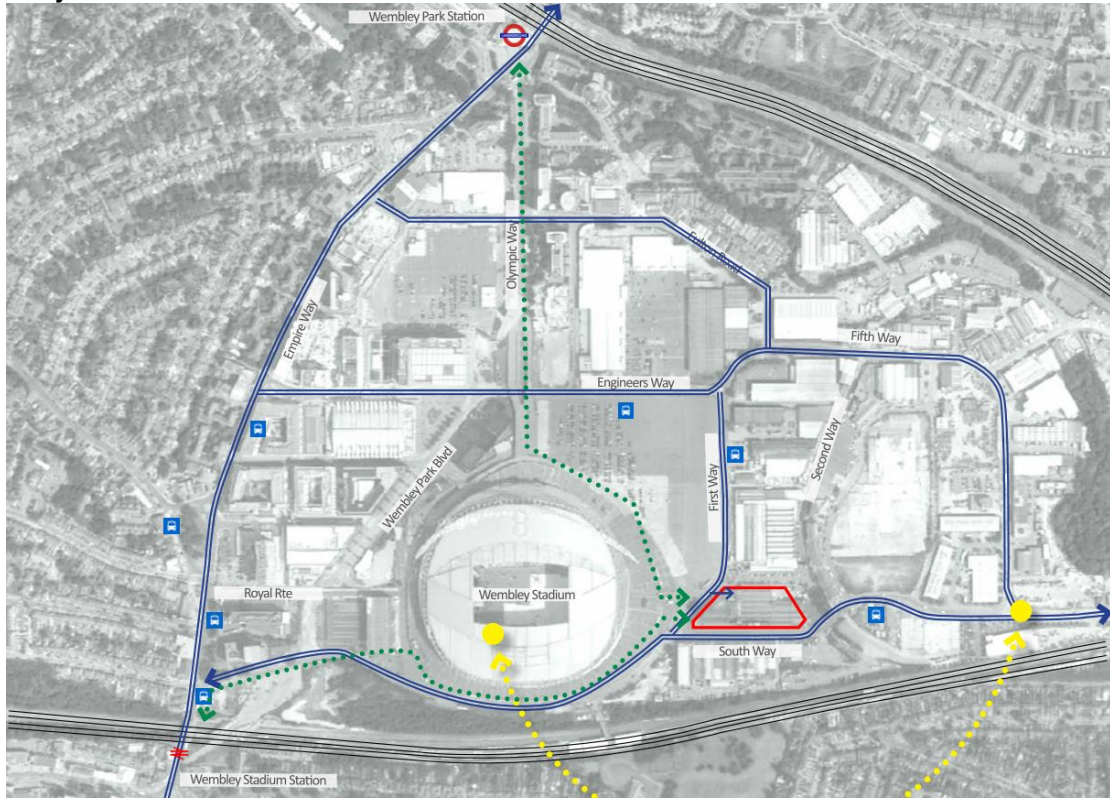
APPLICANT: Access Self Storage

AGENT: DP9 Planning Consultants/ Collado Collins Architects

SITE MAP

This map is indicative only

Subject site noted with red outline



DEVELOPMENT DETAILS

Ref: 17/1080/PRE

Location: Access Self Storage, First Way, Wembley HA9 0JD

Ward: Tokyngton

Description:

Proposed demolition of existing building and erection of a mixed use scheme of approximately 448 residential units (build-to-rent), 6,000 sqm storage space and 1,000 sqm office space. The scheme currently has a breakdown of 21 studio, 187 1-bed 2 person, 41 x 2-bed 3-person, 151 x 2-bed 4 person and 48 x 3-bed 5 person homes. Heights vary from 8 – 22 storeys across five main blocks/buildings above a three storey podium.

Applicant: DP9 Planning Consultants/ Collado Collins Architects

Case Officer: Terry Natt (North Team)

BACKGROUND

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

PROPOSAL and LOCATION

Proposal

3. The application will seek approval for the demolition and rebuilding of the Access Storage building located on the corner of First Way and South Way, Wembley. It is proposed to provide a mixed use development including retaining the existing Access Storage operation of around 6,000 sqm, 1,000 sqm affordable office space on the lower floors of the new building with residential uses located on top of a podium.
4. Above the storage facility and affordable office space, it is proposed accommodate 448 residential units in five blocks located onto of a podium with height that range from 8 – 22 storeys.

Proposed residential mix

5. The following residential mix is proposed:

Size	Number	Percentage
Studio	21	4.7
1-bed	187	41.7
2-bed	192	42.9
3-bed	48	10.7
Total	448	

The break down of units by tenure has not been provided yet and will be subject to further discussion.

Car parking and cycle storage

6. A total of 11 parking spaces (including 2 disabled spaces) are proposed for the storage and non-residential uses, situated within the building at ground level. A servicing bay is also provided at ground level. 143 residential parking spaces are proposed at basement level, comprising 122 standard spaces and 26 accessible spaces. This equates to a parking ratio of 0.32. Cycle storage is also proposed at basement level.

Site and Surroundings

7. The site is approximately 0.94 hectares (ha) in area and is currently occupied by an 'Access Self-Storage' commercial unit. The Site is bound by First Way to the west, with Wembley Stadium directly beyond First Way; South Way (the B4557) to the south; light industrial units along Second Way to the east and commercial units housing food wholesalers to the north.
8. The site is not within a conservation area, nor does it affect the setting of a listed building.
9. The site is located within Wembley Growth Area and Strategic Cultural Area. It forms part of site allocation W28 which is identified as appropriate for leisure, tourism, cultural and office uses and has an indicative capacity of 1,500 residential units.

Planning History

10. There is no relevant planning history for this property

CONSULTATION

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

Consultee:- (Internal)

- Ward Councillors for Tokyngton
- Environmental Health (Brent)
- Lead Local Flood Authority (Brent)

(External)

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

- 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)

POLICY CONTEXT

14. The National Planning Policy Framework (NPPF) 2012. At the heart of the NPPF is a presumption in favour of sustainable development. Building a strong, competitive

economy is of the core principles of the NPPF and paragraph's 21 and 22 are of relevance.

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

MATERIAL PLANNING CONSIDERATIONS

21. The main issues relevant to this proposal that the Committee should be aware of at this stage are:
 - Principle of development
 - Scale, height, massing and design of the development within its local context
 - Height and protected views
 - Quality of residential accommodation
 - Affordable housing provision
 - Transport, access and parking
 - Environmental health

Issue 1

Principle of development

22. The site is located within Wembley Growth Area and Strategic Cultural Area. It forms part of site allocation W28 which is identified as appropriate for leisure, tourism, cultural and office uses and has an indicative capacity of 1,500 residential units. The principal of mixed-use residential and employment development on the site is therefore supported.
23. Policy WEM 10 promotes the inclusion of low-cost business start up space as part of major mixed-use developments. The inclusion of affordable office floorspace is strongly supported. The Council normally secures arrangements to ensure that Affordable workspace is managed by a recognised operator of such space.
24. The pre-application documents indicate a "cycle cafe" space would also be provided as part of the development. The site is within an out-of-centre location but in an area where a significant number of new homes are to be provided. The café unit is of a size that is likely to serve a very local catchment and would not affect the viability of the nearby designated town centres.

Issue 2

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

25. Due to the prominent siting and scale of the development, the scheme is currently being considered by a CABE Design Review Panel. The first stage including a site visit, discussion and feedback have been undertaken with final written comments expected from CABE in late June 2017. The end design may be influenced by comments made by CABE.
26. The council supports the applicant's approach to a thorough character and context analysis performed in line with the GLA's SPD and London Plan Policy. This design approach is considered to be appropriate though there are areas where further work/justification is required.
27. Given the scale and the proximity of the tower elements within the scheme, it will need to be demonstrated that the proposal meets relevant standards of in terms of separation, daylight and sunlight etc. Nevertheless, there is a strong logic to the provision of a large, connected area of podium level open space and the provision of views through the site from the road approach to the east (Great Central Way) towards the stadium.
28. The south elevation with recessed ground floor and planting will need to be carefully considered to ensure it provides an appropriate setting for the building. The scheme seeks to strike a balance between active ground floor uses, and security and access, particularly in consideration of Wembley Stadium event days where thousands of people use the immediately surrounding area for access and milling about. Nevertheless, the arrangement of uses and the wrapping of office space around the storage space would allow high levels of activity to be provided.
29. The relationship of the proposed development with the existing and emerging Quintain masterplan needs to be explored and demonstrated in supporting documents. How the proposal relates to the surrounding development will be the key to its success. In seeking to justify the heights the applicant points to local precedents and the Quintain masterplan. Where there are no consents for the adjoining sites (in this case, those to the north or south), applicants are requested to model a potential form of development on those surrounding sites to show how a proposal could sit within its future context.
30. The proposal is considered to represent a reasonable approach as the emerging context into which this building will be inserted is of high importance. Both the applicant and developer await response from CABE prior to finalisation of the design of this scheme. It is recognised that the corner location can accommodate more height than the adjoining buildings.
31. Applicants are recommended to submit details of the proposed materials at application stage to ensure that the finished appearance of the building is appropriate. A Design Code which provides further information and sets some key principles regarding the detailed design of the building is often requested 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.

Issue 3

Height & Protected Views

32. The site is identified in the Wembley Area Action Plan as appropriate for tall buildings, subject to demonstrating the highest architectural quality, and assessment of impact on views and amenity. It is noted the presentation includes photographs to the site from the protected views identified in the Wembley area Action Plan.

33. In response the applicant has designed a series of towers ranging in height from 8 to 22 storeys on each side of an east – west axis in order to maximise views towards Wembley stadium from the east of the site. This approach is supported in principle, subject to the reasonable satisfaction of standards such as amenity for future inhabitants, sunlight access and open space provision.
34. The proposal is a very large addition to the Access Storage site when compared to the surrounding plots. The justification for the height needs to be clarified but also the resultant scale of the building needs to be justified in terms of its impact on the locality. This is in terms of its relationship with surrounding properties and their occupants, as well as the effects it will have on and contributions that it will make to the local area.
35. 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.

Issue 4

Quality of residential accommodation

36. All residential units will need to be compliant with London Plan space standards, and the Part M4(2) criteria in relation to accessible and adaptable housing, expressed in the nationally prescribed optional housing standards.
37. Details will need to be submitted which easily present the layout of the proposed units and demonstrate that it complies with the London Plan, Mayor's Housing SPG, Lifetime Homes standards, the Wheelchair Accessibility Standards (M4(3), for 10 % of units) and the Council's SPG17 guidance relating to external amenity space.
38. The layout and access for communal areas will also need to be made clear with an appropriate layout being provided.
39. The development of the site is to create a buffer between proposed residential development to the west and the industrial uses in Wembley Strategic Industrial Location to the east. The development will be required to have careful regard to the relationship with, and impact of, the waste facility on Fifth Way and adjoining industrial uses, and demonstrate an acceptable amenity can be achieved.
40. It should also be noted the sites is located within an Air Quality Management Area, as such London Plan policy 7.14 applies and the development should demonstrate it is air quality neutral and makes provision to address local air problems. For example through greater use of sustainable transport modes, green infrastructure and buffer zones.
41. A communal garden is contained on the podium inside of the development and is surrounded by towers to the north and south. It is also noted that the communal gardens will have a fairly enclosed character by virtue of the scale and immediacy of surrounding buildings. The design and layout of the communal roof garden will need to be carefully considered to ensure its success.
42. The development would be expected to meet the standards for external amenity space set out in Brent Policy DMP19. Shortfalls in external amenity space can be off-set through the provision of additional internal space (beyond minimum standards) or contributions towards off-site improvements or provision. The application submission should also demonstrate how the scheme will accord with the Mayors policy and guidance regarding childrens' and young persons play space.
43. Most residential units will benefit from a good level of outlook, with the number of dual aspect units maximised and the few single aspect units that are present being

no larger than one bedroom flats and providing east or west facing outlook which is considered acceptable.

Issue 5

Affordable housing provision

- 44. 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 boroughs to take account of economic viability when negotiating on affordable housing, and other individual circumstances.
- 45. Adopted DMP policy DMP 15 confirms the Core Strategy target (policy CP2) level of 50% of all new homes in the borough to be provided as Affordable Housing. The maximum reasonable amount will be sought on sites capable of providing 10 units or more. 70% of new affordable housing should be social/affordable rented housing and 30% intermediate housing at affordability levels meeting local needs. Where a reduction to affordable housing obligations is sought on economic viability grounds, developers should provide a viability appraisal to demonstrate that schemes are maximising affordable housing output.
- 46. London Plan policy 3.12 says that the maximum reasonable amount of affordable housing should be sought when negotiating on schemes and that negotiation on sites should take account of their individual circumstances including development viability.
- 47. The Financial Viability Assessment has not been submitted to the Council as yet and this would not normally be undertaken and submitted with the planning application.
- 48. Brent policy DMP15 sets out a local target ration of Affordable Rented to Intermediate accommodation of 70:30. The London Plan sets outs a target of 60:40. However, greater weight is typically given to the local target as it represents local housing need.
- 49. The provision of private rented accommodation is supported through Brent Policy WEM22, providing long term financial, management and nomination arrangements are in place.
- 50. The current mix of units proposed is as follows:

APARTMENT NUMBERS					
Studio	1 Bed 2P	2 Bed 3P (1 bath)	2 Bed 4P (2 baths)	3 Bed 5P (2 baths)	TOTAL
21	187	41	151	48	448
4.7%	41.7%	9.2%	33.7%	10.7%	100.0%

21	187	192	48	448
4.7%	41.7%	42.9%	10.7%	100.0%

- 51. Targets for the mix of homes is set out within Policy WEM18 and table 7.1 of the Wembley Area Action Plan. This sets out the following mix of units by tenure for the plots fronting First Way (see table below). As the tenure split is not known at present, it is not clear at this point in time whether the mix of units will accord with these target percentages.

	Affordable Rent	Intermediate	Private
1-bed	15%	45%	30%
2-bed	35%	45%	55%
3-bed	45%	10%	15%
4-bed	5%		

Target mix of units by size and tenure from table 7.1 of the Wembley Area Action Plan.

52. WEM 22 allows flexibility on the mix of target where PRS is delivered, however this is subject to a reasonable proportion of units being made available at or below local housing allowance levels. Therefore further information will be required on the level of affordable housing before a suitable mix can be established. The Mayor's emerging Housing SPG sets out an approach to build to rent homes, including an approach to covenants to secure new homes as build to rent and clawback mechanisms in the event units are sold during the covenant, which the application will need to adhere to.

Issue 6

Transport, access and parking

53. The site generally has a low level of public transport accessibility at present, with a PTAL value varying from 1 to 2. TfL proposals to significantly improve bus services to the eastern side of the Stadium and the shortening of the walking route to Wembley Park station once the Quintain eastern lands are built out are likely to increase the PTAL value at the western end of the site to 3 / 4 in the future. TfL have secured funding towards the improvements to the bus serves through all major schemes in the area and are likely to request Section 106 funding from this scheme towards these improvements.
54. The quality of the pedestrian and cyclist environment around the site is currently poor and will improve when the roads in the area are amended in line with WAAP proposals. The WAAP proposals for South Way include:
- The removal of the one-way system to allow two-way flow on both First and South way,
 - The widening of the carriageway to accommodate cycle lanes, which allows a three-lane tidal flow system alongside the site on Wembley Stadium event days, and
 - Signalisation of the First Way/South Way junction.
55. The northern access (to First Way) will be retained as the primary vehicular access to the site, serving the basement car park and commercial parking/servicing. A new egress is proposed from South Way to accommodate large delivery vehicles. There will be periods at the end of Wembley Stadium events where surrounding roads will become inaccessible as vehicles cannot be allowed to emerge from the site at these times.
56. Council officers are working closely with the applicant to secure high quality pedestrian routes both through and around the site including working to provide separate vehicular and pedestrian access.
57. The amount of parking proposed complies with standards for the office use (5 spaces proposed), self-storage (12 spaces proposed) and residential (143 spaces proposed) and the proposed provision of a disabled space for each wheelchair accessible unit, plus electric vehicle charging and Car Club spaces, is noted and welcomed. The cycle stores will need to satisfy London Plan standards and a publicly accessible bicycle stand should be provided,

58. It will be important for the applicant to provide upon submission of a planning application, a full Transport Assessment, Travel Plans, a Delivery & Servicing Plan and Construction Logistics Plan. This will ensure a full consideration of wider transport impacts. The Travel Plan will need to include a promotion of local Car Clubs to future residents, including subsidised membership.

Issue 7

Environmental Health

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

OTHER CONSIDERATIONS

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

PLANNING OBLIGATIONS

62. If approved, planning obligations under a Section 106 agreement will be necessary to secure and monitor certain aspects of the development. With the information available at present, it is likely that a Section 106 agreement will be needed for the following aspects:
- The delivery of affordable housing, including a post completion review of financial viability and a contribution towards affordable housing should viability conditions improve;
 - To ensure that the Council is notified of development commencement at least 28 days prior to works starting;
 - To enable the development of the proposal to improve the training and employment of Brent residents
 - To secure and monitor a travel plan
 - To secure funding for the provision of a publically accessible cycle stand on the public footway fronting the commercial unit
 - To secure any other financial contributions that may be required by the Council
 - Any other obligations required (at this time not known)

COMMUNITY INFRASTRUCTURE LEVY (CIL)

63. 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

64. 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 12 July 2017

Item No

Case Number 17/1097/PRE

SITE INFORMATION

RECEIVED: March 2017

WARD: Tokyngton

LOCATION: Cannon Trading Estate, First Way, Wembley, HA9 0JD

SCHEME: Proposed demolition of existing building and Redevelopment of the site to provide a 6 – 10 storey building comprising the UCFB campus, with the following elements:

- Teaching/Academic space – An auditorium/lecture theatre, seminar rooms, learning resource centre;
- Office space to house finance, marketing, student services, welfare etc.
- Office space for start-up units/incubator space associated with the emerging knowledge base from UCFB Wembley;
- Student accommodation with c. 680 beds in a mixture of studios, twudios, threedios, in 5/6 bedroom clusters; and
- Ancillary space, which is likely to include a student learning centre, gym, laundries, outdoor amenity space, and a coffee bar.

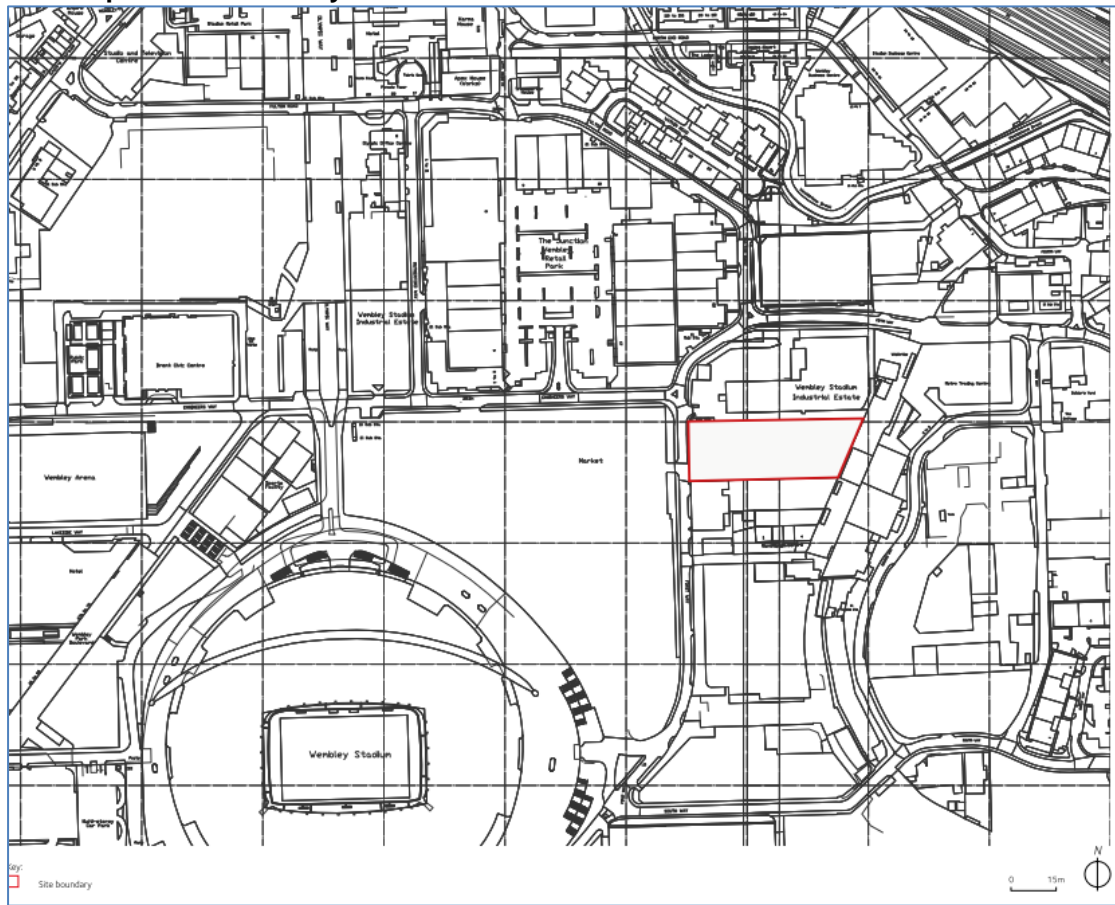
APPLICANT: University College of Football Business (UCFB)

CONTACT: Mr Owain Nedin (Lichfields)

PLAN NO'S: 2107-00-BR-0002-D04 (Development Proposals document)

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



DEVELOPMENT DETAILS

Ref: 16/0371/PRE

Location: Cannon Trading Estate, First Way, Wembley, HA9 0JD

Ward: Tokyngton

Description: Proposed demolition of existing building and Redevelopment of the site to provide a 6 – 10 storey building comprising the UCFB campus, with the following elements:

- Teaching/Academic space – An auditorium/lecture theatre, seminar rooms, learning resource centre;
- Office space to house finance, marketing, student services, welfare etc.
- Office space for start-up units/incubator space associated with the emerging knowledge base from UCFB Wembley;
- Student accommodation with c. 680 beds in a mixture of studios, twudios, threedios, in 5/6 bedroom clusters; and
- Ancillary space, which is likely to include a student learning centre, gym, laundries, outdoor amenity space, and a coffee bar.

Applicant: University College of Football Business (UCFB)

Agent: Mr Owain Nedin (Nathaniel, Lichfield & Partners)

Case Officer: Toby Huntingford (North Team)

BACKGROUND

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

PROPOSAL and LOCATION

Proposal

The application will seek approval of the new development which proposes the redevelopment of the site to provide a 6 to 11 storey building comprising a permanent university campus for University College of Football Business (UCFB).

Proposed uses

- Teaching/Academic space – An auditorium/lecture theatre, seminar rooms, learning resource centre;
- Office space to house finance, marketing, student services, welfare etc.
- Office space for start-up units/incubator space associated with the emerging knowledge base from UCFB Wembley;
- Student accommodation with c. 680 beds in a mixture of studios, "twudios", "threedios", in 5/6 bedroom clusters; and
- Ancillary space, which is likely to include a student learning centre, gym, laundries, outdoor amenity space, and a coffee bar.

Car parking

3. It is proposed to retain an access road along the southern side of the site to provide seven parallel parking spaces and two disabled spaces at its far end.

Site and Surroundings

4. The subject property, Cannon Trading Estate, comprises low rise industrial premises within the Wembley Stadium Industrial Estate on First Way. Surrounding uses are also industrial.
5. To the north is another industrial unit, Kelaty House, presently another industrial unit, although permission has been granted for the site's redevelopment for mixed use incorporating student accommodation and a hotel. To the south is the Latif House, another industrial unit.
6. To the east are further industrial units that front Second Way. These units are industrial in nature and form the westernmost part of an area designated as Strategic Industrial Land (SIL).
7. The land to the west, immediately across First Way forms part of the Quintain Masterplan Development (Plot E03) for which a reserved matters application has recently been approved and works have recently commenced on this site (17/0016). This plot is proposed to provide 743 residential units, 569sqm of commercial space and an energy centre as part of the wider masterplan development around Wembley Stadium.

Planning History

8. There is no relevant planning history for this property

CONSULTATION

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

Consultee:- (Internal)

- Ward Councillors for Tokyngton (Brent)
- Environmental Health (Brent)
- Lead Local Flood Authority (Brent)

(External)

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

- All existing properties and addresses within at least 100m of the application site.
- The wider community will be consulted through a site notice close to the property and a notice printed within the Brent and Kilburn Times local newspaper.

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

POLICY CONTEXT

12. The National Planning Policy Framework (NPPF) 2012. At the heart of the NPPF is a presumption in favour of sustainable development. Building a strong, competitive economy is of the core principles of the NPPF and paragraph's 21 and 22 are of relevance.
13. London Plan consolidated with alterations since 2011 (March 2016)
14. Development Management Policies, London Borough of Brent (2016)
15. London Borough of Brent LDF Core Strategy 2010
16. Wembley Area Action Plan 2015
17. Supplementary Planning Guidance 17 'Design Guide for New Development' (2002)

MATERIAL PLANNING CONSIDERATIONS

18. The main issues relevant to this proposal are:
 - Principle of use and development
 - Scale, height, massing, layout and design of the development within its local context, including protected views
 - Impact on amenities of neighbouring properties
 - Transport
 - Environmental health considerations (contamination/air quality)
 - Microclimate, including wind environment
 - Sustainability – including energy and drainage

Issue 1

Principle of development

18. Cannon Trading Estate is located within Wembley Strategic Cultural Area as designated within the Wembley Area Action Plan (WAAP) (2015). As part of this designation, the area is identified as appropriate for leisure, tourism and cultural uses. The principle of educational use on part of the site is therefore supported by site allocation W28.
19. However, student accommodation is proposed as a part of the scheme. The number of student rooms in Wembley has already reached the level of the "cap" set out within policy WEM23 of the Wembley Area Action Plan and the provision of further student accommodation would not be in accordance with this policy. Whilst this is contrary to the development plan, unlike other student accommodation developments, it is proposed that this student accommodation would serve the institution that is to be situated on this site. Consideration is therefore given to the recent establishment of the UCFB as a Wembley Higher Education institution. It is considered that significant weight can be given to the benefits associated with the proposed provision of higher education facility and the associated benefits of providing student accommodation for students of that facility. It is considered that the applicant must demonstrate to the Council's satisfaction that this education institution generates sufficient demand for proposed student accommodation from its full-time students, and thus, the proposal should justify the number of student rooms that are proposed. The proposal would need to be treated as a departure from the development plan. However, it is considered that this departure can be justified by the benefits associated by the scheme providing the demand for the proposed number of student rooms can be justified.
20. An assessment of the likely demand for student accommodation associated with this educational institution should therefore be submitted with the application to support the proposals to demonstrate that the amount of student accommodation that is proposed is set at a level that will not go beyond the projected demand for this

education institution. Should consent be granted, the Council is likely to place a restriction on the student accommodation regarding the nature of occupation.

21. The remainder of the uses beyond the student accommodation are consistent with the aims of the W28 plot Site Specific Allocation, particularly in view of its designation as a 'cultural quarter'. However, alongside these cultural uses, the allocation requires the delivery of 1,500 homes across the wider Site Specific Allocation. The combined developments of Kelaty House and UCFB may hinder the ability to deliver 1,500 homes across the wider allocation, given that both of these developments are significant in their scale and coverage of the allocation and both void of private/affordable residential units. Nonetheless, it is noted that the Greater London Authority define residential homes/dwellings so as to include student accommodation and some limited weight can be given to this.
22. On balance, it is considered that there is a strong case for establishing a permanent university campus for UCFB and its associated student accommodation within this location, in spite of the principle concerns regarding the amount of student housing cap and the ability to deliver 1,500 homes across the wider SSA. Whilst significant amounts of student housing have already been delivered or consented within the WAAP area, it is noted that developments thus far have not been for educational institutions situated on the site of the student accommodation and have been for the use of students of Universities outside of Wembley. Therefore, the use of further student accommodation which is specifically tied to an intrinsically local institution can be supported in principle, despite the departure from Policy CP23 of the development plan.

Issue 2

Scale, height, massing, layout and design of the development within its local context, including protected views to Wembley Stadium

23. The main frontage as seen from the street is mostly glazed, although variety is achieved through its three distinct elements, with a heavily transparent and active lower level (first four storeys) and the taller element on the corner being strongly articulated by its balconies. The main façade of the frontage (4th floor and above) remains heavily glazed although is appropriately contrasted with dark render; together, these two materials form a 'tetris-like' pattern across the main frontage. This effect is visually striking and a set in from the front of the building has been provided which helps to soften its appearance in the wider context.
24. The three lower elements of the building to the east are to be mainly of brick construction, with a soft orange colour opted for. The brick facades are articulated by bright coloured window frames and rendered strips in between floors which wrap around the curved edges of the building on its northern side.
25. The site is identified in the Wembley Area Action Plan as sensitive to tall buildings (30 m tall or higher). It is not entirely clear whether the current proposal will fall below the threshold for tall buildings. However, the approach to height on the site and the way that the height of the proposed buildings relate to that of the Kelaty House extant consent is considered to be acceptable. The stepped approach to the height and massing is in line with the requirements of the WAAP, where it is set out that development within the W28 plot should step down from west to east to allow for an appropriate transition between the taller developments in the masterplan area and low rise industrial developments. The 6 storey low element to the east is considered to be of a scale which effectively relates to the neighbouring development to the east, whilst the front elevation is considered to achieve a suitable height that is not unduly dominant within the street. It will be important to ensure that the building respects the prominence of the adjoining Kelaty House development to the north. The Kelaty House development occupies the corner plot with Engineers Way and, unlike this development site, is identified within the WAAP as a site appropriate for tall buildings. As such, this building must appear subservient to it.

26. The application submission should depict the emerging context on the plans to confirm that the building would be appropriately suited to its surroundings. This emerging context should include the immediate development consented within the E03 plot of the Wembley Masterplan, across the road on the west side of First Way as well as Kelaty House to the north.
27. Policy WEM6 establishes a number of protected views to Wembley Stadium. The subject site is within or near to the viewing corridor to the arch of the stadium from two viewpoints, View 5 (Welsh Harp Reservoir) and 10 (Metropolitan & Jubilee Line north of Neasden Station). The locations of those view points are shown on Map 4.5 of the Wembley Area Action Plan. An assessment of the impact on the protected views from these location will need to be produced and provided to the Council for consideration and should accompany the application. Nevertheless, given the height of the adjoining developments (that has already been subject to views testing and analysis), it is considered likely that the proposed development will not unduly affect protected views to the Stadium.
28. At ground floor level, the front two elements of the building will contain the main university educational facilities, including an entrance room with meeting area, student services, seminar room, three adaptable auditoriums, two fixed seminar rooms, toilet facilities, coffee bar, library, IT suite and Learning Resource Centre. The offices and admin space associated with the university is to be contained above these facilities at first floor level. Above this, the start up office space will be located across the front of the building from floors 2-4. The residential parts of the building are contained at ground floor level (towards the rear of the building) along the main east-west arm of the building on the south side (studios, “dudios” and “trudios”) as well as within the three north-south arms (the larger flats with shared kitchens). The separations between the north-south arms of the building form ‘quad’ inspired open spaces for amenity use. From floor 5 upwards the building is solely student accommodation. The southern edges of the building at ground floor level contain some ancillary facilities, including security and storage room, two large bicycle store rooms, two laundry rooms, a refuse storage room, a gym for residents use and a large plant room at the rear.
29. With regard to landscaping, it is noted that the scheme includes planting within the pedestrian access adjacent to the northern boundary of the site and within the courtyards. Whilst ground level planting is promoted, these areas are directly to the north of tall elements of the building and within very confined spaces. They will suffer from significant levels of over-shadowing. The proposal does not include any tree planting within the frontage, which is considered essential to ensure an acceptable environment for the proposed uses and an appropriate setting for the building. It may be feasible to provide this in the form of street tree planting providing adequate footway widths can be maintained. Planting should also be incorporated along the southern side of the building, along the access road. Given the high proportion of the site proposed to be covered by buildings, green roofs should also be incorporated.
30. There are no policies which would require the Local Planning Authority to assess the layout and quality of university facilities or student accommodation and there is therefore no objection in principle to the layout proposed within the pre-application documents. However, policy DMP20 sets out that proposals for student accommodation (and other accommodation with shared facilities) should be of an acceptable quality meeting appropriate standards for the needs of its occupants, including external amenity space and appropriate communal facilities. Application submissions should therefore normally demonstrate that the proposed standard of accommodation is sufficient to meets the requirements of the particular group (in this case, students).
31. In accordance with London Plan policy 3.8, there is a requirement for 10% of the student rooms to be wheelchair accessible and applications to be accompanied by an

Accessibility Management Plan. This is distinct from a Design & Access Statement and guidance on the content can be found in the Mayor's SPG. The accessible units are normally provided as a mixture of adaptable and fully accessible units.

Issue 3

Impact on amenities of neighbouring properties

32. The site sits between the approved residential development to the west and the industrial uses in Wembley Strategic Industrial Location to the east. The adjoining sites will also be redeveloped over time and are likely to include other sensitive uses. The development must accordingly respond to the existing context and the likely future context. The development will be required to have careful regard to the relationship with, and impact of, the waste facility on Fifth Way and adjoining industrial uses, and the submission must demonstrate that an acceptable environment can be achieved.
33. The site is coming forward in isolation from the adjoining development sites within the site allocation. Whilst there is no objection to this in principle, the submission should demonstrate that the proposed redevelopment of this site does not prejudice the development potential of adjoining sites. A key part of achieving this will be ensuring that a separation of at least 10m is established from the built form of the development to the northern, southern and eastern site boundaries so as not to prejudice the redevelopment of the surrounding land. In some locations (e.g. the frontage), a separation of less than 10 m from the northern and southern boundaries may be acceptable providing there are no windows facing that boundary.
34. The proposal will also need to be considered in terms of its impact on any nearby residential units, including those within the emerging context (e.g. within plot E03). A sunlight and daylight assessment, carried out in accordance with BRE guidelines should be commissioned and should accompany any application to consider the impact of a development of this scale on the surroundings. Regard will be given to the dense urban form of the development in this area.

Issue 4

Transport

35. The site is within the Wembley redevelopment area, so future development needs to comply with the WAAP. It has moderate access to public transport services (PTAL 3) and is not currently located within a CPZ (other than on Wembley Stadium event days). First Way is currently a one-way street (northwards) with two traffic lanes, but there are proposals in the Wembley Area Action Plan to convert it to two-way flow. On-street parking and loading in the road are prohibited at all times.
36. Vehicular access is currently provided to the site (which currently comprises five warehouse units) via a 10m wide road along the southern side of the site. The junction with First Way has a 10m radius on its north side and a 4m radius on its south side. This road also provides access to an adjoining warehouse (Latif House) to the south.
37. The proposal looks to retain a road along the southern side of the site to provide seven parallel parking spaces and two disabled spaces at its far end. This level of parking provision accords with standards for the proposed office space, and no parking is required for the University or student accommodation. A parking permit restriction (where future occupants are not eligible for on-street parking permits) will be required to mitigate the potential for over-spill parking.
38. However, the road is shown with a width of just 3 m (not sufficient for two cars to pass one another), widening to 4.8m where parking spaces are proposed, which is also not sufficient for parallel parking. Even with this substandard width, the road encroaches beyond the southern site boundary. No turning area is indicated at its far end either for service vehicles, which is even more of a concern when the servicing of Latif

House from the road is considered too. A servicing bay for the offices and university will also need to be accommodated within the site.

39. In principle, the retention of a road along the southern side of the site to serve limited parking and servicing is acceptable. However, the access road as shown is not sufficiently wide and it would need to be of an appropriate standard that is fit for purpose, whilst adequate servicing, parking (including extensive bicycle parking) and turning will need to be incorporated into the layout. The site layout as submitted does not provide an appropriate access.
40. A 3 m pedestrian route is proposed along the northern side of the site, which would in future effectively form a footway to the access road approved for the adjoining Kelaty House development (ref: 16/1435). As with the Kelaty House development, the right of Brent Council to call on the dedication of this footway as public highway in the future should be secured. In addition, space for a potential further route along the eastern side of the building, joining the access road to the Kelaty House road, should be reserved (again with the potential to be called for adoption as highway in the future). This will require repositioning of the plant room to provide adequate space, but might save space in terms of trying to accommodate a suitable turning head. It is recommended that the development is co-ordinated with that for Kelaty House in terms of securing access around the site.
41. The proposed changes to First Way for two-way flow should not affect the site, but the kerb radii at the junction with First Way should be reduced and tactile paving added.
42. As a major future destination, the need for improved pedestrian crossing facilities on First Way should be considered. This should be picked up in a Transport Assessment for the development, which should include a PERS Audit. A Travel Plan will also be required, along with Delivery & Servicing Plan and a Construction Logistics Plan.
43. Transport for London are looking to increase bus penetration to the east of the stadium by re-routing buses, extending bus routes and increasing bus frequency. These measures will increase the PTAL for many locations to the east of the Stadium and are considered essential to support the density of development envisaged within the Wembley Area Action Plan. TfL typically seek to secure contributions towards these improvements to bus services and in some instances, bus infrastructure, for all Major Developments within Wembley. They are accordingly likely to require a contribution to mitigate the impacts of this proposal.
44. In conclusion, the proposed level of parking is considered to be acceptable, but more detailed consideration of the access arrangements in and around the building and how they relate to adjoining sites and developments is required before a planning application is submitted. Servicing provision is also required.

Issue 5
Environmental Health
Noise

45. The proposed site is within a commercial/ industrial area in close proximity to the Wembley Stadium. Therefore there are a number of existing noise sources that need to be taken into account as well as introducing new noise sources.
46. Existing noise sources from Wembley Stadium as well as surrounding industrial uses and road noise need to be taken into account and therefore a noise assessment will be required to be submitted to demonstrate that recommended internal noise levels (as per BS8233:2014) can be achieved. In addition the noise assessment should consider low frequency noise from the use of the stadium for music events.

47. As well as these existing noise sources the development proposes new noise sources that will be introduced. These include gym and fitness facilities and an auditorium. The planning application should take account of these noise sources and ensure that the noise assessment includes details of the appropriate sound insulation between floors to ensure that the noise from the auditorium and the fitness centre does not impact on the proposed residential uses.
48. The noise assessment should also consider noise from plant/machinery associated with the development as well as plant/machinery from the surrounding existing uses. This assessment should be in line with BS4142:2014.
49. The above details can be submitted at application stage or as details pursuant to a condition.

Air Quality

50. The proposed site is within an air quality management area and therefore due to the size of the development the applicant is required to carry out an air quality impact assessment that should consider the potential emissions to the area associated with the development as well as the potential impact on receptors to the development. In addition to an air quality impact assessment, the GLA require that all Major Developments within London be Air Quality Neutral. As such, an Air Quality Neutral Assessment will need to be undertaken in accordance with guidance published by the Greater London Authority (GLA). The assessment shall include mitigation proposals should it be found that the development is not air quality neutral.

Contaminated Land

51. The proposed site has been highlighted as potentially contaminated and therefore conditions will be attached that require a site investigation to determine the nature and extent of any soil contamination as well as an appraisal of remediation options if contamination is considered to be a risk.

Construction Noise and Dust

52. The development is within an Air Quality Management Area and located very close to other industrial and commercial premises. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours.
53. A Construction Method Statement therefore will be required through condition.

Asbestos

54. 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.

Odour

55. If the proposed use is due to have a commercial kitchen this could cause issues with odour to surrounding premises if appropriate odour extraction is not installed. In this instance, details of the extract ventilation system and odour control equipment for the commercial kitchen, including all details of external ducting, must be submitted to the Council, either up front with the application or as details pursuant to a condition following approval.

Issue 6

Microclimate, including wind environment

56. The application should be accompanied by an assessment of the wind environment and the potential impacts of the proposal on the local wind levels.

Issue 7

Sustainability – including energy and drainage

57. A detailed energy/sustainability strategy would need to be submitted as part of any subsequent full application to demonstrate compliance with the Mayor's strategy of Be Lean, Be Clean, Be Green, as well as London plan policies relating to reduction carbon emissions and renewable energy, in accordance with London Plan policy 5.2.
58. Policy CP19 of the Brent Core Strategy requires all non-residential schemes to achieve a BREEAM level of at least "Excellent".
59. The Wembley Area Action Plan promotes the provision of a district wide heat network and proposals for all Major Developments in this area should demonstrate how the scheme can be easily connected to such a system should one be introduced in the future.
60. The proposal should also be accompanied by proposals for the treatment of surface water, including the consideration of the use of Sustainable Urban Drainage Systems in accordance with London Plan Policy 5.13.

PLANNING OBLIGATIONS

61. If approved, planning obligations under a Section 106 agreement will be necessary to secure and monitor certain aspects of the development. With the information available at present, it is likely that a Section 106 agreement will be needed for the following aspects:
 - To ensure that the Council is notified of development commencement at least 28 days prior to works starting.
 - To enable the development of the proposal to improve the training and employment of Brent residents.
 - To secure and monitor a travel plan.
 - To secure and monitor the construction of an east-west pedestrian link along the southern side of the site forming part of the Wembley Area Action Plan. Any development will need to accommodate this link and construct it to a high quality standard, so that it can be adopted in future once a connection through to Second Way is completed.
 - To offer identified access adjacent to the Kelaty House site for adoption by Brent Council.
 - To ensure that the student accommodation is only occupied by full time students of UCFB, unless they cannot be occupied after a certain period.
 - To provide a financial contribution towards the rerouting of local bus routes through the area.
 - To secure any other financial contributions that may be required by the Council.
 - Any other obligations required (at this time not known).
62. This would be development that is liable to pay Mayoral and Brent Community Infrastructure Levy (CIL). The CIL payment breakdown is as follows
 - Educational uses are exempt from CIL charges. As such, the university education facilities would not attract a CIL charge.
 - The office space of the building would be liable for CIL payment with a Brent charge of £40/sqm and a Mayoral charge of £35/sqm.
 - The student accommodation space (and associated ancillary spaces, such as the gym) within the building would be liable for CIL payment with a Brent charge of £200/sqm and a Mayoral charge of £35/sqm.

- If the existing floorspace of the building has been in use for at least 6 of the previous 36 months then the existing floorspace can be deducted from the total proposed floorspace resulting in a proportion of the proposed building that will be exempt from a CIL charge.

N.B: All charges/sqm refer to gross internal area (GIA).

CONCLUSIONS

63. 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.