



Planning Committee

Wednesday 13 December 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

Davidson and Shaw

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 interests Members are invited to declare at this stage of the meeting, the nature and existence of any relevant disclosable pecuniary, personal or prejudicial interests in the items on this agenda and to specify the item(s) to which they relate.		
2. Minutes of the previous meeting		1 - 10
PART 1- APPLICATIONS FOR DECISION		
3. 107 Brondesbury Park, Brondesbury, London, NW2 5JL (Ref. 17/2670)	Brondesbury Park	15 - 30
4. 48 Brondesbury Park, Kilburn, London, NW6 7AT (Ref. 17/2807)	Brondesbury Park	31 - 46
5. 634-640 Kingsbury Road, London, NW9 9HN (Ref. 17/2545)	Queensbury	47 - 58
6. Parkwood House, Albion Way, Wembley, HA9 0LP (Ref. 17/2782)	Tokington	59 - 90
7. Units 1-5 Inc, Cannon Trading Estate, First Way, Wembley, HA9 0JD (Ref. 17/3797)	Tokington	91 - 128
8. Land East of Wembley Stadium Plot E05, First Way, Wembley (Ref. 17/3213)	Tokington	129 - 160
9. Former VDC/Careys site, South Way, Wembley HA9 0HX (Ref. 17/3151)	Tokington	161 - 192
10. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 64.		

Date of the next meeting: Wednesday 17 January 2018



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

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

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LONDON BOROUGH OF BRENT

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

PRESENT: Councillor Agha (Chair), Moher (Vice-Chair), Ahmed (substitute for Councillor Hylton), S.Choudhary, Colacicco, Daly and Maurice.

Also present: Councillor Hirani.

An apology for absence was received from Councillor Hylton.

1. **Declarations of interests**

80,82 & 84 Harrowdene Road (Ref 17/3318)

Councillor Daly declared a personal and prejudicial interest given she knew the applicant. As a result she withdrew from the meeting during consideration of the application.

Approaches:

1-7, 9, 11 & 11A Elm Road (Ref 17/3188)

All members of the Committee had received a brochure from the applicant. In addition Councillor Agha had received an email from a local resident.

Cottrell House, 53-63 Wembley Hill Road, Wembley (Ref 17/0387)

All members of the Committee had received a leaflet from the applicant

60 Neasden Lane, London (Ref 17/2477)

All members of the Committee had received a brochure from the applicant. In addition Councillor Agha had received an email from a local resident

2. **Minutes of the previous meeting**

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

3. **245-249 and 253 Ealing Road, Wembley, HA0 1EX (Ref 16/3606)**

PROPOSAL: Redevelopment of the site to provide two new buildings of part 9 and part 10 storeys high to accommodate 92 flats (10 x studios, 42 x 1 bed, 25 x 2 bed and 15 x 3 bed units), ground floor commercial use within Use class A4 (drinking establishment) or Use class D1 (community centre) with associated basement for car and cycle parking spaces and storage, vehicular crossover, bin stores, amenity space, landscaping and associated works (Revised plans submitted changing the floorplans and elevations of Block B and Daylight/Sunlight Report addendum).

RECOMMENDATION:

- (1) That the Committee resolve to GRANT planning permission subject to conditions set out in the report and the completion of a satisfactory Section 106 Heads of Terms or other legal agreement and referral to the Mayor.
- (2) That the Head of Planning be granted delegated authority to negotiate the legal agreement indicated above and to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.
- (3) That the Head of Planning be granted delegated authority to make changes to the wording of the Committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the Committee nor that such change(s) could reasonably have led to a different decision having been reached by the Committee.
- (4) That, if by 3 months of the committee date the legal agreement has not been completed, the Head of Planning is granted delegated authority to refuse planning permission.
- (5) That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

David Glover (Area Planning Manager) introduced the report and reminded Members that the application had been subject to initial consideration by the Committee on 9 August 2017, where planning permission had been granted subject to conditions, a Section 106 Agreement and referral to the Greater London Authority (GLA). Prior to the final decision being issued, however, it had been identified that one letter of objection had not been fully discussed and the original committee report had contained some inaccuracies relating to the description of the relationship between the proposed development and an adjoining development site at 253a Ealing Road. The application had therefore been brought back to Committee for reconsideration. In order to further examine the relationship between the application site and No.253a Ealing Road, the applicant had commissioned a further daylight and sunlight assessment and had proposed a number of revisions to the internal layout and external façade, which had resulted in a re-consultation being undertaken on the proposed revisions.

Whilst not felt to have an unduly detrimental impact given its location, concerns had been raised during the re-consultation process regarding the lack of a daylight/sunlight assessment for the south side of Braunston House. As a result the applicant had provided additional information to clarify the position, which had been detailed within the supplementary report provided for the Committee. The supplementary report also outlined an additional comment received following publication of the original report from a resident of Cosgrove House and informed Members of the submission of additional CGI visualisations of the proposed development. In addition, the Committee was advised that since publication of the supplementary report, the applicant had submitted a revised plan in order to address objections raised in relation to the location of a fire escape originally

located at the rear of the Public House proposed at 243 Ealing Road. Having taken account of the additional information provided, officers recommendations remained approval, subject to the conditions and s106 obligations detailed within the report and previous report to the Committee.

Kathryn Andrews (local resident of Braunston House) in objection, raised concerns in respect of the proposed development including:

- (i) the detrimental impact on surrounding residents in relation to outlook, access, privacy, loss of daylight and sunlight, density, parking, traffic, road safety and local amenities;
- (ii) the use of the public house as a community asset given concerns regarding anti-social behaviour;
- (iii) the environmental impact in relation to air quality, amenity space, noise and the detrimental impact on the micro climate in the area;
- (iv) the impact of the construction on the surrounding area given the proximity of the development to adjacent buildings and as access would rely on land outside the applicant's ownership;
- (v) the failure of the application to deliver the required proportion of affordable housing and to meet planning and non-planning guidance in relation to density, privacy and design of the windows;
- (vi) the failure of the applicant to engage with all relevant stakeholders, with specific reference made to a letter of objection submitted by Network Homes; and
- (vii) the style of the proposed development was not in keeping with the style and materials used in surrounding developments;

In addition, Andrew Linnie (local resident of Braunston House) also in objection, referred to the concerns raised by the previous speaker and raised a number of other concerns including:

- (i) the detrimental impact on surrounding properties given its excessive density in relation to current guidance and number of windows which had failed the Building Research Establishment (BRE) light test;
- (ii) the proximity of the development to surrounding buildings, which was felt to contravene spatial planning guidance;
- (iii) the impact on parking and traffic given the lack of visitor parking provision;
- (iv) the reliance on public transport and cycling, given the transport figures referred to within the report and limited cycling infrastructure in the surrounding area and concerns regarding safety;
- (v) the potential loss of commercial/retail space;
- (vi) access arrangements to the development and public house;
- (vii) the failure to advertise the existing public house unit;
- (viii) the failure of the development to deliver the required level of affordable housing.

Chris Whitehouse (applicant's agent) in responding to the issues raised, felt it was important to recognise that a number of the concerns highlighted had already been subject to consideration by the committee when approving the original decision. As a result of the outstanding issues highlighted, further detailed technical and design work had been undertaken to test the suitability of the design with these results detailed within the committee and supplementary reports. The terms of the draft s106 Agreement had been agreed (including relevant housing and community benefit) and there had been no objections from the statutory

consultees. The development proposals were felt to be robust in planning policy terms and officers had once again recommended approval, having assessed the overall benefits associated with the type of mixed use development proposed.

In the discussion that followed, members sought further clarification in relation to the daylight and sunlight impact assessment of the proposed development on surrounding properties and the concerns raised in relation to the potential impact on privacy at adjoining sites. In response, David Glover advised members that it was considered amended plans submitted by the applicant as a result of concerns regarding the privacy relationship between the proposed development and that at No.253a Ealing Road had sufficiently addressed the issues identified. Similarly the daylight and sunlight assessment undertaken in relation to the impact of the adjoining site development at No.253a Ealing Road was considered to be acceptable, particularly in view of the density of the surrounding urban area. Daylight and sunlight assessment of the internal accommodation within the proposed development had also confirmed that in all cases this would meet BRE guidance. In terms of the daylight and sunlight impact on surrounding developments members were advised that the revised plans would not materially alter the impact of the proposal on levels of daylight or sunlight received by surrounding residential units. Members noted the detailed outline of the assessments undertaken, which had been based on a recognised industry standard with concerns expressed about the number of windows not having been assessed as meeting BRE sunlight or daylight guidelines across a number of surrounding buildings including Cosgrove House, Braunston House, 372 and 255 Ealing Road. Additional concerns were also raised in relation to the high density of the proposed development, which members noted was beyond guidelines within the London Plan Density Matrix.

Whilst recognising that the proposed development would result in a loss of daylight and sunlight beyond BRE guidance levels for a number of windows in adjacent buildings, David Glover supported by Rachel Murrell (Development Control Manager) advised that this had needed to be assessed against the benefits associated with development of the site. The development would provide a significant number of new homes in the borough and was located within an already dense urban area within one of the boroughs Housing Development Zones and with close access to public transport. Whilst recommended for approval, it would, however, be a matter for the Committee to consider whether the benefits of the proposed development outweighed the harm and concerns associated with the loss of daylight and sunlight.

DECISION: To grant planning permission as recommended, subject to:

- (1) the conditions and s106 obligations as detailed within the report and supplementary report as well as those detailed within the report originally considered by the committee on 9 August 2017;
- (2) additional informatives being included requiring that any damage to public realm was repaired, the maximum standards were applied to fire safety issues and that commercial uses were subject to the London Living wage.

(Voting for approval was carried on the casting vote of the Chair with the initial votes cast as follows: For 3, Against 3 and Abstain 1)

4. 80, 82 & 84 Harrowdene Road (Ref. 17/3318)

PROPOSAL: Outline application for the demolition of the existing 3 buildings at 80, 82 & 84 Harrowdene Road, HA0 and erection of a 4 storey detached building with basement, comprising 33 self-contained flats (2 x 1 bed, 28 x 2 bed, 3 x 3 bed) with associated parking, cycle store, refuse storage, landscaping and communal amenity space.

RECOMMENDATION:

- (1) To resolve that the planning application be refused for the reasons set out in the report.
- (2) That the Head of Planning is delegated authority to issue the decision notice and impose informatives pursuant to Community Infrastructure Levy (CIL) liability matters.
- (3) That the Head of Planning is granted delegated authority to make changes to the wording of the Committee's decision (such as to delete, vary or add informatives or vary the reasons 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.

Victoria McDonagh (Deputy Area Planning Manager) introduced the report outlining the material planning considerations relating to the application. Members were advised of contact with a local resident on the day of the meeting, enquiring about the receipt of 80+ letters of objection which had not been included within the committee report. Officers had confirmed no record existed of these letters being received with members noting that the recommendation for refusal was already based on a significant number of reasons. Should members be minded to refuse the proposal as recommended in the report and the applicant were to appeal the decision, objectors would then have a further opportunity to comment on the appeal.

DECISION: Planning permission be refused for the reasons stated, as recommended within the report.

(Voting for refusal was unanimous: For 6, Against 0 and Abstain 0)

As Councillor Daly had declared a personal and prejudicial interest in this application she withdrew from the meeting at the start of the item and was not present during the discussion or decision made.

5. 1-7,9,11 & 11A Elm Road (Ref. 17/3188)

PROPOSAL: Demolition of existing hotel buildings and erection of a part 3, part 4 and part 5 storey 128 bed aparthotel plus basement accommodation comprising guestrooms and ancillary facilities within a 4-storey basement (situated below the

part-basement lower ground floor), together with soft and hard landscaping, servicing, cycle storage and refuse and recycling facilities (revised description)

RECOMMENDATION:

- (1) To grant planning permission subject to conditions and the completion of a satisfactory Section 106 Heads of Terms or other legal agreement.
- (2) That the Head of Planning be granted delegated authority to negotiate the legal agreement indicated above and to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.
- (3) That the Head of Planning be granted 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 or that such change(s) could reasonably have led to a different decision having been reached by the Committee.
- (4) That, if by 3 months of the committee date the legal agreement has not been completed, the Head of Planning be granted delegated authority to refuse planning permission.

David Glover (Area Planning Manager) introduced the report, outlining the material planning considerations relating to the proposal. Members noted the additional information provided within the supplementary report clarifying the position relating to the changes in energy and sustainability obligations. In response to a query from members it was reported that if members were minded to approve the application (as recommended) concerns regarding the parking arrangements for coaches could be covered under an amendment to Condition 8 requiring adherence to a coach management plan.

As members had indicated they were minded to approve the recommendation to grant planning permission, the applicant's agents advised they would withdraw their request to address the committee.

DECISION: Planning permission be approved, as recommended within the report subject to:

- (1) the carbon offset payment obligation being removed from the s106 agreement;
- (2) an amendment to Condition 8 requiring the coach management plan to include details on access and parking arrangements on site; and
- (3) additional informatives being included requiring that any damage to public realm was repaired, the maximum standards were applied to fire safety issues and that employees were subject to the London Living wage.

(Voting for approval was unanimous: For 7, Against 0 and Abstain 0)

6. Cottrell House, 53-63 Wembley Hill Road, Wembley, HA9 8DL (Ref. 17/0387)

PROPOSAL: Demolition of the existing mixed use building and erection of a part 6, 8 and 13 storey building comprising 64 residential units, with 2 commercial units (Use class A1) located over ground and mezzanine floors fronting Wembley Hill Rd, and associated car and cycle parking spaces, bin stores, landscaping and amenity space.

RECOMMENDATION:

- (1) To refuse planning permission for the reasons set out in the report and within the draft decision notice and subject to the stage 2 referral to the Mayor of London.
- (2) That the Head of Planning be granted delegated authority to issue the decision notice and impose informatives pursuant to the Community Infrastructure Levy (CIL) matters:
- (3) That the Head of Planning be granted delegated authority to make changes to the wording of the Committee's decision (such as to delete, vary or add informatives or to vary the reason for the 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.

Victoria McDonagh (Deputy Area Planning Manager) introduced the report outlining the material planning considerations relating to the proposal and also recommending the inclusion of an additional reason for refusal.

Linda Aitken (applicant's agent) speaking in objection to the recommendation for refusal, raised the following issues:

- (i) the improved architectural approach and visual appearance of the proposed development, as referenced within the committee report;
- (ii) the increase in part of the building from 10 to 13 storeys would increase the number of affordable homes it would be possible to deliver from 13 to 16;
- (iii) the minimal opposition from local residents, with only one letter of objection received as a result of the consultation undertaken;
- (iv) in terms of the contextual impact and fit of the proposal with the surrounding area, it was important to note that there were buildings immediately opposite the site above the height of the proposed development and that the GLA were supportive of the height of the building now proposed;

Whilst noting the issues raised, Members remained concerned at the impact of the proposed increase in height of the development on local residents in the adjacent residential street and were therefore minded to approve the recommendation for refusal.

DECISION: Planning permission be refused as recommended within the report subject to the inclusion of an additional reason for refusal setting out that the impacts of the proposal would not be mitigated in the absence of a legal

agreement (which would not be agreed where planning permission is refused) including the necessary highways works, travel plan, Affordable Housing, sustainability measures, job and training opportunities for local residents and contributions towards street planting and towards the establishment of a local controlled parking zone.

(Voting for refusal was unanimous: For 7, Against 0 and Abstain 0)

7. 60 Neasden Lane, London NW10 2UW (Ref.17/2477)

PROPOSAL: Demolition of existing buildings on site and erection of new four storey commercial building fronting Neasden Lane comprising a total of 2,131 sqm, of which 117sqm is for flexible use within use classes A2, A3 or B1 and 898sqm of affordable workspace B1(a), and the remaining floorspace for use classes of A2 or B1, and new three to five storey residential building to the rear comprising 121 self-contained units (38 x 1bed, 63 x 2bed and 20 x 3 bed) with associated car and cycle parking, bin stores, landscaping and public realm works.

RECOMMENDATION:

- (1) To GRANT planning permission subject to the prior completion of a legal agreement to secure the planning obligations set out within the report.
- (2) That the Head of Planning be granted delegated authority to negotiate the legal agreement indicated above and to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.
- (3) That the Head of Planning be granted 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.

David Glover (Area Planning Manager) introduced the report outlining the material planning matters relating to the application. Members noted the application fell within a designated Locally Significant Industrial Site (LSIS) but that the approval of a non-employment use (hotel) for an adjacent site had significantly changed the physical context of the application site by isolating it from the main LSIS area and surrounding it with non-employment uses. The site was therefore considered suitable for release with the scheme felt to provide a sufficient mix of residential accommodation, managed affordable workspace, flexible commercial use and aesthetic improvements to justify recommended approval.

In response to a query raised by Members regarding the management of any potential contamination of the site David Glover advised that this had been addressed through the inclusion of a condition (should members be minded to approve the application) to ensure the necessary site investigations were undertaken and any remediation measures identified as a result were implemented. In terms of the impact of any construction works on the school

adjoining the site these would be addressed through the construction management statement.

Having considered the regeneration benefits associated with the scheme and altered context of the site, Members indicated they were minded to approve the recommended approval of the application. Given that members had indicated they were minded to approve the application Councillor Hirani (local ward councillor) and the applicant's agent advised they would withdraw their request to address the committee.

DECISION: To grant planning permission, as recommended in the report, subject to the inclusion of additional informatives requiring that any damage to public realm was repaired, the maximum standards were applied to fire safety issues and that employees were subject to the London Living wage.

(Voting for approval was unanimous: For 7, Against 0 and Abstain 0)

8. Any Other Urgent Business

None.

The meeting closed at 8:10pm
COUNCILLOR AGHA
Chair

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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

13 December, 2017
03
17/2670

SITE INFORMATION

RECEIVED	15 June, 2017
WARD	Brondesbury Park
PLANNING AREA	Brent Connects Kilburn
LOCATION	107 Brondesbury Park, Brondesbury, London, NW2 5JL
PROPOSAL	Demolition of existing single storey rear extension, conversion of garage into a habitable room to include replacement of garage door with window and new entrance door, erection of a single storey side to rear extension, roof extension to also include a rear dormer window, insertion of seven rooflights and conversion of dwellinghouse into 6 self-contained flats (1x 3bed and 5x 2bed), provision for cycle parking spaces and bin stores and subdivision of rear garden space
APPLICANT	Mr Bhanji
CONTACT	Bonnystreet Planning Limited
PLAN NO'S	Please see condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_134850</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 "17/2670" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

That the Planning Committee resolve to grant planning permission and delegated authority to the Head of Planning to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limit
2. Carry out the development in accordance with the approved plans
3. Proposed materials to match the existing property
4. Permit free restriction on units 3 and 5
5. Restriction regarding the use of the flat roof as a terrace
6. Change to House of Multiple Occupation (HMO)
7. That the parking spaces can only be used for purposes ancillary to the development
8. Restriction on side facing windows in eastern elevation
9. Details of the front garden layout to be submitted and implemented
10. Noise insulation between flats

Any other conditions considered necessary by the Head of Planning


Informatives

1. Party Wall
2. Details of pavement to be taken and restored if damaged during construction
3. Maximum standards for fire safety
4. Payment of London Living Wage

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

That the Committee confirms that it has paid special attention to the desirability of preserving or enhancing the character and appearance of the adjacent Willesden Green Conservation Area as required by Section 72

SITE MAP

 **Planning Committee Map**
Site address: 107 Brondesbury Park, Brondesbury, London, NW2 5JL
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This map is indicative only.

PROPOSAL IN DETAIL

This application seeks planning permission for a the demolition of the existing single storey rear extension, the conversion of garage into a habitable room to include replacement of garage door with window and new entrance door, erection of a single storey side to rear extension, roof extension to also include a rear dormer window, insertion of seven rooflights and conversion of dwellinghouse into 6 self-contained flats (1x 3bed and 5x 2bed). The scheme would also include the provision for cycle parking spaces and bin stores and the subdivision of the rear garden.

EXISTING

The site is a large semi-detached residential house. It has previously been extended and is not listed. It is also not within a conservation area but the start of the Willesden Green Conservation Area adjoins the rear boundary of the property.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Letters of objection have been received from 8 residents and one councillor regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

- **Principle of Development:** The proposed conversion complies with Council policy regarding the principle of development as the existing house exceeds the minimum floorspace threshold and a 3-bedroom dwelling is created of an appropriate standard.
- **Design and potential impact on character or neighbouring amenity:** The proposed extensions would be of an acceptable appearance and would not result in an unduly detrimental impact on the amenities of surrounding occupiers or the character of the locality

Transportation: The proposal would provide off-street parking and a parking permit restrictions would prevent the residents from being able to park additional cars on-street within the locality of the application site. Cycle Parking has been proposed and the development would not have an adverse impact on parking or highway safety

RELEVANT SITE HISTORY

03/3408 – Granted permission – 15/01/2004 - Erection of part two-storey, part single-storey side extension, rear dormer window and 2 front roof-lights to dwellinghouse

02/1106 – Granted permission – 25/07/2002 - Erection of a part two-storey, part single storey side extension and installation of rear dormer to dwellinghouse

CONSULTATIONS

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the application was publicised by serving the notice on the adjoining owners or occupiers on 27 June 2017 and a re-consultation occurred on 29/09/2017.

Overall 8 letters of representation have been received. These raised the following material planning considerations:

Comment	Response
Impact upon character and	Paragraph 1.3 and paragraph 1.16

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appearance of the area	onwards.
Parking and highway safety	Paragraph 1.18 onwards
Impact upon the living conditions of the adjacent occupiers.	Paragraph 1.7 onwards
Legal precedent and overall precedent	Legal matters are not material planning considerations. The Council is legally required to assess each application on its own merits.
Creation of noise	The application does not propose any plant and the proposal would continue to provide residential units within a residential area. Reasonable use of the proposed dwellings would not have an unduly detrimental impact on the neighbouring occupiers. Any excessive noise created by the existing or future residents would be controlled through Environmental Health legislation.
Size and scale of gardens	Paragraph 1.15
Impact upon amenity services	The proposal would not have any significant impact on the capacity of amenity services.
Overcrowding	Paragraph 1.10 onwards
Building and construction work	These are not material planning consideration. The impacts of construction works are managed through Environmental Health Legislation.

Councillor Shaw – Objection and request for the application to be determined at committee and raised concern with the following:

Comment	Response
Overdevelopment and out of keeping	Paragraph 1.3 onwards
Impact upon living conditions of adjacent properties	Paragraph 1.7 onwards
Pollution and noise	See above discussion.
Parking	Paragraph 1.18 onwards
Applications to convert the surrounding properties could be submitted in the future.	This is not a material planning consideration and each application must be assessed on its merits.

Environmental Health – raise no objection subject to condition

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 specific policies applicable to this application are:

London Plan 2016
3.5 Quality and Design of Housing Developments
7.4 Local Character
7.6 Architecture

Housing SPG 2016
Technical housing standards 2015

Brent Core Strategy 2010
CP17 The suburban character of Brent
CP21 A balanced housing stock

Development Management policies 2016
DMP1 Development Management General Policy
DMP7 Brent's Heritage Assets
DMP12 Parking
DMP16 Resisting Housing Loss
DMP17 Conversion of Family Sized Dwellings
DMP18 Dwelling Size and Residential Outbuildings
DMP19 Residential Amenity Space

DETAILED CONSIDERATIONS

1.1 The main issues for consideration are:

1. The proposed extensions and the impact that these would have upon the character and appearance of the site and surrounding area.
2. The impact upon the living conditions of the adjacent occupiers.
3. The principle of the conversion and the impact this would have.

Proposed extensions

Character and appearance

- 1.2 The existing property is a large semi-detached dwellinghouse that has been extended previously. A number of extensions and alterations are proposed including extensions to the roof, the demolition of the existing single storey rear extension and construction of a new single storey rear extension and various other alterations to the building.
- 1.3 With regard to the roof extensions and alterations, the existing side extension has a gable front with a valley roof between the extension and the main house. The proposal includes the construction of a hipped roof over the side extension connecting the original roof with that of the existing extension. This results in a form that accords with SPG5 and SPD2 guidance and is in keeping with the character of the house. The proposed rear dormer also accords with guidance and does not appear overly dominant within the roof plane. A number of rooflights are proposed, which also do not appear overly dominant. It should be noted that SPD2 does not restrict the number of rooflights that may be installed. The proposed roof extensions and alterations therefore preserve the character and appearance of the building and surrounding area.
- 1.4 During the course of this application, the proposed design of the rear extensions was

amended. These amendments included a reduction in the size of the single storey rear extension and the balconies/ terraces were removed. Given the size and scale of the building and the overall size of the plot, the rear extension would not be prominent or out of keeping and would not be considered harmful. The rear extensions would project 3 m beyond the rear wall of the attached adjoining property and has a height of 3 m above ground level, in accordance with SPG5 and draft SPD2. The depth of the rear extension then steps out to 3.5 m at distance of approximately 2.5 m from the boundary, mitigating the potential impact of the additional depth of extension in line with SPD2. The re-constructed single storey rear extension does not project beyond the rear wall of the existing extension adjacent to the boundary with the non-attached property, No.105, and the height of the proposed extension is lower than the existing. As such, the impact of the proposed extension is less than that of the existing extension.

- 1.5 The rear boundary of the site adjoins the Willesden Green Conservation Area. However, the site is not within the conservation area. The proposed extensions, both separately and cumulative, are in keeping with the character and appearance of the property and surrounding area and do not result in harm to the adjacent conservation area. The proposed alterations are therefore in compliance with policy DMP1 and DMP7.
- 1.6 A number of representations have made reference to the conversion altering the character and appearance of the surrounding area. They are concerned that the conversion would be out of keeping and would cause harm to the character and appearance of the surrounding area. As discussed above, the proposed extensions and alterations are considered to be in keeping with the character of the house and the area, and are not considered to be detrimental to the character of the conservation area.
- 1.7 Concern was also raised regarding the separation of the garden and this was amended with the recent change in design. The proposed fences that would separate each garden and from the communal area would step down so would not create an imposing area. The gardens along with the proposed conversion would therefore preserve the character and appearance of the site and surrounding area.

Living conditions of surrounding occupiers

- 1.8 The proposed extensions and alterations to the roof are situated over the main house. As such, they are not considered to result in an unduly detrimental impact on the light or outlook from the adjoining properties, having regard to SPG5 and draft SPD2. There are rooflights within the side roof planes. However, these are not primary windows for habitable rooms and conditions are recommended requiring these to be obscure glazed and fixed closed (or high level opening only) to ensure that the privacy of surrounding occupiers is suitably maintained.
- 1.9 As referenced above, the rear elevation was amended during the course of the application and the height and depth of the single storey addition was altered. The proposed single storey extension accords with SPG5 and draft SPD2 in relation to the attached adjoining dwelling. The proposed single storey rear extension is the same depth but slightly lower than the existing extension adjacent to the non-attached adjoining property (No. 105). The proposed extensions are a large distance from the rear boundary. As such, the proposed extensions and alterations accord with adopted guidance and are not considered to result in an unduly detrimental impact on the amenities of surrounding occupiers.
- 1.10 Objectors have specified concern regarding the impact of the converted units on the surrounding homes, in terms of the intensity of use (including noise and other disturbances, overcrowding). The proposed development would continue to result in residential dwellings within a residential area. It therefore does not introduce uses that are inappropriate to a residential area. It would increase the intensity of use of the property. However, planning policy and guidance seeks to optimise the use of properties and land providing uses are compatible with the surrounding area. The reasonable use of the flats would not have an unduly detrimental in terms of noise or other disturbances and excessive noise that may be created can be controlled through environmental health legislation.

Principle of the conversion

- 1.11 Planning Policy DMP17 states that a property with 3 bedrooms or more would be classed as a family home and places restrictions upon the size and scale of the existing unit as well as ensuring the re-provision of a family dwelling. For the conversion to be in compliance with this policy, the existing dwelling must have a footprint of above 130m². The proposed scheme must also include the re-provision of at least a 3 bedroom family property to current standards, with direct access to an adequately sized garden.
- 1.12 When the current scheme is assessed against Planning Policy DMP17, it appears to be in compliance. For instance the existing house has 7 bedrooms and has a footprint of approximately 444m² which is significantly above the 130m² as required by policy. The proposed scheme would also re-provide a 3 bedroom dwelling which would be sited on the ground and first floor with direct access to a private amenity space and access to the communal garden. The proposal complies with policy DMP17 and the principle of use is therefore considered to be acceptable.

Quality of accommodation within the proposed flats

- 1.13 The proposed conversion would create 6 new flats and these would mainly be 2 bedroom dwellings with a 3 bedroom property located on the ground and first floor. All the proposed units would just be in compliance with Gross Internal Floor Area (GIA) as required by the London Plan and Technical Housing Standards. Each unit would also have access to either a private garden or a communal amenity space that would be accessed via the side of the house.

Unit number	Number of bedrooms/ people	Required GIA	Provided GIA	In compliance?
Unit 1	3b5p	93m ²	113m ²	Yes
Unit 2	2b4p	70m ²	81m ²	Yes
Unit 3	2b3p	61m ²	70.7m ²	Yes
Unit 4	2b4p	70m ²	71m ²	Yes
Unit 5	2b3p	61m ²	61m ²	Yes
Unit 6	2b4p	70m ²	73m ²	Yes

- 1.14 The proposed layout for the flats is considered to result in a good standard of accommodation for future residents. Most habitable rooms face the front or rear and benefit from good outlook. There is a ground floor bedroom adjacent the main entrance which would have a shorter outlook. However, this is the second bedroom and there would not be a significant amount of footfall to the front door and the quality of outlook and privacy from this window is accordingly considered acceptable. The siting of this window is such that it would not result in an undue loss of privacy for adjoining occupiers.
- 1.15 All of habitable rooms to the dwellings would have access to natural light. The proposed bedrooms to the flat on the upper floor would only have rooflights but due to the sloping nature of the roof, these would be at a low level and it would be possible to look out of these openings. They are therefore comparable to windows so would not cause significant harm to the living conditions of the future occupiers. In terms of the stacking of rooms between units, most are stacked in the optimal way. However, an element of the kitchen of first floor flat 5 is above a bedroom of flat 3 and one of the bathrooms of flat 6 is above a bedroom of flat 5. As such, details of noise insulation is recommended to be secured through condition.
- 1.16 With regards to head height, more than 75% of the GIA for the upper floor flat would have a floor to ceiling height of more than 2.3m. Drawing number PD002 C also shows that a large proportion of the bedrooms would have a floor to ceiling height of above 2.3m.
- 1.17 Planning Policy DMP19 states that each new unit should provide amenity space. Ground floor flats and family dwellings should have 50m² whilst the other units should have 20m². The proposed private gardens to the rear of the site would provide between 21m² – 30m² of amenity space per unit. These connect to a communal garden (to which the other flats would also have access) and the amount of amenity space that would be provided would be significantly above the levels required by Policy DMP19. If only the communal garden area is divided by the number of flats in the whole of the building, it would equate to 49.5m² of

amenity space per unit, which is in addition to the privacy spaces proposed for the ground floor units (including the three bedroom unit).

The quality of accommodation for the proposed units is considered to be good.

Parking and highway safety

- 1.18 The site has moderate public transport accessibility (PTAL of 3). As the site does not have good access to public transport services, the higher residential car parking allowances set out in Appendix 1 of the adopted DMP would apply. The existing 7-bedroom house is therefore permitted two parking spaces and the existing provision of 3 spaces (1 garage & 2 driveway) would exceed this allowance.
- 1.19 The proposed extension and conversion of the building into 6 flats (5 x 2-bed & 1 x 3-bed) would increase the parking allowance to 6.5 spaces which is considered to be a significant increase. The proposal would retain 2 spaces within the site which is within the maximum allowance. There are two residents parking spaces directly in front of the site which can contribute towards the parking provision for the site as the street has not been identified as "heavily parked" within the Council's parking surveys.
- 1.20 To mitigate the potential for over-spill parking, the applicant proposes that two of the flats are designated as "parking permit restricted" (where future occupants are not eligible for on-street parking permits, applicable for flats 3 and 5) and the parking spaces are allocated to units 1 (the 3-bedroom unit) and 2. However, this could still result in unduly detrimental levels of on-street parking as four of the dwellings could benefit from on-street parking permits. It is accordingly recommended that four of the dwellings should be "parking permit restricted". Two of those units would be able to use the parking spaces within the frontage. On this basis, the parking provision would accord with standards and the likely level of operational need and the proposal would be considered unlikely to result in overspill parking at levels that would be detrimental to highway safety.
- 1.21 The London Plan requires each flat to have 2 secure bicycle parking spaces, giving a total requirement for 12 spaces. An area has been shown for bicycle storage but this appears small for 12 bicycles and further details have been requested via condition. It is noted that 3 of the ground floor flats have their own private amenity space to the rear which could be used to store bicycles. The overall provision is therefore acceptable.

Conclusions

- 1.22 A number of objections have been received to the proposal. However, the proposed extensions and alterations and conversion into flats accords with the Council's policies and guidance for the reasons set out above. It is accordingly recommended that planning permission is granted.

CIL DETAILS

This application is liable to pay **£18,058.26*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.
 Total amount of floorspace on completion (G): 521 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	521	460	61	£200.00	£35.15	£15,358.93	£2,699.33

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)	282	

Total chargeable amount	£15,358.93	£2,699.33
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*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

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

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



DECISION NOTICE – APPROVAL

Application No: 17/2670

To: Mr Christen
Bonnystreet Planning Limited
1 Howitt Close
Belsize Park
London
NW3 4LX

I refer to your application dated **15/06/2017** proposing the following:

Demolition of existing single storey rear extension, conversion of garage into a habitable room to include replacement of garage door with window and new entrance door, erection of a single storey side to rear extension, roof extension to also include a rear dormer window, insertion of seven rooflights and conversion of dwellinghouse into 6 self-contained flats (1x 3bed and 5x 2bed), provision for cycle parking spaces and bin stores and subdivision of rear garden space

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

at **107 Brondesbury Park, Brondesbury, London, NW2 5JL**

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

Date: 05/12/2017

Signature:

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

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

NPPF 2012
London Plan 2016
Housing SPG 2016
Technical housing standards 2015
LDF Core Strategy
Development Management policies 2016

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out and thereafter retained in accordance with the following approved drawings and documents:

AED000 A – Location plan

AED001 A – Existing ground and first floor plans

AED002 A – Existing loft and roof plans

AED003 A – Existing section A and B

AED004 A – Existing front, rear and side elevation

PD010 C – Boundary treatment

PD100 F – Proposed ground and first floor plans

PD002 E – Proposed loft and roof plans

PD002 C – Proposed section A & B

PD004 D – Proposed front, rear and side elevation

PD100 E - Car free units

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

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

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

- 4 Occupiers of the units 1, 2, 3 and 5 (as shown on drawing number PD100 E), hereby approved, or of four alternative flats within the development providing details of those flats have been submitted to and approved in writing by the Local Planning Authority, shall not be entitled to a Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within

the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development.

On, or after, practical completion but prior to any occupation of the residential development hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of relevant flats, including the formal naming and number details of those flats.

The owner is required to inform any future occupant that they won't be entitled to a Residents Parking Permit or Visitors Parking Permit.

Any Parking Permit issued in error by the Council shall be surrendered should the Council request it.

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

- 5 The roof of the single storey rear extension hereby approved shall not at any time be used as a terrace or adapted so that it can be used or utilised as a terrace.

Reason: To preserve the living conditions of the adjacent properties.

- 6 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units.

- 7 The off-street parking spaces within the application site shall be constructed and made available prior to first occupation of the units hereby approved and shall thereafter not be used other than for purposes ancillary to the flats hereby approved.

Reason: In the interest of highway flow and safety.

- 8 The window(s) on the first floor of the eastern elevation of the building (that provide light and outlook to a bathroom and staircase) and the rooflights within the side facing roofplanes shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

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

- 9 Details of the front garden layout and details of the bicycle/ bin storage enclosures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. All detailed works shall be carried out as approved prior to the occupation of the premises.

Such details shall include:

- (i) planting of the front garden area with shrubs and/or trees;
- (ii) the retention of existing hedges and shrubs;
- (iii) provision of front garden wall or walls or other form of boundary treatment;
- (iv) car parking space for 2 cars, the defined points of access and the surfacing materials

to be used;

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

Reason: To ensure a satisfactory appearance and in the interests of local amenity.

- 10 A scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The scheme shall demonstrate how potential noise and disturbance associated with the stacking of rooms between units will be addressed, including the stacking of the the kitchen of flat 5 above the bedroom of flat 3 and the bathroom of flat 6 above the bedroom of flat 5. The development shall be completed in accordance with the approved details.

Reason: To obtain required sound insulation and prevent noise nuisance.

INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 2 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 3 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 4 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer and constructor are strongly encouraged to pay the London Living Wage to all employees associated with the approved works.

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

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 December, 2017
04
17/2807

SITE INFORMATION

RECEIVED	23 June, 2017
WARD	Brondesbury Park
PLANNING AREA	Brent Connects Kilburn
LOCATION	48 Brondesbury Park, Kilburn, London, NW6 7AT
PROPOSAL	Conversion of the dwellinghouse into 7 self-contained flats (5 x studios, 1 x 1bed and 1 x 3bed) to include the insertion of rooflights to existing side extension, new door opening to the ground floor rear elevation, car and cycle parking spaces, bin stores, landscaping, amenity space and replacement of the hinged gates with new sliding gates to the front boundary elevation
APPLICANT	Brondesbury Park Holding
CONTACT	Pelican Architecture & Design
PLAN NO'S	7161-LP 7161-01 7161-02 7161-03 7161-04 7161-05 7161-06 7161-07 7161-08 7161-09 RevC 7161-10 RevC 7161-11 RevC 7161-12 RevC 7161-13 7161-14 7161-15 7161-16 7161-17

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_134991

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 "17/2807" (i.e. Case Reference) into the search Box

3. Click on "View Documents" tab

RECOMMENDATIONS

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

Conditions

Time limit

Development to be carried out in accordance with the approved plans

Carry out the development in accordance with the approved plans

Proposed materials to match the existing property

Restriction regarding the use of the flat roof as a terrace

Details of landscaping to be submitted

Obscure glazing to the western elevation to prevent overlooking

Details of acoustic insulation to be submitted

Details of refuse storage to be agreed and implemented


Cycle parking to be provided

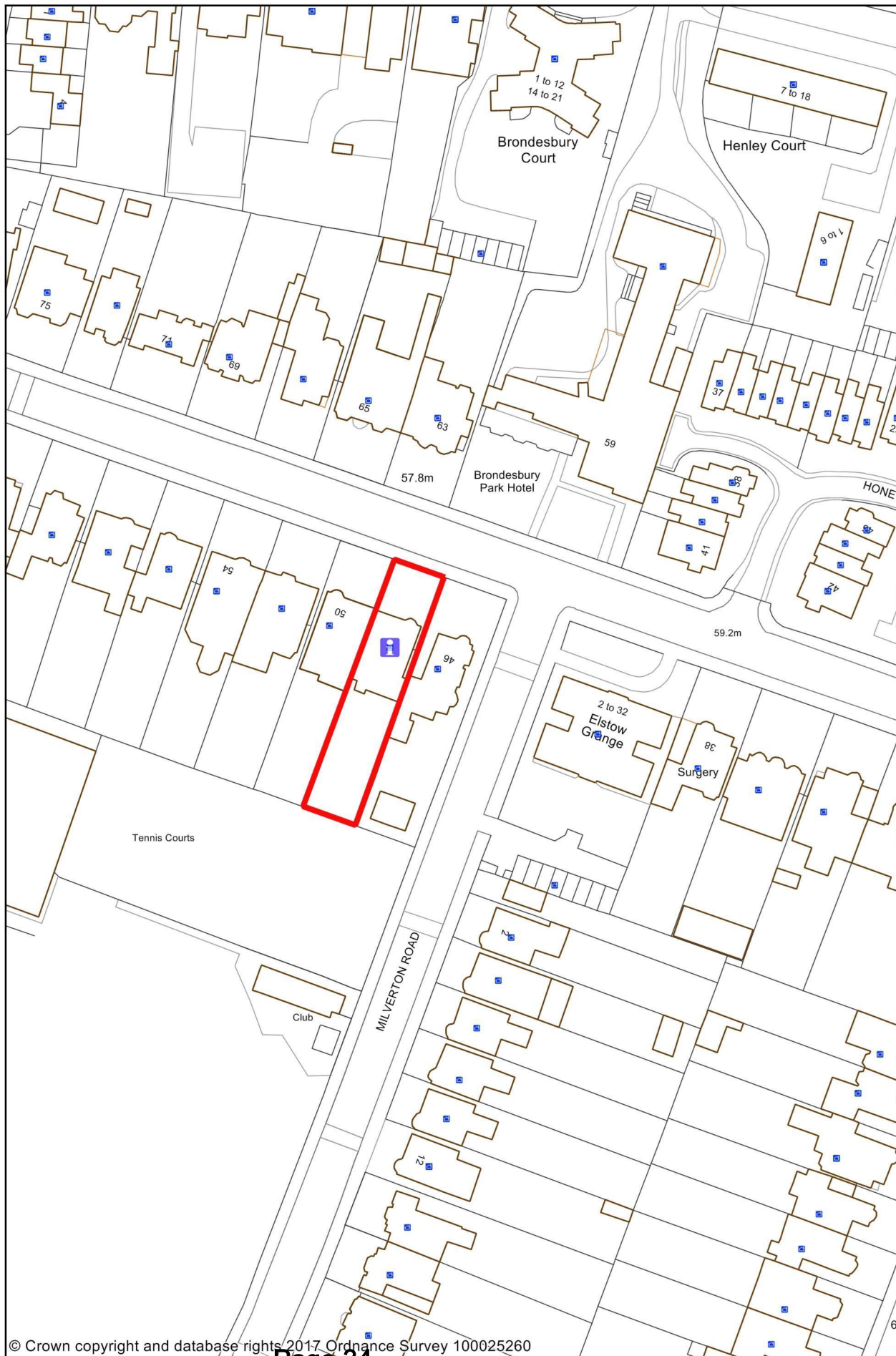
Any other conditions considered necessary by the Head of Planning

1.2 Informatives

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

	<p>Planning Committee Map</p> <p>Site address: 48 Brondesbury Park, Kilburn, London, NW6 7AT</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

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Ref: 17/2807 Page 5 of 16

PROPOSAL IN DETAIL

- 2.1 The application seeks permission for the conversion of the dwellinghouse into seven self-contained flats (5 x studios, 1 x 1bed and 1 x 3bed) to include the insertion of rooflights to existing side extension, insertion of new door opening and new rooflight arrangement to single storey flat roof rear extension, car and cycle parking spaces, bin stores, landscaping, amenity space and replacement of the hinged gates with new sliding remote controlled gates to the front boundary.

EXISTING

- 3.1 The property comprises a substantial detached dwelling set within a spacious garden on the south side of Brondesbury Park. The property is not listed and is not within a Conservation Area. At the front of the building is a fully paved area, accessed via 3.3m wide gates and providing ample off-street car parking space. The area is characterised by substantial detached dwellings and a number of flatted developments set along in an attractive residential area with a preponderance of street trees.

SUMMARY OF KEY ISSUES

1.1 The key planning issues for Members to consider are set out below. Objections have been received from four local residents regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

Principle of development: The principle of development is accepted as the scheme accords with Policy DMP17 (Conversion of family sized dwellings), with the original house being well in excess of 130 sqm in size and a 3 bedroom home re-provided in the scheme which meets standards and has direct access to an appropriately sized garden.

Design, character and impact on amenity: The proposal only includes minimal external alterations. Additional landscaping at the front of the property will improve the building's setting and enhance the street scene. Homes would continue to be provided in a residential area, so the nature of the use is appropriate for its context. The increase in the intensity of use associated with the proposal would not be contrary to adopted policies and guidance given that the nature of the use (residential dwellings) is not changing. As such, while some increase in vehicle and pedestrian movement will occur, but this would not be considered unduly detrimental to surrounding occupiers.

Standard of accommodation: All the proposed flats comply with or exceed Development Plan policy and adopted guidance in terms of the quality of accommodation.

Parking and access: On-site parking has been increased to four spaces and one space can be accommodated on-street in front of the property. The proposal therefore accords with the Council's maximum parking standards (5.7 spaces) it is considered that sufficient parking provision is available to avoid any adverse highway conditions, and sufficient levels of cycle parking are proposed.

Objections: Objections have been received from 4 local residents citing concern regarding a loss of amenity (noise, disturbance, privacy and overlooking), parking and congestion and an impact on the character of the area, which objectors note is characterised by single family dwellings.

The proposal is considered to accord with policy and guidance for the reasons set out in this report.

RELEVANT SITE HISTORY

- 4.1 14/0206: Demolition of existing single storey side extension, erection of a part single, part two storey side extension and single storey rear extension, replacement of all windows with timber framed double glazed windows, formation of rear roof terrace at first floor level and

erection of a front porch.

Granted: 18 March 2014

The permitted extensions are substantially complete.

- 4.3 13/3390: Certificate of lawfulness for erection of two side dormer windows and one rear dormer window with Juliet balcony.

Granted: 10 December 2013

The dormer windows are now complete.

CONSULTATIONS

5.1 Neighbouring occupiers.

Nine neighbouring properties were notified of the application.

Four objections were received from neighbouring occupiers and these have been summarized below:

Comments:	Response
Loss of amenity by noise, disturbance, overlooking and loss of privacy particularly from huge loft windows.	<p>The proposal would largely use the existing envelope of extensions that have been constructed already. The proposed new units would not result in any significant further overlooking or a loss of privacy.</p> <p>The proposal would continue to represent the use of the property as residential dwellings within a residential area and would not introduce incompatible uses into the area. The reasonable use of the proposed dwelling would not have an unduly detrimental impact on the overall living conditions of the adjoining occupiers, with potential disturbances dealt with through Environmental Health legislation (as would occur for the remainder of the homes in this street and area).</p>
Reduction in parking for current residents and increased traffic congestion on busy road.	See Access and parking section of report: (para.7.8)
Overdevelopment and out of character: area is characterised by single family dwellings and intensity of proposed development would be harmful.	<p>The introduction of flats (either through conversion or new build) would not be seen to result in a change in the character of an area when considering how character is addressed within policy and guidance. Planning policy allows such conversion subject to the consideration of certain criteria.</p> <p>Minimal external alteration is proposed within this application and the building as altered would not appear out of place or have an adverse impact on the character</p>

POLICY CONSIDERATIONS

6.1 National Planning Policy Framework (2012)

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 Brent Local Plan and the London Plan 2016.

London Plan

Policy 3.3: Increasing housing supply
Policy 3.4: Optimising housing potential
Policy 3.5: Quality and design of housing developments
Policy 3.9: Mixed and balanced communities

Local Plan

Core Strategy 2010

CP6: Design and density in place-shaping
CP17 - Protecting and enhancing the suburban character of Brent
CP21 – A balanced housing stock

Development Management Policies 2016

DMP1: Development Management General Policy
DMP12: Parking
DMP17: Conversion of family sized dwellings

DMP18: Dwelling size and residential outbuildings

DMP19 Residential amenity space

Supplementary

Supplementary Planning Guidance 17: Design guide for new developments
Draft Supplementary Planning Document 1: Brent Design Guide
Draft Supplementary Planning Document 2: Residential Extensions Design Guide

DETAILED CONSIDERATIONS

Principle

- 7.1 Development Management Policy DMP17 (Conversion of family sized dwellings) is directly relevant to this proposal. This policy sets two conditions to establish whether a family dwelling is suitable for conversion to two or more dwellings. Firstly the property in question must exceed 130sqm in floorspace. Secondly, the proposal should result in at least one family-sized dwelling (three or more bedrooms) being retained. The property is a substantial house, far exceeding 130sqm floorspace (410sqm). The proposal includes retention of a generously sized three bedroom family unit with direct access to an adequately sized garden. The principle of development is therefore established with the potential to create add to the borough's housing stock with an attractive development making efficient use of land in a sustainable location.

Design and impact on character

- 7.2 As set out in the History section above, the property has been extended in recent years following a grant of planning permission in 2014 and a grant of a lawful development certificate in 2013. These works appear to have been largely completed. The external physical works to the building involved in the present application are minimal, comprising only changes to the door on the rear elevation and insertion of two additional rooflights. The changes are minimal and would result in no material change to the building's existing appearance. It should be noted that although the previous applications granted extensions to a single family dwelling, the design of these additions would be acceptable when considered within this application.
- 7.3 The proposal was amended to introduce additional landscaping including tree planting adjacent to the site frontage. Due to the parking and manoeuvring space requirement there is little scope for additional landscaping to the front of the property but the proposed new planting now proposed will enhance the building's setting and benefit the street scene. A landscaping condition is proposed to ensure the provision of appropriate planting.

Standard of accommodation

- 7.4 All seven proposed units meet the London Plan internal space standards set out at Table 3.3 of that document (and thereby comply with Policy DMP18 of the Development Management Policies DPD), with the majority exceeding those standards. It should particularly be noted that the ground floor three bed family unit would comprise 125sqm, 30sqm in excess of the London Plan standard of 95sqm. The proposed units would have generous floor to ceiling heights which would exceed the 2.3m requirement within the London Plan. The proposed units would therefore provide accommodate of an appropriate standard in terms of its size and layout.
- 7.5 As a number of the units are studio flats, there is some potential for disturbance through the stacking of rooms between units (e.g. a bathroom of one flat is above part of a studio flat. Whilst this is largely addressed through the studio layout, details of noise insulation are recommended to be secured through condition to minimise noise transfer and potential disturbance. With regard to outlook and access to natural light the proposed flats would be well served by windows to provide good levels of outlook and light.

Amenity space

- 7.6 Policy DMP19 of the Development Management Policies DPD requires all new dwellings to have external private amenity space of a sufficient size, the aim being to achieve 20sqm per flat and 50sqm for family housing. The proposed ground floor family unit is designed with access to a rear private garden of 105sqm, more than double the area specified in Policy DMP19. The remaining six flats would not have private amenity space, but the scheme provides a communal open space area to which all these flats would have access of 170sqm. The private garden and communal area are shown to be delineated by hedging. A landscaping condition is proposed to ensure landscaping of both areas is implemented to a high quality.

Bin storage

- 7.7 Bin storage to an appropriate standard would be located within a bin enclosure sited adjacent to the property frontage between the pairs of double gates. This arrangement is considered to be acceptable and would have an acceptable impact on the character and appearance of the streetscene.

Parking and Access

- 7.8 The site has a Public Transport Accessibility Level (PTAL) of 4 (Good). Assessed against the parking standards set out at Appendix 1 of the Development Management Policies DPD, the existing property requires 1.2 spaces. The substantial hardsurfaced area at the front of the building is therefore a large over provision of parking space for the existing property. The maximum parking standard for the proposed number and mix of units is 5.7. An amended layout plan was submitted showing marked spaces on site for 4 cars (increased from 3 spaces). It is considered that this provision, plus the on-street space which can be

accommodated along the site frontage, together provide the appropriate parking provision for the proposed development. Brondesbury Park is not heavily parked at night. The majority of the properties along both sides of the road have ample off street/on site parking provision. In this case that a car-free agreement is not required given the available parking within the locality.

- 7.9 Two pairs of sliding double gates would replace the existing gates. These would be remotely controlled to minimise any obstruction of the footway and ensure pedestrian safety.
- 7.10 Cycle parking is proposed to exceed standards, partly located in the private garden for the family unit and partly in the rear communal amenity area for the remaining six flats

Impact on neighbouring amenity

- 7.11 As noted above, the property has been extended recently under previous permissions and the current proposal involves minimal external alterations, with minimal impact on light, outlook or privacy resulting to neighbouring occupiers. Flat number 5 would have a small balcony area to the rear which would have an external platform. Due to the positioning of the neighbouring properties side ward views would be largely screen and not result in any significant further overlooking. To prevent any overlooking of the adjacent property to the west a condition is recommended to restrict the glazing above ground floor level to be obscure and top vent level opening only.
- 7.12 Objectors have cited concern regarding the impact on amenity associated with the increased intensity of occupation of the property. The increased intensity of occupation resulting from one large house being subdivided to seven flats will naturally result in an increase in comings and goings and vehicular movements associated with the site. However, this in itself is not contrary to policy or guidance as it would not introduce incompatible uses to the area (i.e. residential uses would still be provided within a residential area, and the reasonable use of the homes would be unlikely to result in an unduly detrimental level of disturbance. The unreasonable use (e.g. excessive noise and disturbance caused by residents) is dealt with as a statutory nuisance through other legislation, as it would be dealt with if this was to occur from any of the other homes in the street. As such, while the proposal would result in a change in the intensity of use of the property, the reasonable use of the property would still not result in levels of noise and disturbance that are unduly detrimental.

Conclusion

- 7.13 The proposed conversion to flats and associated alterations to the property accord with Council policy. The proposal accords with policy DMP17 which established that the general principle of conversion is acceptable. A good standard of accommodation would be provided for future residents and the proposal would not result in an unduly detrimental impact to surrounding residents or to the character of the property and area (having regard to adopted policy and guidance). The proposal accords with the Council's parking standards and sufficient levels of cycle parking are proposed.



Application No: 17/2807

To: Mr Baines
Pelican Architecture & Design
192D Campden Hill Road
Notting Hill
London
W8 7TH

I refer to your application dated **23/06/2017** proposing the following:

Conversion of the dwellinghouse into 7 self-contained flats (5 x studios, 1 x 1bed and 1 x 3bed) to include the insertion of rooflights to existing side extension, new door opening to the ground floor rear elevation, car and cycle parking spaces, bin stores, landscaping, amenity space and replacement of the hinged gates with new sliding gates to the front boundary elevation

and accompanied by plans or documents listed here:

7161-LP
7161-01
7161-02
7161-03
7161-04
7161-05
7161-06
7161-07
7161-08
7161-09 RevC
7161-10 RevC
7161-11 RevC
7161-12 RevC
7161-13
7161-14
7161-15
7161-16
7161-17

at **48 Brondesbury Park, Kilburn, London, NW6 7AT**

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

Date: 05/12/2017

Signature:

Alice Lester

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework (2012)

London Plan

Local Plan

Core Strategy 2010

CP6: Design and density in place-shaping

CP17 - Protecting and enhancing the suburban character of Brent

CP21 – A balanced housing stock

Development Management Policies 2016

DMP1: Development Management General Policy

DMP12: Parking

DMP17: Conversion of family sized dwellings

DMP18: Dwelling size and residential outbuildings

DMP19 Residential amenity space

Supplementary Planning Guidance 17:Design guide for new developments

Draft Supplementary Planning Document 1: Brent Design Guide

Draft Supplementary Planning Document 2: Residential Extensions Design Guide

- 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 complies with policies and guidance [no pre application discussions were entered into].

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawings:

7161-LP

7161.01

7161.02

7161.03

7161.04

7161.05

7161.06

7161.07

7161.08

7161.09 RevC

7161.10

7161.11

7161.12

7161.13

7161.14
7161.15
7161.16
7161.17

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

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

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

- 4 With the exception of the existing balcony which will serve proposed flat 5 no access shall be formed onto or any use as a sitting area occur on the roof of the existing single storey flat roof rear extension for the lifetime of the development.

Reason: To protect the privacy and amenity of the occupiers of adjacent properties.

- 5 The first floor level and dormer window on the west elevation of the building shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.7m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

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

- 6 A dustbin enclosure, providing for the storage of one dustbin per flat, shall be constructed in accordance with details and in a location to be submitted to and approved in writing by the Local Planning Authority, prior to occupation of the premises as self-contained flats. The enclosure shall be built and shall be permanently retained as approved unless the prior written consent of the Local Planning Authority is obtained.

Reason: To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection.

- 7 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space in the front garden to accommodate additional bin or cycle storage

- 8 Details of the front garden layout and details of the bicycle/ bin storage enclosures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. All detailed works shall be carried out as approved prior to the occupation of the premises.

Such details shall include:

- (i) planting of the front garden area with shrubs and/or trees;
- (ii) the retention of existing hedges and shrubs;
- (iii) car parking space for 4 cars, the defined points of access and the surfacing materials to be used;

Reason: To ensure a satisfactory appearance and in the interests of local amenity.

- 9 A scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The scheme shall demonstrate

that the residential dwellings will be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal and external noise levels:

Time	Area	Max noise level
Daytime Noise 07:00 – 23:00	Living rooms and Bedrooms	35 dB LAeq (16hr)
Night time noise 23:00 – 07:00	Bedrooms	30 dB LAeq (8 hr) 45 dB L _{max}

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

Reason: To obtain required sound insulation and prevent noise nuisance

- 10 The development shall include the construction of secure cycle parking as illustrated on the plans hereby approved and within the Design and Access Statement. The development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained.

Reason: To ensure satisfactory facilities for cyclists.

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

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 December, 2017
05
17/2545

SITE INFORMATION

RECEIVED	8 June, 2017
WARD	Queensbury
PLANNING AREA	Brent Connects Kingsbury & Kenton
LOCATION	634-640 Kingsbury Road, London, NW9 9HN
PROPOSAL	Variation of condition 8 (gym opening hours) of application reference 98/0338 and condition 1 (car parking opening hours) of application reference 98/1106, to allow 24 hour operation of the first floor gym and associated car parking area.
APPLICANT	The Gym Ltd
CONTACT	RPS CgMs
PLAN NO'S	<ul style="list-style-type: none"> • Suitability of Premises for Gym Use – Acoustic Appraisal, ref: Report AS9578.170410.NVIA, dated 18th May 2017. • Planning Statement in respect of 632-640 Kingsbury Road, ref: JCG23168, dated June 2017. • Site Location Plan, Licence number 100022432
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_134709</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 "17/2545" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

That the Planning Committee resolve to grant planning permission subject to conditions as set out below.


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

Conditions:

- Restriction on use of the first floor to be used only for the purpose of a health and exercise club and for no other purpose within Use Class D2.
- Restriction on music and loud amplified sound.
- Plant noise.
- Sound insulation measures.

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 or informatives) 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

	<p>Planning Committee Map</p> <p>Site address: 634-640 Kingsbury Road, London, NW9 9HN</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

PROPOSAL IN DETAIL

Variation of condition 8 (gym opening hours) of application reference 98/0338 and condition 1 (car parking opening hours) of application reference 98/1106, to allow 24 hour operation of the first floor gym and associated car parking area.

EXISTING

The application site consists of a large mixed use building which includes retail on the ground floor and residential flats on the second floor. There is gym use on the first floor which was approved under application ref: 98/0338. The building is situated on the north side of Kingsbury Road, nearby to a junction with Berkeley Road. It is located within the primary shopping frontage of Kingsbury District Centre. There is an ancillary car park to the rear of the building.

To the north and east of the car park are residential properties located on Leybourne Road and Berkeley Road.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. 5 objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

- **Representations Received:** Following this consultation five letters of objection were received from neighbouring properties including three of the residential flats within the same building. Another letter of objection was received from Kingsbury Road Residents Company Limited which seeks to represent the interests of all seven flats within the same building. The representations raised concerns regarding the impact of the proposals on the amenity of nearby properties in terms of noise disturbance. There is also concern raised regarding a possible increase in traffic.
- **Proposed variation of conditions:** The application proposes the variation of condition 1 (car park opening hours) and condition 8 (Gym opening hours) of application ref: 98/0338. The variation of the condition would allow the gym use to operate on a 24 hour basis.
- **Noise impacts:** The council's environmental health team have reviewed the submitted Acoustic Appraisal as well as environmental health records for the site. The environmental health team have found the appraisal acceptable in principle and have recommended conditions which would secure the submission of further details regarding noise mitigation measures. The 24 hour use of the gym is therefore subject to the provision of satisfactory noise mitigation measures.
- **Car Park:** Concerns have been raised regarding the 24 hour use of the car park. Given that the application site is within a local district centre and on a busy main road it is unlikely that outside noise from the car park would be more harmful than existing noise disturbance in the area so as to constitute material harm to the amenities of local residents.

RELEVANT SITE HISTORY

Relevant planning history

98/1277: Details pursuant to condition 6 (noise insulation) of full planning permission reference 98/0338 dated 05/05/98 for ground-floor shopfront alterations and minor elevational amendments with change of use of first floor to leisure use (health & exercise club) - Granted, 22/11/2000.

98/1006: Variation of condition 7 of full planning permission 98/0338 from: "The car-parking area shall be so regulated so as to ensure that it is not open to the general public, between the hours of 9 p.m. and 9 a.m. daily without the prior approval of the Local Planning Authority." to: "The car-parking area shall be so regulated so as to ensure that it is not open to the general public between the hours of 11.30pm and 7am daily without the prior approval of the Local Planning Authority." - Granted, 30/03/1999.

98/0338: Proposed ground-floor shopfront alterations and minor elevational amendments with change of use of first floor to leisure, with associated car-parking and landscaping amendments - Granted, 05/05/1998.

CONSULTATIONS

Public Consultation

As part of the statutory consultation process undertaken during the determination of this application letters consulting neighbouring residents were sent to 41 properties on the 29th of June.

Following this consultation four letters of objection were received from neighbouring properties. In addition, a letter of objection was received from Kingsbury Road Residents Company Limited which seeks to represent the interests of the seven flats located directly above the gym. The managing agents for Flats 1 and 3, 632 Kingsbury Road also wrote in to object to the proposal.

A summary of the material planning concerns raised in these letters of objection is laid out below;

Point of objection	Response
Loss of amenity to the flats located above the gym due to increased noise	This matter is discussed within paragraphs 5 to 10 of the remarks section below
Increased level of noise and disturbance as a result of the users of the gym entering and exiting the building and car park throughout the night.	This matter is discussed within paragraphs 5 to 10 of the remarks section below
Unclear if noise impact and vibration surveys have been carried out	The application is supported by an Acoustic Appraisal that considers both noise and vibration. This document has been reviewed by officers in Environmental Health. See paragraphs 5 to 10 below.
Loss of amenity to the flats located above the gym due to increased levels of vibration from the gym equipment and classes.	This matter is discussed within paragraphs 5 to 10 of the remarks section below
Increased traffic in locality due to 24 hour operation of gym.	Given the anticipated low number of users to the gym during the extended hours, it is not considered that there will be a materially detrimental increase in traffic in the locality during the extended hours. It should be noted that
Loss of value to properties	This is not a planning consideration.
Likelihood of increased crime in locality due to 24 hour operation of gym.	There is no evidence to suggest that the increased operating hours of the gym will result in increased crime in the locality. The applicant has set out details within its Planning Statement regarding access arrangements to the building during the extended operating hours, and details of CCTV cameras that operate both within the premises and external entrances.

Internal Consultation

Environmental Health

Officers in Environmental Health have confirmed that they have no objections to the principle of the extension to the Gym operating hours, subject to a number of conditions being secured as part of any forthcoming

planning consent relating to sound insulation measures and restricting on music or loud amplified sound.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

London Plan consolidated with alterations since 2011 (March 2016)

Policy 2.15 Town Centres

Policy 4.7 Retail and Town Centre Development

Policy 4.8 Supporting a successful and diverse retail sector and related facilities and services

Town Centre Supplementary Planning Guidance (2015) GLA

Brent Local Plan 2016

DMP1 – Development Management General Policy

DMP2 - Supporting Strong Centres

DMP3 – Non-Retail Uses

Brent Local Development Framework Core Strategy 2010

CP16 – Town Centres and the Sequential Approach to Development

DETAILED CONSIDERATIONS

Background

1. It is proposed that condition 8 (of application ref: 98/0338) is varied which restricts the hours of operation of the first floor gym use to between 7 am and 11.30 pm, and that condition 1 of the same application is varied which restricts the opening hours of the associated car park. The variation of the condition would allow the gym use to operate on a 24 hour basis.
2. Condition 1 and 8 were attached to the original application for the purposes of protecting the amenities of the second floor residential flats within the building in terms of noise pollution. The primary assessment from which the application must be determined on is therefore the impact of the proposed 24 hour use on the amenities of nearby residents primarily in terms of noise disturbance. Letters of objection to the application submitted by local residents substantiate the significance of this consideration.
3. With regards to night time economy the GLA's Town centres SPG states the following; "The evening and night time economy (NTE) can make a significant contribution to town centre vitality and viability. It generates jobs and improves incomes from leisure and tourism activities, contributing not just to the vitality of the town centre but also making it safer by increasing activity and providing 'passive-surveillance'. However, it can also be associated with noise, crime, anti-social behaviour, community safety problems and detrimental effects on public health, which, without appropriate management and mitigation, impacts on the quality of life of local residents, workers and NTE customers."
4. The applicant has set out in its Planning Statement that the gym aims to reach out to a different market than conventional operators. The type of offer that it provides relates mainly to weights and cardio vascular machines, rather than organised group fitness. They have advised that the Gym has become a source of exercise/fitness for a range of local people, including those who work on a shift basis.

Noise and vibration impact on amenity on residential dwellings within the building

5. The Planning Statement submitted with the application has advised that based on an assessment of visitors to other similar operations around the country and the scale and nature of the operation proposed, only 9.29% of visitors are made between the hours of 23:00 and 06:00, with very minimal attendance between 00:00 and 06:00. It goes on to advise that during these hours, member of the gym tend to visit on an individual basis.
6. The applicant has submitted an acoustic appraisal which seeks to demonstrate that the proposed 24 hour use would not unduly impact upon the amenities of local residents. It examines airborne sound and sound and sound through transmitted noise and vibration (e.g. weights dropped onto the floor). Some mitigation measures were recommended within the report which included the fitting of a suitable floor system within the free weight area, items of resistance equipment not being located beneath residential units, fitting of isolating

collars and washers for weight stacks, making good of the residential slab where necessary and a heavy resiliently-suspended ceiling to be fitted across the residential separating slab.

7. The councils environmental health team have reviewed the submitted Acoustic Appraisal as well as environmental health records for the site and have commented that the submission demonstrates that a satisfactory noise environment can be achieved. They note that there has been no noise complaints made to the environmental health team regarding the current use of the gym at this site. This is despite concerns of noise disturbance being raised in objections received from local residents. The environmental health officer also points out that noise nuisance complaints that have been received regarding other gym uses have been related to structure borne transmission. Several conditions have been recommended to sufficiently mitigate the potential for harmful noise nuisance impact associated with the gym use on the below residential properties.

8. These conditions would secure the submission of further details regarding noise mitigation measures such as a plan of the entire gym showing areas which would receive treatment for acoustic mitigation, areas where free and assisted weights would be located, and where any plant would be located. This looks to capture the mitigation measures set out in the acoustic assessment.

9. Other conditions would limit the noise levels of machinery and any music played on the site.

10. In summary it is considered that the submitted acoustic appraisal is acceptable in terms of demonstrating that the proposed 24 hour use is acceptable in principle. It is considered that the relevant conditions will be suitable for safeguarding the amenities of the residential properties below the gym.

Impact of extended hours on amenity in relation to the car park

11. The proposed removal of restrictions to the times at which the car park can operate could result in more people using the car park during anti-social hours causing potential disturbance to neighbouring residents. Given that the application site is within a local district centre and on a busy main road it is unlikely that outside noise from the car park would be more harmful than existing noise disturbance in the area, even during antisocial hours, so as to constitute material harm to the amenities of local residents. The anticipated number of additional visitors to the gym during the extended hours is low, as discussed above. The submitted noise assessment demonstrates that the predicted maximum noise levels fall below the maximum guidance levels set out within WHO guidance.

Conclusion

12. The proposed 24 hour use is acceptable in principle and it is considered that the amenities of residential properties can be safeguarded by imposing relevant conditions. It is proposed to vary these conditions. However, allowing the operation of the first floor of the building and the car park would result in the conditions no longer serving a useful purpose (as they solely restricted those matters) and they have been removed from the draft decision notice. However, the condition relating to the use of the first floor (as a health and fitness centre) has been replicated and additional conditions have been attached regarding noise mitigation measures, amplified noise and plant noise as discussed above.



DECISION NOTICE – APPROVAL

Application No: 17/2545

To: Mr Tanner
RPS CgMs
140 London Wall
London
EC2Y 5DN

I refer to your application dated **08/06/2017** proposing the following:

Variation of condition 8 (gym opening hours) of application reference 98/0338 and condition 1 (car parking opening hours) of application reference 98/1106, to allow 24 hour operation of the first floor gym and associated car parking area.

and accompanied by plans or documents listed here:

- Suitability of Premises for Gym Use – Acoustic Appraisal, ref: Report AS9578.170410.NVIA, dated 18th May 2017.
- Planning Statement in respect of 632-640 Kingsbury Road, ref: JCG23168, dated June 2017.
- Site Location Plan, Licence number 100022432

at **634-640 Kingsbury Road, London, NW9 9HN**

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

Date: 05/12/2017

Signature:

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

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:-
National Planning Policy Framework 2012
The London Plan 2016
Brent Development Management Policies 2016

- 1 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, as amended, and the Town and Country Planning (General Permitted Development) Order 2015, (and including any equivalent provision in any statutory Instrument revoking and/or re-enacting these orders) the first floor of the building shall not be used other than for the purpose of a health and exercise club within Use Class D2 and shall not be used for any other purpose within Use Class D2 or any other purposes.

Reason: In the interests of the amenity of adjoining occupiers.

- 2 No music or loud amplified sound shall be played or used within the premises so as to be audible outside or impact upon neighbouring or adjoining acoustically sensitive premises.

Reason: To safeguard the amenity and prevent any significant disturbance to local residents

- 3 Any plant equipment installed externally or internally within the building shall be specified and designed so as to ensure that the rating level of noise emitted from the site's plant, equipment and machinery shall not exceed 10dBA above the background levels determined near to noise-sensitive premises. The assessment of noise levels shall have been made in accordance with the current version of British Standard 4142.

Reason: To safeguard the amenity of local residents

- 4 Prior to the use of the premises as a gym between the hours of 23:00 and 07:00 the building shall have been constructed, modified, managed and/or internally laid out to provide sound insulation against internally generated structure- and airborne- noise in accordance with a scheme devised by a competent person which shall be submitted to and approved in writing by the Local Planning Authority. All approved noise mitigation measures shall be thereafter retained and maintained for the life of the development.

Reason: To safeguard the amenity of local residents.

INFORMATIVES

- 1 The applicant is advised that in order to fully comply with condition 2 the following information shall be provided:

a plan of the entire gym area outlining which areas will be subject to acoustic treatment, the nature of the treatment in all areas and where free weights and assisted weights will be located, to address structure- and airborne- noise. The plan should also include the location of plant (if this is within the building). The airborne sound insulation performance shall achieve as a minimum a 5dB increase over the minimum requirements of Approved Document E of the Building Regulations 2010.

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

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 December, 2017
06
17/2782

SITE INFORMATION

RECEIVED	21 June, 2017
WARD	Tokynghon
PLANNING AREA	Brent Connects Wembley
LOCATION	Parkwood House, Albion Way, Wembley, HA9 0LP
PROPOSAL	Demolition of existing building including clearance of site, and erection of a part 13 and part 17 storey building comprising 113sqm of affordable workspace (Use Class B1) at ground floor level and 283 bedroom student accommodation (Use class Sui Generis) on the above floors with ancillary student reception area on the ground floor, cycle parking, bin stores, amenity space, landscaping, public realm works, installation of a rainwater attenuation tank and other associated works.
APPLICANT	Watkin Jones and Son Limited
CONTACT	Montagu Evans
PLAN NO'S	Refer to Condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_134965</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 "17/2782" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

RECOMMENDATION Resolve to grant planning permission subject to conditions and the completion of a satisfactory Section 106 or other legal agreement and referral to the Mayor.

Section 106 Heads of Terms

1. Payment of legal and professional costs;
2. Notification of material start 28 days prior to commencement
3. A parking permit restriction, withdrawing future right of residents and business occupiers to on-street parking permits
4. Join and adhere to the considerate constructors scheme
5. A Section 38/278 Agreement to secure highways works
6. Travel Plan
7. To allow the easy connection to a District Heat/Energy Network should one be implemented in the area
8. Training and Employment
9. The provision of 113sqm (GIA) of 'Affordable Workspace' in perpetuity
10. A financial contribution of £60,000 towards the cost of extending Controlled Parking Zones in the vicinity of the site, including the subsidisation of parking permits of existing local residents in the area;
11. In the event that a Higher Education Institution does not take up the operation of the premises, a Viability Review will be required to provide the maximum quantum of affordable student accommodation.
12. Any other planning obligation(s) considered necessary by the Head of Planning

That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.

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

Conditions

1. Time Limit for commencement
2. Approved drawings/documents
3. Student Accommodation Time Limit
4. Asbestos Removal
5. Redundant Crossovers
6. Satellite dishes
7. Noise mitigation
8. Restriction on Hours of Use of Terrace(s)
9. Renewable: CHP and PV panels
10. Wheelchair Accessible Units
11. Obscure Glazing
12. Materials
13. Landscaping
14. Contaminated Land (Site Investigation)
15. Contaminated Land (Remediation)
16. Air Quality Impact Assessment
17. Construction Management Plan
18. Construction Logistics Plan
19. Drainage
20. Piling (Thames Water)
21. Lighting
22. Delivery and Servicing Plan
23. New doorway to refuse store
24. Student Management Plan
25. Future Connection to a District Heat Network

Informatives:

1. Advertisement consent
2. Provisions of party wall act
3. Piling method statement
4. Oversailing public highway
5. Notify Brent Highways and Infrastructure prior to commencing development
6. Maximum standards for fire safety


7. Brent supports and encourages the payment

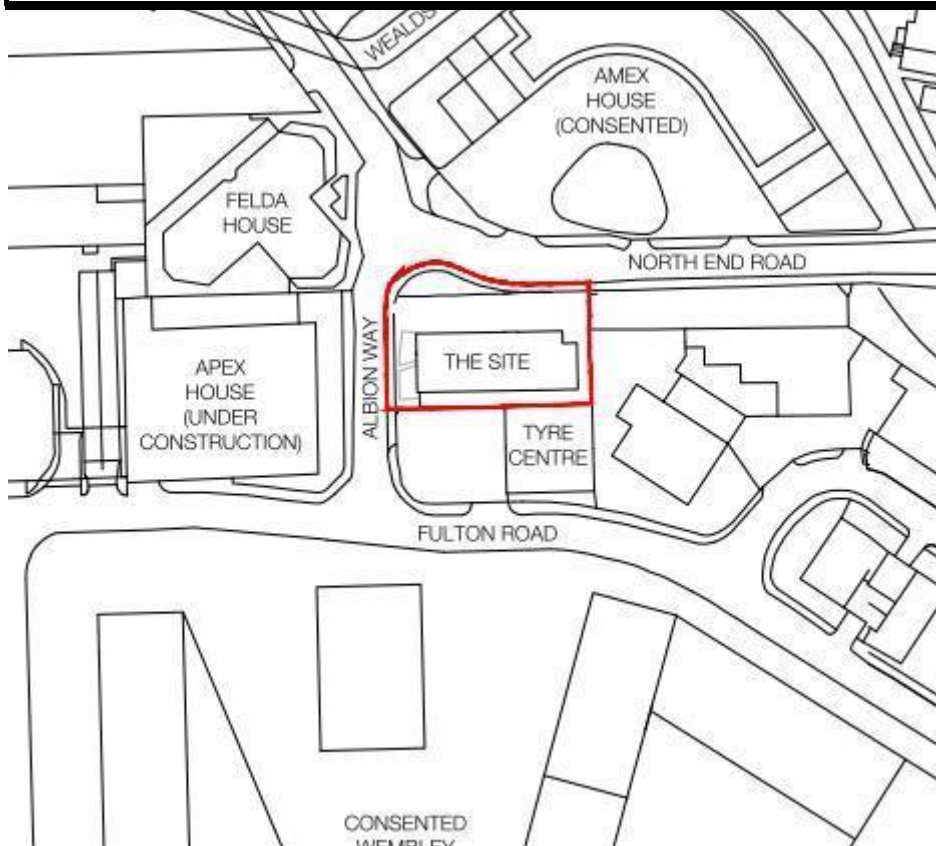
That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied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

That, if by 3 months of the committee date the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

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

SITE MAP

	Planning Committee Map
Site address: Parkwood House, Albion Way, Wembley, HA9 0LP	
© Crown copyright and database rights 2011 Ordnance Survey 100025260	



This map is indicative only.

PROPOSAL IN DETAIL

The application seeks full planning permission for the demolition of the existing building and the complete clearance of site, and the erection of a part 13 and part 17 storey building comprising 113sqm of affordable workspace (use class B1) and 283 bedroom student accommodation (Use class Sui Generis) on the above floors with ancillary student reception area on the ground floor, cycle parking, bin stores, amenity space, landscaping, public realm works, installation of a rainwater attenuation tank and other associated works including changes to the highway and the creation of an on-street servicing bay.

EXISTING

The application site is located on Albion Way, situated on the corner of Albion Way and North End Road in Wembley. Albion Way runs to the east of the application site, with North End Road to the north. To the south and west of the application site are existing low-rise light industrial/warehouse buildings. On the opposite side of Albion Way are the recently completed Apex House (558 student accommodation bedrooms) and Karma House (450 student accommodation bedrooms), and to the north of the application site is Amex House, which has the benefit of planning permission to create 195 residential units (planning permission reference 16/1404 dated 06/09/2017).

The site is currently occupied by a two storey building which has most recently been in use as the site office for the redevelopment of Apex House. The previous use of the application site is unknown, however it appears to have been a warehouse/light industrial premises.

The site has a public transport accessibility level (PTAL) of 5, on a scale of 1 to 6b, where 6b is the most accessible. The nearest London Underground station is Wembley Park, located approximately 400 metres north-west of the application site.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. 5 objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

- Providing new student accommodation: The proposal for 283 student units is acceptable in policy terms, taking into consideration the existing permissions for student accommodation already consented in the Wembley Growth Area, as it does not reflect the provision of more than 20 % of the projected population increase within the Growth Area as student accommodation and it does not prejudice the ability to deliver the projected residential site capacity within the wide site allocation. It may be noted that within previous schemes it was considered that the 20 % "cap" on student accommodation had been reached. However, updated population projections show that this level has not yet been reached. This is discussed in more detail below.
- The impact of a tall building in this location: The approach to the height, massing and material palette is supported as it will provide a high architectural quality that is appropriate for a building of this height. The site is designated within the Wembley Area Action Plan as "Inappropriate for tall buildings". However, the proposed building relates well to the other tall buildings within the immediate vicinity, forming a logical cluster of tall buildings that also achieves an appropriate relationship with the nearby lower mansion blocks to the north.
- Layout and make up of development: The proposed layout of the development is considered to be appropriate for the proposed use(s), with suitable access to a large range of different unit type, along with level access and an acceptable provision of wheelchair accessible rooms. The submission demonstrates that the proposal will not materially prejudice the capacity or delivery of the adjoining sites.
- The transport impacts of the proposed development: The site is in an area of good public transport accessibility and is considered to be acceptable in these terms.
- The impact of the development on the living conditions of neighbouring occupiers: The site is

situated opposite two student accommodation blocks for which there is not an expectation that such units will require the same level of daylight and sunlight as a permanent residential accommodation. The site is situated to the south of the Amex House development which benefits from planning permission but has not been built yet. Given the high density urban nature of the consented development of that site and the relationship between the two developments, it is considered that a satisfactory relationship is achieved..

RELEVANT SITE HISTORY

No relevant site history.

CONSULTATIONS

Initial Consultation

Site Notice displayed on 05/07/2017

The owner/occupier of 466 different properties were notified of the application on 04/07/2017. This included properties in the following locations:

Albion Way
 Olympic Office Centre
 Tabriz Court
 Fulton Road
 Pinnacle Tower
 Shams Court
 Danes Court
 Felda House
 Empire Court
 Rutherford Way
 Watkin Road

2 representations were received from 2 different properties objecting to the proposals.

An objection was received from a Danes Court resident citing concern regarding:

Grounds for objection	Response
Increase in noise and other disturbances as a result of the development	Student accommodation is an accepted form of residential accommodation and is not a use that can be considered to be inappropriate for a residential area. The objector has cited instances where they were disturbed by noise from occupants of the existing student accommodation. Given that the proposed use is appropriate for a residential area, such instances should be dealt with as a statutory nuisance and reported to the Council's noise team.
Increase in rubbish since the student accommodation has been built which has attracted rodents	Planning policy and guidance does not allow the Council to attribute an increase in the level of rubbish in the street to the student accommodation uses, or those uses as being different from standard residential housing in that respect. Appropriate provisions are made within the proposed development itself for refuse

	storage and collection.
Light pollution	Given the urban context of the proposed development, light pollution from windows serving residential rooms are not considered unduly detrimental for the enjoyment of existing nearby residential properties.
Impact on daylight and sunlight	A full daylight and sunlight analysis has been carried out as part of this assessment, and is detailed within this report. However, given the distance from the proposed development to the Danes Court buildings, the development is not likely to result in an unduly detrimental impact on the residential units within that property.
The cumulative impact of four student blocks in close proximity	If consent for the proposed development is granted and the development constructed then the proposal will result in four student accommodation blocks in close proximity. However, these sites have very good public transport accessibility and thus are well located for student occupation. Having regard to the material planning considerations as established through planning policy and guidance, the proposed student accommodation block is not considered likely to result in an unduly detrimental impact as demonstrated within this report.

An objection was received from a Watkin Road business citing the following issues:

Grounds for objection	Response
Provision of Student Accommodation would exceed 20 % of the projected population	The provision of student accommodation in this location is supported by policy and does not exceed the 20 % "cap" as demonstrated within this report (see paragraphs)
Site Allocation W26 does not identify Student Accommodation within the mix of uses	While the site allocation does not specifically reference student accommodation, it does not resist the provision of student accommodation in this location.
The proposal has the potential to compromise redevelopment of neighbouring sites	The proposed development has been designed in order to ensure neighbouring sites could be brought forward, with the applicants providing an example masterplan as to how this could be achieved. Flank elevations have been left with no fenestration serving habitable rooms to ensure similar scaled buildings could be constructed

adjacent to the application site.

Other Consultees

Environment and Regulatory Services

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

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

Thames Water

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

Environment Agency

The Environment Agency have responded saying that they do not wish to comment on the application.

Greater London Authority

The GLA raised concerns with regard the quantum of student accommodation with regard to adopted Brent policy, specifically with regard to the 20% cap as stipulated in WEM 23, and also raised concerns with regard the initial lack of employment generating floorspace. The GLA raised a concern with regard the provision of further energy and sustainability details, along with reminding the applicants of their requirements to adhere to suitable conditions. These matters are discussed later in this report.

Ward Councillors for Tokyngton Ward

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

POLICY CONSIDERATIONS

The Development Plan in force comprises:

Brent LDF Core Strategy 2010

Brent Development Management Policies Document 2016

Wembley Area Action Plan 2015

London Plan (Consolidated with Alterations since 2011) March 2016

The following are also relevant material considerations in the determination of the current application:

National Planning Policy Framework 2012 (NPPF)

Technical Guidance to the National Planning Policy Framework

National Planning Practice Guidance (NPPG)

Brent Site Specific Allocations DPD 2011

Brent Supplementary Planning Guidance 17 Design Guide for New Development

Brent Supplementary Planning Document S106 Planning Obligations

In addition, the emerging Draft Brent Design Guide SPD1 (July 2017) has been subject to public consultation and once adopted will supersede SPG17. This document is afforded weight in the determination of planning applications as it has been subject to public consultation.

DETAILED CONSIDERATIONS

1. Principle of Development

Proposal

2. The proposed development would result in the demolition of the existing building and the complete clearance of site, and the erection of a part 13 and part 17 storey building comprising 113sqm of affordable workspace (use class B1) and 283 bedroom student accommodation (Use class Sui Generis) on the above floors with ancillary student reception area on the ground floor, cycle parking, bin stores, amenity space, landscaping, public realm works, installation of a rainwater attenuation tank and other associated works including changes to the highway and the creation of an on-street servicing bay.

Loss of existing light industrial accommodation

3. The site is located in the Wembley Opportunity Area. Policy 2.13 'Opportunity Areas and Intensification Areas' and Table A1.1 of the London Plan identify the Opportunity Area for a minimum of 11,500 new homes and indicative employment capacity of 11,000 and seeks to better integrate the world class stadium and other facilities with the surrounding development context. The plan states that development should contribute to the regeneration, vitality and viability of Wembley as a Town Centre. Proposals in the Opportunity Area should enhance permeability and connectivity to the wider hinterland. Development within this area should also exceed minimum guidelines for housing and employment requirements, should maximise public transport access, deliver social and economic inclusion and promote high quality design.
4. While the proposed development would not deliver traditional housing in the form of individual residential dwellings, it would provide accommodation for London's student population, which the London Plan accepts to be form of residential accommodation under policy 3.8 (Housing Choice).
5. The Wembley Area Action Plan (WAAP) identifies the development site as an area that can benefit from higher densities and is suitable for hotel or residential development, provided commercial uses are located at ground floor. Policy 2.16 and Tables 2.1 and A2.1 of the London Plan identify Wembley as a town centre with the potential to develop strategic functions in leisure/tourism/arts/culture/sports.
6. Specifically, the site falls within an area which has a Site Allocation as defined under the WAAP. Site Allocation W 26 states that the application site would be appropriate for mixed use development, including office, leisure, residential, managed affordable workspace and community uses. While student accommodation is not directly referenced, it is also not directly resisted. It should also be noted that the proposed application site only makes up approximately 5% of the total land area identified under W 26, and it is considered that the provision of student accommodation in this location would not prejudice the provision of circa 400 traditional residential units across the remaining allocated site (i.e. the number of units identified within the site allocation). Indeed, the applicants have provided an indicative masterplan demonstrating how this may be achieved, which officers consider to be broadly in line with the site context and adopted policy framework.
7. The proposed development would provide 113sqm of affordable workspace at ground floor level, which would help to mitigate the loss of the existing low-density B8 warehouse building.
8. Given these points the principle of the loss of industrial accommodation is considered acceptable in accordance with Policy DMP14.

Providing new student accommodation

9. The need to provide student housing is acknowledged within the London Plan at Policy 3.8 Housing Choice which states at part (h) that: 'strategic and local requirements for student housing meeting a demonstrable need are addressed by working closely with stakeholders in higher and further education and without compromising capacity for conventional homes'.
10. The provision of higher density residential development for specialist needs such as those of students is supported by the London Plan (paragraph 2.72F).
11. In response to the London Plan, Brent's Core Strategy Policy CP21 seeks to make locally appropriate provision for Brent's wide range of specific and special housing needs, including hostels for households without children (including key workers and students).
12. The site is located within a Strategic Cultural Area and the principle of student accommodation with

shared student and commercial/employment uses at ground floor level is generally acceptable for this location.

13. The WAAP Policy WEM23 Student Accommodation seeks to ensure that there is not an over concentration of purpose-built student accommodation, and therefore allows for an element of student accommodation to be built at locations where major mixed use development is appropriate, subject to consideration of whether it would undermine the delivery of conventional housing. The Plan also says that in order to maintain a balanced community the development of purpose-built student accommodation will be controlled: student accommodation will not be allowed once the total number of approved student bedrooms exceeds 20% of the projected increase in the Wembley Growth Area population.
14. The Application Site is within the Wembley Growth Area (“the Growth Area”) and the proposed development is for purpose built student accommodation to which Policies WEM23 and W26 of the Wembley Area Action Plan (“the WAAP”) apply.
15. Policy WEM23 is a generic policy relating to student accommodation and permits an element of such accommodation in locations where major mixed development is appropriate, subject to consideration of whether it would undermine the delivery of conventional housing. In order to maintain a balanced community, Policy WEM23 also seeks to control the amount of student accommodation and states that:

16. *“Student accommodation developments will not be allowed once the total number of approved bedrooms exceeds 20% of the projected increase in population in the Wembley Growth Area.”*
17. Policy W26 is a site allocation policy relating to Watkin Road and includes the Application Site. It identifies the area as appropriate for mixed use development “including office, leisure, residential, managed affordable workspace (including creative industries), and community use”. Student accommodation is neither specifically included nor excluded from the indicative mix of appropriate uses.
18. The Council has granted a number of permissions in the Growth Area, including two pertinent permissions on 23 December 2016. The first permission (ref. 15/5550) grants outline permission for mixed use development at Olympic Way including up to 90,000sqm of student accommodation. The second permission (ref. 14/4931), also grants outline permission for mixed development including “C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units); or 200-250 bed hotel; or approximate 500 student units...”
19. When considering these two applications, it was considered that the proportion of student accommodation had reached the 20 % cap set out within Policy WEM23 would be reached as a result of those proposals. To address this, the Olympic Way permission is subject to conditions, including Condition 7 which restricted the number of rooms of student accommodation delivered through that consent to ensure that the cap would not be exceeded. It specified the following:

20. *“The number of rooms of Student Accommodation that may be delivered pursuant to this consent shall not exceed 361 unless an alternate number of rooms is submitted to and approved in writing by the Local Planning Authority, such amount not to exceed the proportion of student accommodation set out in within Policy WEM 23 of the Wembley Area Action Plan 2015 or the maximum floorspace set out within the description of development.”*
21. The reason given for Condition 7 is to ensure a mixed and balanced community and to ensure that the delivery of student housing does not affect the delivery of conventional housing.
22. The South Way Permission is also subject to conditions. Condition 7 on that permission states that:

23. *“The number of rooms of Student Accommodation that may be delivered pursuant to this consent shall not exceed 0 (zero) unless an alternate number of rooms is submitted to and approved in writing by the Local Planning Authority, such amount not to exceed the proportion of student accommodation set out in within Policy WEM 23 of the Wembley Area Action Plan 2015 or the maximum floorspace set out within the description of development.”*
24. In the Planning Statement submitted with the current application, the applicants state that they consider the principle of student accommodation and accept that with a projected population of 27,220 as at January 2015 the maximum student accommodation threshold was 5,444 (i.e. 20% of 27,220). The applicants also accept that for the quantum of student units to exceed the 5,444 units currently delivered and/or permitted “there must be a growth in the population of Wembley which would have the effect of

increasing the number of students within the 20% threshold set by Policy WEM 23”.

25. The Planning Statement analyses the increase in the population between January 2015 and June 2017; the forecast population to 2026; and an average household occupancy rate of 2.3, to support an argument that there is capacity for the 283 student bedrooms proposed without breaching the 20% cap on student accommodation imposed by Policy WEM23.
26. While assessing the current application, officers have undertaken a desk-based study with regard to the projected population increase of the WAAP area, in order to ascertain what the Council's current position should be with regard the 20% cap set out under WEM 23.
27. It is considered that a WAAP site with an implemented planning permission should be considered deliverable along with those WAAP sites where planning permission has been granted, unless there is clear evidence that the consented scheme is unlikely to be implemented. This has required officers to consider each of the WAAP sites with planning permission to understand better whether the relevant permission is likely to be implemented before it expires or there is some other impediment to the consented development going ahead. This is in line with the Government's definition of deliverable sites, and this approach has been agreed by the Councils legal advisors.
28. The applicant contends that as at June 2017, 823 additional housing units have been delivered on WAAP sites above their indicative allocations/capacity which has increased the Council's projected housing growth within the Action Area Plan from 11,836 to 12,659 which, applying an occupancy factor of 2.3, gives a projected population total of 29,115 and a maximum student population of 5,823. If those population figures are correct, the maximum number of student units of 20% of the projected population would be 5,823 (i.e. there would be capacity for a further 379 units above the 5,444 units permitted).
29. The research carried out by officers took into consideration the actual consents (rather than an average 12% increase as argued by the applicants) and concluded that the projected population growth of the WAAP area would have been 27,377 if considered solely on the site allocations, however when taking into consideration the site allocations, and deliverable planning permissions granted to date (both implemented and extant) the current WAAP area population increase as of October 2017 stands at 32,842. Based on this, it is considered that when considered against the 5,444 student bedrooms granted to date, this would mean that the current percentage of student accommodation against residential population stands at 16.6%, which would allow for an additional 1,123 rooms before the 20% cap is reached.
30. There is policy support to develop the site for student accommodation: the WAAP and Masterplan identify that Wembley is a suitable location, and it has been demonstrated that the proposed development will not exceed the 20% of the proposed population growth in the area, which itself is based on a minimum proposed increase in dwellings.
31. London Plan policy requires proposals for Student Housing to demonstrate that there is sufficient demand for the proposed accommodation and a Student Housing Demand Report has been submitted with this application. The assessment highlights that student numbers in London have been steadily increasing over the past decade. It is specified that the proportion of students living in purpose built accommodation in London is below proportions in other regions and the average for England, and that the student accommodation that is in the pipeline in London is not sufficient to meet demand.
32. The report states that there is still scope for at least 16,000 new purpose-built bed spaces within London. Wembley is a developing student accommodation location, but is still home to less than 2% of London supply. As a hub of regeneration there is considerable scope for development, especially given the ease of access to a large number of London universities. The assessment also highlights that the proposal does not result in an exceedance of the policy level set out in the WAAP. Your officers consider that the assessment provides sufficient reassurance regarding the demand for Student Accommodation.
33. While no education provider is currently affiliated with the proposed development, a Section 106 clause will be sought in order to achieve this, and in the event no single education provider is brought on board a viability review mechanism will be used in order to secure affordable student accommodation, in line with the aspirations of the London Plan.
34. A condition is also recommended to restrict the use of the accommodation so that it can only be occupied by full time students enrolled on UK accredited and based further education courses for not less than 39

weeks of the year. The remaining time, (outside term time,) the Council is content that the units may be rented out on short-term lets, perhaps assisting tourism within the summer vacation period.

Affordable Workspace

35. The proposed development would incorporate a 113sqm unit at ground floor level which has been offered as B1 (office/workspace) floorspace in order to satisfy the requirements as set out in the Site Allocation, and to provide employment generating floorspace as required under adopted London Plan policy, along with the Local Development Framework. The applicants have offered this floorspace at 50% market rent in perpetuity, which is considered to be in line with DMP 14. This is to be secured under the Section 106 agreement, and is referenced in the proposed Heads of Terms.

36. **Urban design**

Height and massing

37. London Plan Policy 7.7 covers the location and design of tall and large buildings. It requires that tall and large buildings should not have an unacceptably harmful impact on their surroundings.
38. The criteria state that tall buildings should be located in suitable sites in places such as opportunity areas, or areas of intensification or town centres that have good access to public transport. The criteria also advise that tall buildings should not have an adverse impact on the character of the area, should relate well to the scale and character of the area especially at street level, have ground floor activities that have a positive relationship to the surrounding streets, enhance legibility and permeability, and contribute to local regeneration.
39. The London Borough of Brent strives to deliver high quality developments, specifically with regard to high quality design. Policy DMP1 (Development Management General Policy) states that the siting, layout, scale, materials and detailing should demonstrate high levels of external amenity and should complement the locality.
40. The Greater London Authority (GLA) has confirmed that it considers the form and massing of the proposed development to be appropriate and that the proposed height is supported in the context of the emerging scale and character of the wider Wembley Area Action Plan. The GLA also confirmed that the positioning of the taller element of the proposed building to mark the junction with North End Road and respond to the existing tall buildings to the west is supported.
41. The GLA have confirmed that the proposed brick elevational treatment is considered to be an appropriate response to the wider context. The GLA has asked that the LPA secure details of any external materials in order to ensure the best possible build quality is delivered. A condition is proposed to be added to any permission granted to seek full details and samples of all external materials in order to ensure the highest possible quality of materials.
42. In terms of height, it should be noted that the WAAP identifies the site as 'inappropriate for tall buildings', however the application site falls immediately adjacent to a recently completed 28 storey development (Apex House, application reference 15/4708), and it is therefore considered that the proposed 17 storey student accommodation building would demonstrate a significant reduction in height from the neighbouring site to the west, and would allow for a transition to lower level buildings if the remainder of the site allocation were to come forward in the future. The proposal results in a logical cluster of taller buildings with a strong urban design rational to the gradation of heights between the sites, reducing down to the 4-storey mansion blocks situated to the north, north-west and east of Amex House (which itself is north of the site).
43. The WAAP states that tall buildings in its area of coverage need to 'demonstrate the highest architectural quality'. It is considered that the height of the tower this scheme proposes at the corner of North End Road and Albion Way is acceptable because the proposed tall building would respond well to its context, and create a lower element at the edge of an existing cluster of much taller buildings.
44. The subject site is located within an area where tall buildings have been developed, and the it is considered that the proposal would not add to the cluster effect of these tall buildings, but would rather soften its edges with a the introduction of a lower element of skyline, in a more traditional brick building

material. Notwithstanding this, the site is relatively small and the proposed building height, while shorter than the sites immediately to the west, is still taller than much of the surrounding context, specifically to the east.

45. The massing of the building, with a tower element and lower element is supported as it ensures the building relates well to the surrounding context, and steps away from the taller buildings to the west. The materials have been chosen to reflect and compliment those on the surrounding buildings while also adopting a more traditional building material suitable for buildings of this scale.
46. The approach to the height, massing and material palette has been supported by GLA officers who consider it will provide a high architectural quality that is appropriate for a building of this height. Council officers also support this view.
47. It has been identified within the WAAP that views of the Stadium contribute a significant amount to the perception of Wembley as a whole, performing a range of functions that add a layer of depth to the visual experience of the area. Views shown within the submitted documentation demonstrate that the proposal would be subordinate in height compared to the Wembley Stadium arch, and would not detract from the appreciation of views towards the stadium.
48. Within the Design & Access Statement it is clearly shown that there is no significant detrimental impact on the protected views to the Stadium from Wembley Park Station and Barn Hill Open Space. It has also been shown that the protected views of the borough's UDP are not interrupted by this proposed development.

Appearance and finish

49. The proposed development would comprise of one block made up of a part 13 storey building (to the south and west of the application site), and a 17 store tower element (at the north-west corner).
50. The ground and first floors of the development are proposed to be arranged as a single element, giving the illusion of a double height space providing for large window openings and active frontages, along with the impression of a building with a 'grand order' footprint. Two storey tall vertical pillars would frame large recessed window openings serving the proposed ground and first floor uses, providing the proposed building with a solid base. The glazing to the ground floor elements would allow for active frontages to the proposed student accommodation entrance, along with the affordable workspace unit fronting North End Road.
51. The 3rd – 17th floors would follow a relatively uniform pattern of fenestration punctuated by recessed brickwork panels, and brick detailing. The proposed large window openings would have deep reveals in order to provide the elevations with shadow and interest. The section of the proposed building where the 13 storey element meets the taller 17 storey element would consist of a vertical recessed 'seam' clad with a PPC metal cladding material to match the proposed window frames, this would provide a clear visual break between the two building elements, and is supported by officers, CABA and the GLA.
52. The southern elevation of the proposed development would be of a similar overall design to the principle elevations facing Albion Way and North End Road, however would have chamfered window openings located within oblique-angled projections in order to ensure the windows would still have adequate access to daylight, sunlight and outlook if the neighbouring site to the immediate south of the application site were to come forward with proposals for a similarly sized building. As a result of CABA comments, the flank elevation to the 13 storey element at the far southernmost point of the application site would incorporate recessed brick panels, and windows serving hallways. However, these windows are proposed to be obscure glazed in order to mitigate the potential for overlooking or loss of privacy to the site located to the south of the application site, ensuring its future delivery would not be compromised by the proposed development. This approach is supported by officers.
53. The flat roof of the 13 storey element to the east of the application site is proposed to be used as an outdoor amenity space for the residents of the development. The proposed balustrading would consist of a 1.2m brick parapet to three sides of the building, with a setback of 0.6m, which would prevent any significant overlooking or loss of privacy to any neighbouring property, whilst providing a balustrade at a safe height to ensure residents could not easily fall. However, a condition is recommended for any grant of planning permission to limit the hours that the terrace can be used between 0700 and 2300 hours daily, in order to protect the amenity of any neighbouring residential occupiers from any unwarranted noise and/or disturbance.

54. The proposed PPC aluminium framed windows, doors and coping materials are all considered to be broadly acceptable, as is the proposed buff coloured brickwork and detailing. However, in order to ensure the highest possible quality of finishing materials a condition is recommended to be added to any consent requiring the submission of full details and samples of all materials to, and approval by, the LPA prior to the commencement of any superstructure works.

Layout

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

56. The proposed building is arranged in an L shaped configuration around a rear servicing yard. The principle access to the building is from the corner of the site at the junction of Albion Way and North End Road, with access to the proposed affordable workspace from North End Road.

57. The building is subdivided into three separate elements; the principle tower and then the two shoulder blocks. These are designed to complement the wider streetscene, while also stepping the building height down from the north-west corner to create a transition from the taller buildings to the west, and the proposed developments coming forward to the south as part of the wider Quintain Masterplan (15/5550).

58. The ground floor is designed to maximise active frontage to the street particularly along Albion Way and North End Road. While the entrances to both the student accommodation and the proposed affordable workspace would both be located on North End Road, Albion Way would retain an active frontage by the provision of large windows opening into the student accommodation reception, and offices. Part of the ground floor frontage facing Albion Way would consist of the louvred doors serving a UKPN substation, however it is considered that the location of this cannot reasonably be changed due to the strict requirements of the power regulator.

59. The student's rooms are all accessed off a central core within the main body of the building. The 2nd – 12th floors would consist of a central corridor with a 4-bedroom cluster, 7-bedroom cluster and 2 x studio units (with the studio units being wheelchair accessible at 2nd floor level, and wheelchair adaptable at 3rd – 16th floor levels), a 7-bedroom cluster and 3 x studios at 13th floor – 16th floor level.

60. The proposed development has been designed to include a range of communal spaces for students, in the form of common areas and study rooms. Students spend key parts of their time in their place of accommodation, this means that these spaces are key to delivering a successful and fulfilling time at university. Social interaction is important in residential accommodation, with students cooking, relaxing and now studying with each other (as group study becomes a more important part of learning – replicating the work place).

61. The proposed development aims to cater for its residents needs while attending university, and the proposals would create large social spaces and a wide range of room sizes, including some smaller rooms, to encourage social interaction and to meet student demand. This is reflected in recent London developments such as Angel Lane and Stratford One, and the neighbouring development at Apex House. The proposed development would have a large common room at first floor level, with an adjacent large study area, along with a roof terrace at 13th floor level. While there would be no gym or café proposed, the adjacent building at Apex house has a café which is open to the wider public, and the application site is ideally located near the existing, and emerging services, shops and food outlets in Wembley Park.

Landscape

62. The proposed development has very little landscaping features at ground level due to the building as proposed covering the majority of the site. However, the applicants propose to plant 4 street trees along Albion Way, along with a small green border to the corner of Albion Way and North End Rod. A small green area consisting of removable planters (adjacent to the doors to the proposed plant room) is proposed to the east of the application site fronting North End Road.

63. A roof terrace with elements of planting is proposed at 13th floor level which would provide outdoor amenity space to the residents of the building. This planting would be made up of fixed planters and would create a 'herbal garden' which would frame informal seating areas.

64. While it is acknowledged the landscaping potential for the development is limited, it is nonetheless considered to be acceptable due to the orientation of the footprint of the building. A condition is proposed to be added to any eventual consent requiring full details of the landscaping to be submitted and approved by the LPA prior to first occupation of the development.

Inclusive access

65. Inclusive design principles, if embedded into the development and design process from the outset, help to ensure that everyone, including older people, disabled and deaf people, children and young people, can use the places and spaces proposed comfortably, safely and with dignity.
66. It is proposed that the development will include 283 rooms of which 10% will be spatially designed to be wheelchair accessible. This is considered to be acceptable by both Brent officers and the GLA.
67. The proposed building would have level access, including level access to the proposed cycle storage, bin storage and back of house areas. The proposed cycle storage would have adequate space for the storage of mobility scooters, and/or tricycles.
68. The application documents confirm that inclusive and convenient access for all will be achieved throughout the rest of the development, with all public realm spaces designed to ensure inclusive access with level, wide and smooth surface approaches and minimal obstacles. Level access will be provided to all non-residential uses, within the entire development and to external amenity areas. This is supported, however, it is felt necessary secure details of landscaping and site levels by condition, to ensure that inclusive design objectives are met.

69. Impact on neighbouring properties

Impact on neighbouring amenity

70. The closest distance between the proposed development and the nearest building to the west is over 18m, and it should be noted that this is Apex House, which also comprises of student accommodation, and the nearest windows to the proposed development serve bedrooms. The nearest existing residential development is Danes Court, some 70m to the north of the application site. However, Amex House on North End Road has recently been granted planning permission under application reference 16/1404, and if this comes forward the nearest residential window would be located approximately 25m north of the application site. It is considered by officers that due to the adjacent properties being student accommodation, and the acceptable separation distance between the proposed development and the nearest future residential occupiers, that this would result in an acceptable relationship between the units with regard to any issues surrounding overlooking and privacy. It should also be noted that the existing neighbouring student accommodation, and the proposed residential development would all be located across existing highways from the development, which the BRE guidance suggests provides acceptable separation distance in an urban context.
71. Brent's SPG 17 in section 3.3 includes a minimum privacy separation distance of at least 20m - this is significantly exceeded in the proposed relationship between the existing residential properties in Danes Court and the recently approved Amex House development, and therefore the proposal meets the required standards in the guidance. However, it is noted that the distance between the principle elevation of the proposed development and the neighbouring property at Apex House to the west falls below the 20m guidance at just over 18m. While this falls below the separation distance set out in SPG17, it meets the level set out within draft SPD1 which will replace SPG17 and is afforded significant weight as it has been subject to public consultation. Furthermore, the 18-20 m separation distance is applicable to facing elevations that are not across a street, and the facing blocks both contain student accommodation and not permanent residential accommodation.
72. The site(s) falling immediately east and south of the application site are currently comprised of low-level warehouse/storage/light industrial uses. It is considered that the proposed development would not compromise the continued use of these sites, nor would the proposed development blight these sites with regard to their potential for future redevelopment. Indeed, the applicants have provided an indicative masterplan to demonstrate how the wider site allocation could be brought forward in the future to respond to the proposed redevelopment of the Parkwood House site.
73. The separation distance of the proposed building to surrounding properties is considered to be appropriate in this locality and results in an appropriate relationship with the existing surrounding

development.

Daylight and Sunlight

74. A report has been submitted with the application to assess the impact upon the daylight and sunlight amenity of the existing surrounding buildings which may arise from the proposed development at Parkwood House.
75. Building Research Establishment (BRE) Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (BRE, 1995) also known as the BRE Guide, was used to establish the extent to which the proposed development meets current best practice guides. The submitted Daylight, Sunlight and Shadow Assessment considers the effects of the proposal on the levels of daylight and sunlight received by nearby residential properties based on three analyses: Vertical Sky Component (VSC), Daylight Distribution (DD) and Annual Probable Sunlight Hours (APSH).

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

76. Assessment of Daylight Impacts

77. In accordance with the BRE guide the following buildings required assessment: Apex House (now known as Scape House), and Felda House. Both are in use as student accommodation, and it is acknowledged that this use carries limited weight when considered against the BRE guidance.

78. Felda House is located north-west of the application site. The applicants have confirmed that of the 269 windows assessed, 138 adhere to BRE guidance. Of those windows that fail, 31 windows experience less than 30% reductions between existing and proposed conditions, which is considered to be acceptable with regard to the urban context of the proposed development. Of those windows that exceed a 30% reduction in VSC 43 retain 18% or more VSC, which is considered to be acceptable in an urban location. This results in 57 windows that would fail to retain the levels of VSC sought by the BRE guidance, or 21% of the windows assessed. However, it is noted that these windows all serve bedrooms to student accommodation, and those windows serving living spaces would all (with the exception of 1) would achieve acceptable NSL levels due to the dual aspect nature of these rooms. The one window which fails would experience a 22% reduction, which is considered to be acceptable in this instance.

79. Scape House (formerly Apex House) is located west of the application site. The applicants have confirmed in this instance that of the 240 windows assessed 156 would pass VSC guidelines (65%). All the windows and rooms that experience transgressions serve bedrooms, which as outlined above carry less weight than living spaces. Of the 159 rooms assessed against ADF levels, 147 would retain adequate levels against BRE guidance (92%). The only windows that fail the ADF tests are hindered by existing protruding architectural details, or already score less than 1%. This is considered to be acceptable in the context of the existing properties, and the surrounding urban context of the area.

Assessment of Sunlight Impacts

80. The applicants have confirmed that of the 242 south facing windows of Felda House 151 of them (62%)

would meet the BRE guidance for Annual Probable Sunlight Hours (ASPH). 22 of the windows that fail the sunlight assessment serve bedrooms, and those windows that serve living spaces that fail have the benefit of being dual aspect, and have access to more than one window. It is considered that the rooms themselves would continue to receive adequate levels of sunlight annually.

81. With regard to Scape House (formerly Apex House) all 80 of the south facing windows would meet the BRE guidance both annually and through the winter months. This is considered to be acceptable.

Overshadowing

82. While the applicants have not carried out a detailed overshadowing analysis, it is considered that as any building which would likely be overshadowed by the proposed development would be located across existing highways, along with the adjacent properties still having acceptable access to daylight and sunlight, that this impact would be acceptable in this instance.

Amex House

83. It is noted that the proposed redevelopment of Amex House to the north of the application site has not been modelled as part of the applicants Daylight and Sunlight assessment, as at the time this application was submitted the Amex House redevelopment did not have the benefit of planning permission. However, as previously stated, the main tower of the proposed redevelopment of Amex House would fall some 23m away from the application site, and the majority of the development would be some 40 – 70m away. The principle tower element of the Amex House development would be 13 storeys in height, identical to that proposed for the shorter element of Parkwood House, which would fall directly opposite on the other side of North End Road. When considering the 23m separation distance, and the 'mirror image' assessment stipulated as being acceptable under the BRE guidance, and the more urban context of the area, it is considered that the proposed redevelopment of Parkwood House would likely have an acceptable impact in terms of both daylight and sunlight to the recently approved redevelopment of Amex House opposite. It should also be noted that the site allocation for Parkwood House and its neighbouring plots has an expectation for the delivery of some 400 residential units. As the taller buildings in the WAAP area are to be located to the west and south of the application site, it would be sensible to assume the taller elements of the redevelopment of the application site would fall close to these boundaries.

84. Microclimate and wind study

85. An assessment of the likely wind microclimate conditions as a result of the development and the suitability of these in terms of pedestrian comfort for locations within and around the site has been undertaken. This was done using the Integrated Environmental Solutions (IES) Virtual Environment (VE). This software is a well-established advanced computer modelling technique for numerically simulating wind flows in complex environments. It provides the means to identify flow patterns and areas of potential high winds.
86. The assessment of wind conditions requires a standard against which the measurements can be compared. The Lawson Comfort Criteria have been established and widely used on building development across the UK. The criteria set out six pedestrian activities: sitting, standing, entering/leaving a building, leisure walking, and business walking and roadway/car park.
87. For each category, an upper threshold is defined, beyond which conditions are described as unacceptable for a stated activity. If conditions are below the threshold, then they are described as tolerable.
88. The wind results on the surrounding existing external spaces show that all the sensitive receptors have acceptable wind conditions. Most of them have a negligible impact, whereas two of them have a negative impact of minor effect. The two points identified are the south-eastern entrance to Apex House, and the south-eastern entrance of Karma House. Although these 2 points will have slightly higher velocities than the current condition, they will be suitable for standing and entrance, along with strolling and therefore no mitigation measures are required for them. The residual effect is negligible.
89. Within the submitted study it has been demonstrated that the proposal either meets or exceeds the requirements for wind conditions at these locations. Therefore the entrance and exit points of the building are considered to provide a suitable standard of environment for their use, this is the same for the rear amenity space where pedestrians will spend time standing, sitting etc, as well as for areas around the building in the public realm.

90. The development therefore is considered to accord with the planning policy and best practice guidance set out in the London Plan Policy 7.6 and the Brent Local Development Framework.

91. **Climate change and flooding**

Energy

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

93. The applicant is proposing to install a gas fired CHP unit as the lead heat source for the site wide heat network. The applicant has provided the energy model assumptions which have been reviewed by the GLA, with reasonable approximations of the intended system and operating hours. The proposed system is a 50kWe/81kWth CHP engine running for approximately 5,300hrs annually, supplying 60% of the annual heat load. This information has been reviewed and accepted by the GLA, and is in line with the requirements as set out in the applicants Energy Statement to reduce CO2 emissions in line with Part L of the Building Regulations.

94. The applicant has investigated the feasibility of a range of renewable energy technologies, and is proposing to install Air Source Heat Pumps (ASHP) to provide space heating for the proposed management suite, large common room and server room. The applicant has stated that this is due to the relatively small heat demand within these areas. Through discussions with the GLA the applicant proposes to incorporate a reversible ASHP system in spaces where mechanical cooling is also anticipated. The heating demand data has been extracted from the model and it has been confirmed that the total space heating demand of these areas will account for less than 4% of the sites total heat demand, which is considered to be acceptable.

95. While the proposed ASHP would increase CO2 emissions by 1 tonne per annum, the applicant is also proposing 115sqm of Photovoltaic Panels at roof level. This, with the proposed CHP would result in the overall development achieving circa 40% savings against Part L 2013 baseline, and would therefore be considered to be compliant. A condition is proposed to be added to any consent in order to ensure the CHP and PV are installed and maintained.

Overheating

96. The applicants have stated that the risk of overheating will be reduced by the inclusion of solar control glazing. The applicant has stated that an Overheating Assessment has been undertaken which concluded that all student bedrooms and the main common room at 1st floor level achieve compliance with overheating benchmarks set for all the DSY weather datasets, provided that solar control be applied to the glazing and the windows are left openable as per the proposed design. The GLA has reviewed this information, and have confirmed it to be acceptable and that no further information is required.

District heating

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

Flooding

98. A Flood Risk Assessment (FRA) has been undertaken by Jubb Consulting Engineers Ltd. The FRA confirms that the majority of the site is within Flood Zone 2, with a small proportion of the site falling within Flood Zone 1.

99. The application proposes no residential or student accommodation at ground floor level, and as the site is

located above the 100 year floor level no flood mitigation measures or works are proposed as part of this application.

100. The proposed Surface Water Strategy is in line with the existing surface water network, with surface water drainage being directed into the Thames Water sewer located on the site boundary (subject to agreement with Thames Water).

101. The site allocation makes reference to a buffer strip of at least 10 metres should be retained adjacent to the brook to the north of the application site. The proposed development is located some 70m from the nearest point of the brook, and therefore this is considered to be acceptable.

102. Given this confirmation, the proposals are acceptable in principle and are considered to comply with relevant policies. It should be noted that the Environment Agency advised that they would not comment on this application and that the Council should consider the flood risk implication itself. The Council has significant flood risk and drainage expertise and the proposal has been considered by the Lead Local Flood Authority (within the Council) and the above consideration is sound and robust.

103. **Highways and Transportation**

Parking

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

105. The existing building as a whole has an overall floor area of approximately 415m² and with a parking allowance for employment uses B1 of 1 space per 400m², up to one parking space would be permitted and an 8m rigid service vehicle. The existing site can accommodate more approx. 11 off street parking spaces, which does exceed parking standards.

106. Parking standards given for the proposed student accommodation is given in appendix 1 of the Development Management Policies whereby 1 space per 10 bedrooms is permitted. Therefore a parking allowance of 28.3 spaces is permitted for this site however, the site proposes no off street parking.

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

108. Any future Controlled Parking Zone in the vicinity (as proposed to support wider redevelopment proposals) would help to prevent potential overspill parking on nearby residential streets and a 'car-free' agreement should be attached to any permission removing the right of future students to on-street parking permits (in the event of a Controlled Parking Zone ever being introduced in the area in future) and ensuring that they are fully notified of the permit restriction prior to moving into the building. Funding towards the potential implementation of a CPZ would be sought under the Section 106 agreement with a figure of £60,000.00.

109. With no off-street parking proposed within the site, it is not possible to provide any allocated disabled parking spaces. Any residents that do have a car and a Blue Badge would be able to use future parking bays in the surrounding area, although parking directly outside the site would only be possible for up to

three hours with a Blue Badge.

110. The site will be in the vicinity of other student accommodation blocks, which have similar requirements as above.

Cycle Parking

111. Drawing number (20)_100 proposes 142 cycle parking spaces on the ground floor. These spaces are compliant with the London Plan and welcomed.

112. The GLA and TfL have confirmed that subject to meeting Brent standards, they raise no objection to the proposals.

Refuse and servicing bay

113. The applicants propose a 12m x 2.5m loading bay, which is considered to be acceptable by Highways Officers. Officers have requested that the bin store should be accessed from North End Road, a condition seeking details of this is recommended to be added to any consent.

Transportation Statement.

114. The nearby student halls, particularly Karma House has now been in operation for 1 year and does have a Section 106 obligation to provide an updated travel plan, which would include a surveyed baseline of vehicular trips by the students.

115. The TRAVL extraction tool was therefore from consideration of existing trips to and from seven sites in the London area (Central Studios Ealing, Glassyard Building London Stockwell, Iris Brook House London Bridge, Orchard Lisle house London Bridge, Spring Mews London Vauxhall, Highline building London Southwark, Sketch House Finsbury Park).

116. The data shows a trip generation of 3 arrivals / 36 departures during the AM peak and 25 arrivals / 17 departures during the PM peak.

117. Table 5.5 provides a modal split of the methods of travel, with the Underground seeing an additional 19 AM peak trips and 20 PM peak trips with only and additional 1 trip by bicycle. Table 5.6 amends the modal split table to show a higher cycle trip as it assumed that majority of students would favour travelling by bicycle particularly, if they are attending the local universities within 8km distance.

118. A Pedestrian Environment Review System Approach (PERS) audit was carried out (requested by TfL) from the site to Rutherford Way & Fulton Road bus stops, Wembley Park Underground via North End Road and Fulton Road. The results found that the strategic routes leading to public transport all scored +1 or more, which is a positive result. No major issues were identified however, the audit did find that the pedestrian crossing points were not ideal with a lack of dropped kerbs for crossing point.

119. A cycling accessibility assessment was carried out and no hazards were identified within the vicinity.

Travel Plan

120. An interim Travel Plan has been submitted to encourage sustainable modes of travel and a welcome pack will be provided which identifies the nearby car clubs, public transport routes etc.

121. A baseline survey will be taken after 6 months occupation and overall monitoring will be carried out over 5 years.

122. Targets have not been provided and these should be set for 3-5 years and monitoring should adhere to the standardised approach. A travel plan should be submitted for LPA approval and should be of sufficient quality to pass TfL's ATTrBuTE software programme.

123. It is therefore recommended that the Travel Plan be developed further prior to occupation of the building, to maximise its effectiveness.

124. Highways Officers have confirmed that the absence of any car parking space within the development and limited parking opportunities around the site means that car use is severely restrained anyway. The Travel Plan is not therefore considered essential to the acceptability of the proposal, as the development should by its very nature encourage use of sustainable transport. A condition to secure resubmission, approval and implementation of the Travel Plan is therefore recommended, rather than a legal agreement.

Construction Management Plan

125. A draft construction management plan has been submitted for LPA approval.

126. The application proposes to have construction vehicles enter and exit the site using the junction to turn around.

127. No off street parking is proposed for the contractors and staff will be encouraged to use public transport.

128. A temporary road closure may be required to erect the tower crane and this will be arranged with the Highway Authority. Please note that there is a 10 week lead time to process the road closures and please also note that the closures would have to be lifted on stadium event days as there is no traffic management allowed in the vicinity on stadium event days.

129. A dilapidation survey will be carried out of the highway to ensure works do not damage the highway or are reinstated back, which is welcomed.

130. Deliveries of large vehicles will be avoided during 07:00-09:00 and 16:30 – 18:30, which is welcomed.

Deliveries cannot occur on a Wembley Event day, 4 hours prior to the event and 4 hours after the event and this must be included in the final CMP.

131. A road sweeper and wheel washing will be provided and provisions for a local drainage system should be made within the site to ensure that the settling of silt is not discharged onto the Public Highway.

132. The site set up does include the hoarding of the Public Footway and grass verge. Safe crossing and vehicular visibility should be provided in the vicinity of the site.

133. A full Construction Management Plan will be sought by condition in order to secure the above.

Highway works

134. Revised drawings submitted during the application process propose an on-street 12m long and 2.5m wide loading bay on North End Road, close to the junction with Albion Way which is considered to be acceptable. The footway behind the loading bay will be 2m wide which is also acceptable, and will allow for a small amount of hard landscaping at the entrance of the proposed building. Additional footway will also be offered for adoption at the junction of North End Road/Albion Way, with a minimum footway width of 2m which is acceptable.

135. There were originally concerns with regard to the impacts of the development and some of the proposed highway works, however, these have now been addressed as outlined above.

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

137. Summary

138. The proposed provision of 283 rooms of student accommodation is considered to maintain an appropriately balanced community in the medium to long term as it does not exceed the capacity set out within the Wembley Area Action Plan. The layout, design and height of the building are considered acceptable within this locality and this view is supported by the panel of expert architects and designers who sit on the CABE Design Review Panel. The scheme has been designed to ensure that the proposed building meets the BRE guidance relating to daylight and sunlight with regard to its impact on the windows of the nearby properties, and the scheme is considered acceptable in highways terms with no significant impact projected on the public highway or public transport infrastructure

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

SUSTAINABILITY ASSESSMENT

The applicant has supplied an energy statement as part of the submission which indicates measures that will achieve a circa 40% reduction in CO2 emissions beyond the requirements of Part L of the 2013 Building Regulations. This accords with and exceeds the target of 35 % set out within the London Plan. The applicant has confirmed that the development has been designed to allow future connection to a district wide heat network, should one become available in the area.

S106 DETAILS

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

- Payment of the Council's legal and other professional costs on completion of the deed in (i) preparing

and completing the agreement and (ii) monitoring its performance;

- Notification of material start 28 days prior to commencement;
- Join and adhere to Considerate Constructors scheme;
- A Section 38/278 Agreement to secure highway works to provide; (i) a new loading bay; (ii) widening of the adopted highway (with land offered to the Council for adoption) into the site to retain a 2m wide footway along Albion Way and North End Road; (iii) removal of any existing crossovers rendered redundant; (iv) a row sets or path edging to demarcate the footway (v) all associated changes to line marking and associated TRO costs; and (vi) the costs of any changes to statutory undertakers' equipment. The properties shall not be occupied until all associated Section 38/278 works have been completed to the satisfaction of the Local Highway Authority.
- To allow easy connection to a Decentralised Heat / Energy Network should one be implemented in the area in the future.
- Training and employment
 - To prepare and gain approval of a Employment and Training Plan prior to commencement and to implement the Plan
 - To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
 - To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
 - From material start, to provide monthly verification of the number of Brent Residents employed or provided training during construction and if the above targets are not being met, to implement measures to achieve them
 - Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.
- The provision of 113sqm GIA of 'Affordable Workspace' (Use Class B1) at no more than 50% of the market rate in perpetuity, or in the event of an affordable workspace operator not being secured an off-site contribution of £130,000.00 in lieu for the provision of affordable workspace elsewhere in the borough.
- In the event a Higher Education Institution or Student Accommodation Provider acting for and on behalf of a Higher Education Institution does not take up the operation and management of the development then the owner shall prior to occupation submit to the Local Planning Authority a Viability Review in order to secure the maximum quantum of affordable student accommodation possible within the development.
- Occupiers of the proposed building within the application site shall not be entitled to a Business Parking Permit, Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any property transfer or lease or tenancy agreement in respect of the buildings and units within the site. On, or after, practical completion but prior to any occupation of the development, hereby approved, written notification shall be submitted to the Local Planning Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the development and the existing building on the application site.

A contribution of £60,000.00 towards subsidising the cost of on-street parking permits for existing residents in the vicinity of the application site in the event that a controlled parking zone is introduced to control overspill

parking from the development.

CIL DETAILS

This application is liable to pay **£2,626,219.90*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 381 sq. m.

Total amount of floorspace on completion (G): 9326 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
Either B1, B2 and / or B8	113	0	108.383551 361784	£40.00	£35.15	£5,457.89	£4,796.12
Sui generis	9213	0	8836.61644 863821	£200.00	£35.15	£2,224,933.78	£391,032.11

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)	282	
Total chargeable amount	£2,230,391.67	£395,828.23

*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.



Application No: 17/2782

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

I refer to your application dated **21/06/2017** proposing the following:

Demolition of existing building including clearance of site, and erection of a part 13 and part 17 storey building comprising 113sqm of affordable workspace (Use Class B1) at ground floor level and 283 bedroom student accommodation (Use class Sui Generis) on the above floors with ancillary student reception area on the ground floor, cycle parking, bin stores, amenity space, landscaping, public realm works, installation of a rainwater attenuation tank and other associated works.

and accompanied by plans or documents listed here:
Refer to Condition 2

at **Parkwood House, Albion Way, Wembley, HA9 0LP**

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

Date: 05/12/2017

Signature:

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

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

The National Planning Policy Framework (2012)
London Plan (2016)
Brent's Core Strategy (2010)
Brent's Development Management Policies (2016)
The Wembley Area Action Plan (2015)
Design Guide for New Developments (SPG 17)

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

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

(20)_001 Rev P01
(20)_010 Rev P01
(20)_020 Rev P01
(20)_100 Rev P04
(20)_101 Rev P03
(20)_102 Rev P03
(20)_113 Rev P03
(20)_114 Rev P03
(20)_117 Rev P03
(20)_201 Rev P03
(20)_202 Rev P03
(20)_210 Rev P03
(20)_211 Rev P03
(20)_301 Rev P03
Planning Statement dated June 2017
Design and Access Statement dated June 2017
Landscape Design and Access Statement dated June 2017
Construction Management Plan dated June 2017
Student Management Plan dated June 2017
Site Waste Management Plan (Watkin Jones, drafted by John Davies)
Student Demand Assessment dated 14th June 2017
Transport Assessment dated June 2017
Draft Travel Plan dated June 2017
Wind Microclimate Study dated 13th June 2017
GIA Daylight and Sunlight Assessment dated June 2017
Jubb Flood Risk Assessment dated June 2017
Energy Statement V3 dated June 2017
Sustainability Statement V2 dated June 2017
Arboricultural Survey dated 6th April 2017
Ecological Appraisal dated May 2017
Air Quality Assessment dated 13th June 2017
Noise and Vibration Assessment (Ambient Noise Assessment) dated June 2017
Archaeological Assessment dated March 2017
Contamination Assessment dated June 2017

Statement of Community Involvement dated June 2017

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

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

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

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

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

- 5 All existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Director of Transportation prior to first occupation of the new development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of traffic and pedestrian safety.

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

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

- 7 A scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The scheme shall demonstrate that the student rooms and units will be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal and external noise levels:

Time	Area	Max noise level
Daytime Noise 07:00 – 23:00	Living rooms and Bedrooms	35 dB LAeq (16hr)
Night time noise 23:00 – 07:00	Bedrooms	30 dB LAeq (8 hr) 45 dB L _{max}

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

Reason: To obtain required sound insulation and prevent noise nuisance

- 8 The roof terrace(s) hereby approved shall not be used other than between the hours of 0700 and 2300 daily unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenity of nearby residential properties, and to minimise noise disruption.

- 9 The Communal Heat and Power system (CHP) and rooftop Photo Voltaics (PVs) hereby approved shall be installed prior to practical completion, and kept in good working order for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the carbon savings as outlined in the approved energy statement are met.

- 10 Any windows to the flank south or east elevations hereby approved not serving habitable rooms must be obscure glazed and permanently fixed shut.

Reason: In order to ensure the privacy and amenity of neighbouring residential properties, and to ensure the potential redevelopment of neighbouring sites is not prejudiced.

- 11 Any windows to the flank south or east elevations hereby approved not serving habitable rooms must be obscure glazed and permanently fixed shut.

Reason: In order to ensure the privacy and amenity of neighbouring residential properties, and to ensure the potential redevelopment of neighbouring sites is not prejudiced.

- 12 A strategy for the management and allocation of the wheelchair accessible rooms including the mechanisms for the adaptation of adaptable rooms where required shall be submitted to and approved in writing prior to first occupation of the development. The wheelchair accessible, and wheelchair adaptable rooms as shown on the approved plans shall be made available at first occupation of the development hereby approved, and shall be retained as such for the lifetime of the development and shall be managed in accordance with the approved management and allocation strategy.

Reason: In order to provide a suitable mix of accommodation for disabled students, in the interests of inclusive design.

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

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

- 14 All areas shown on the approved plans shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority in prior to installation on the site and the approved details shall be implemented in full, unless otherwise agreed in writing by the Local Planning Authority. Such landscaping work shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

a) the planting scheme for the site, which shall include species, size and density of plants, sub-surface treatments (or planters / green roof substrate profiles where applicable), details of the extent and type of native planting, any new habitats created on site and the treatment of site

boundaries;

- b) walls, fencing and any other means of enclosure, including materials, designs and heights;
- c) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- d) details of levels and contours within and adjoining the site;
- e) a landscaping maintenance strategy, including details of management responsibilities;

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

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

- 15 Prior to the commencement of works (excluding demolition), a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors and proposals for remediation where required. The recommendations of the approved report shall be implemented in full prior to first occupation of the development hereby approved.

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

- 16 Any soil contamination remediation measures required by the Local Planning Authority pursuant to condition 13 shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

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

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

- 18 Prior to the commencement of works, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority and the demolition and construction of the development shall be carried out in accordance with the approved plan.

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

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

Reason: In the interest of highway flow and safety.

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

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

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

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

- 22 Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior the installation of the lighting. This shall include details of the lighting fixtures, luminance levels through the site and luminance levels at sensitive receptors within and adjoining the site. The approved details shall be implemented in full prior to the installation of the approved lighting.

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

- 23 A Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved and approved plan shall thereafter be implemented from first occupation of the development and for the life of the development. The Delivery and Servicing Plans shall have regard to the TfL guidance regarding Delivery and Servicing Plans.

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

- 24 Prior to superstructure works commencing on site, an updated ground floor plan and associated north elevation showing the creation of an appropriate doorway from the approved refuse store onto North End Road shall be submitted to and approved in writing by the Local Planning Authority, and thereafter carried out in accordance with the approved details.

Reason: In order for refuse collection to be carried out from North End Road.

- 25 A Student Management Plan detailing measures to manage the use of the on-street servicing bay hereby approved during key periods including the periods when students will load and unload possessions at the start and end of the college year, the pre-booking of arrival times and staff resourcing to assist this and having regard to Stadium Event day conditions, and management measures to address noise and disturbance associated with the student use addressing potential late night/early morning noise and nuisance, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use and the approved details shall be implemented in full.

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

- 26 No superstructure works shall commence until written information, drawings and sections showing a scheme for the provision of conduits and/or piping for future connection to a District Combined Cooling, Heat and Power (CCHP) or Combined Heat and Power Scheme (CHP Scheme) and Network have been submitted to and approved in writing by the local planning authority. No part of the development shall be occupied until the scheme has been carried out in accordance with the approved details.

Reason: To comply with London Plan (2016), Brent's Core Strategy (2010) and Brent's Development Management Policies (2016).

- 27 No part of the development hereby approved shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation. The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives.

Reason: In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with London Plan (2016), Brent's Core Strategy (2010) and Brent's Development Management Policies (2016).

INFORMATIVES

- 1 Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
- (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings

- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk The Applicant is advised by Thames Water that they should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
- 3 The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
- 4 Any oversailing of the building on the public footway will require an oversailing license under Section 177 of the Highways Act 1980. The applicant should seek this from the local highway authority.
- 5 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 6 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 7 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.

Any person wishing to inspect the above papers should contact Colin Leadbeater, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 0208 937 2232

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 December, 2017
07
17/3797

SITE INFORMATION

RECEIVED	1 September, 2017
WARD	Tokyngton
PLANNING AREA	Brent Connects Wembley
LOCATION	Units 1-5 Inc, Cannon Trading Estate, First Way, Wembley, HA9 0JD
PROPOSAL	Demolition of the existing buildings and erection of a part 7/9/10/11 storey building, comprising educational use (Use Class D1), office use (Use Class B1(a)) and student accommodation (Use Class Sui Generis), with ancillary external landscaping
APPLICANT	Red Vale Property Development No2 Ltd
CONTACT	Lichfields
PLAN NO'S	Refer to condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_136069</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 "17/3797" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

RECOMMENDATION Resolve to grant planning permission subject to conditions and the completion of a satisfactory Section 106 legal agreement and subject to the stage 2 referral to the Mayor of London.

Section 106 Heads of Terms

1. Payment of legal and professional costs;
2. Notification of commencement
3. A financial contribution of £100,000 towards the cost of extending Controlled Parking Zones in the vicinity of the site, including the subsidisation of parking permits of existing local residents in the area;
4. The implementation, monitoring and review of a residential travel plan, incorporating free membership of a car club in the vicinity of the development for residents for an enhanced period of at least two years;
5. Undertaking of highway works and soft landscaping on the highway prior to first occupation through an agreement under S38/S278 of the Highways Act 1980; works to include resurfacing, construction of a new pedestrian crossing and the creation of 6m kerb radii;
6. Training and employment plan targeting Brent residents;
7. Financial contribution to bus improvements of an amount to be agreed with TfL;
8. Adoption of the footway on the northern side of the development following the completion of works to both UCFB and Kelaty House;
9. Secure nomination rights for 60% of the student rooms to be occupied by UCFB students
10. The requirement for and procedures of a viability review process to secure the maximum quantum of affordable student accommodation possible within the development, which will be required in the event that a Higher Education Institution or Student Accommodation Provider acting for and on behalf of a Higher Education Institution does not take up the operation and management of the 40% of the student rooms outside of the UCFB nominated rooms
11. Any other planning obligation(s) considered necessary by the Head of Planning

That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.

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

Conditions

1. Time Limit for commencement
2. Approved drawings/documents
3. Student accommodation used by students only
4. Parking spaces, cycle, bin storage and amenity spaces to be laid out prior to occupation
5. 10% Wheelchair accessible units
6. Inclusive access measures to be implemented and adhered to
7. Water Usage requirements
8. Car Free Agreement
9. Considerate Constructors' Scheme membership
10. Satellite Dish restriction
11. Car parking spaces not be used by office staff
12. Electric charging point to be provided within 1 of the parking spaces
13. External materials to be submitted for review
14. Landscaping details
15. South elevation screening details to rooftop
16. Provide connection to future heat network
17. External lighting, including co-ordinated lighting arrangement with Kelaty House
18. Delivery and Servicing Plan to be secured
19. Car Park Management Plan to be secured
20. Construction Management and Logistics Plan to be secured
21. Student Accommodation Management Plan to be updated and secured
22. Air Quality Impact Assessment to be secured OR resubmitted if considered insufficient
23. Noise Report to be secured OR resubmitted if considered insufficient
24. Contaminated Land site investigation to be carried out and results submitted, following demolition of existing building
25. Contaminated Land remediation and verification measures to be submitted if necessary
26. Waste Strategy to be secured OR resubmitted if considered insufficient

27. Arboricultural Report to be secured
28. Ecology Report to be secured
29. Archaeological Watching Brief to be carried out during ground works and results submitted
30. Relocation of parking spaces or acceptable measures to improve relationship between vehicular and pedestrian areas to be submitted
31. Additional surface water discharge attenuation measures to be submitted
32. BREEAM post construction stage review to be submitted

Informatives


1. Notify highways service of intent to commence works
2. Contact highways to arrange for highway works
3. Advertisement Consent
4. CIL liability
5. Fire Safety
6. Living Wage

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

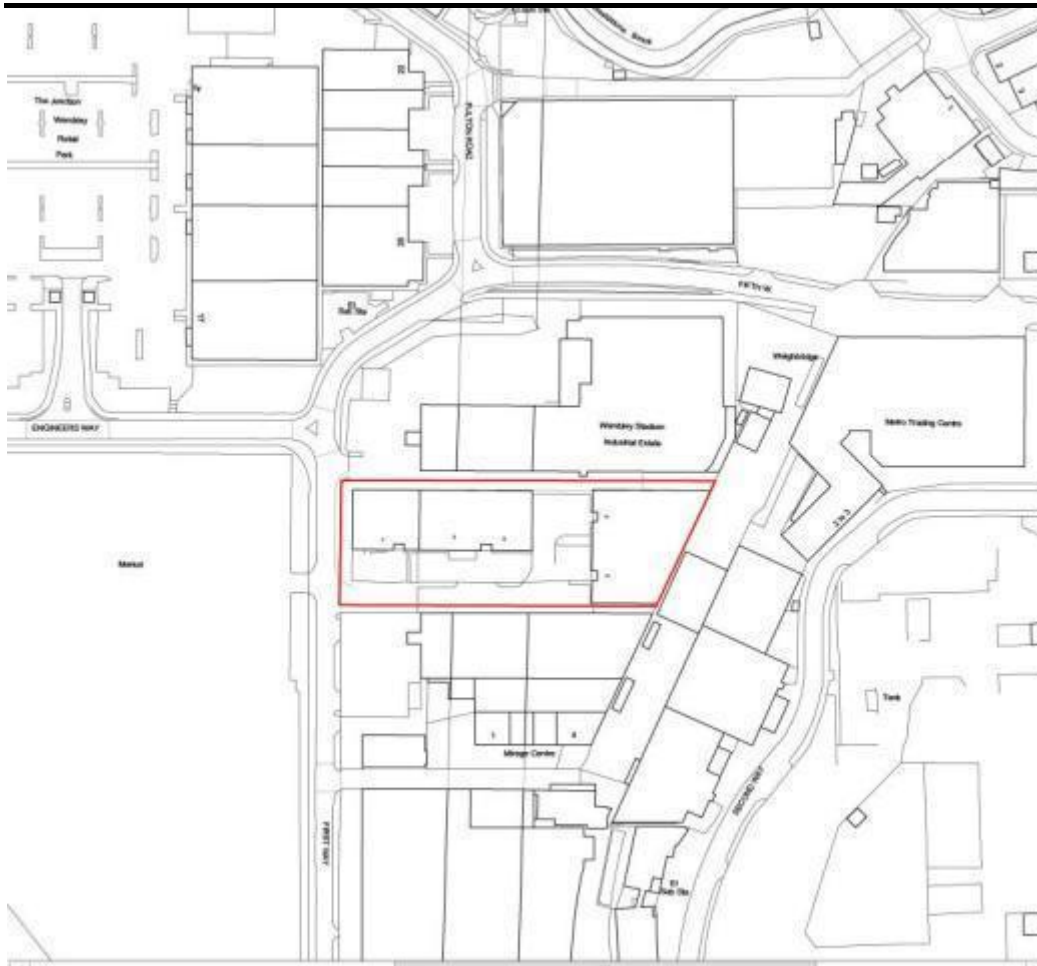
That, if by 3 months of the committee date the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

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

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: Units 1-5 Inc, Cannon Trading Estate, First Way, Wembley, HA9 0JD</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.



PROPOSAL IN DETAIL

The application will seek approval of the new development which proposes the redevelopment of the site to provide a 7 to 11 storey building comprising a permanent university campus for University College of Football Business (UCFB). This will be a mixed use building comprised of:

- 678 student bedrooms located over 9 floors above the ground floor level
- UCFB Wembley teaching facilities and associated offices including seminar rooms, a 300 seat auditorium at ground floor level
- Office space (B1) aimed at start-up businesses
- Coffee bar, gym and fitness facilities

The student accommodation is proposed with 11 storeys along its frontage and is comprised of four distinct north-south wings that progressively descend in height from west to east. The three elements behind the main frontage are 9 storeys (with a set in tenth), 8 storeys (with a set in ninth) and 7 storeys (with a set in eighth) in height respectively. Each of these four main wings are connected by an east-west massing which extends across the full depth of the site along its northern side.

EXISTING

The subject property, Cannon Trading Estate, comprises a low rise industrial premises within the Wembley Stadium Industrial Estate on First Way. Surrounding uses are also industrial. The Cannon Trading Estate site is located on First Way in Wembley, just south of the corner with Engineers Way. First Way runs along the west of the site and Second Way runs to the east.

To the north is another industrial unit, Kelaty House, although permission has been granted for the site's redevelopment for mixed use incorporating student accommodation and hotel.

To the south is Latif House, another industrial unit, to the east are further industrial units fronting second way. These adjoining land uses are all similarly industrial in nature and form the westernmost part of an area previously designated as Strategic Industrial Land (SIL).

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 (application reference 17/0016). Plot E03 is proposed to provide 743 residential units, 569sqm of non-residential space and an energy centre as part of the wider masterplan development around Wembley Stadium.

AMENDMENTS SINCE SUBMISSION

A number of small non-material amendments have been made to the application since submission:

- Office facilities altered to provide shower/changing facilities and an additional WC within each female and male toilet cluster. This responds to comments made by TfL about the desirability of cycling increasing with the availability of shower and changing facilities.
- The area of paving around the car park area has been changed to differentiate the parking area from the pedestrian area visually, whilst retaining the shared surface and aesthetic qualities of the paving. The details submitted are considered to be basic by Brent's highways officer and further details will still be required by condition to address this issue.
- Elevational amendments to account for the requirements of modular construction with a steel frame, including the following changes:
 - **Front/West Elevation** has seen the setting out to the curtain wall being adjusted, the window arrangement to the office entrance amended slightly and minor changes to the position of the windows in within the rainscreen cladding to reflect the internal room layouts
 - **Courtyard 01 East Elevation** has seen an additional window being added and the setting

out adjusted. This is also reflected in alterations to the curtain wall.

- **Courtyard 02 East and West Elevations** have seen minor alterations to window sizes and positions have been adjusted.

- **Courtyard 03 East and West Elevations** have seen minor alterations to window sizes and positions have been adjusted. Within the west elevation, the plant room door has move to the north façade.

- **Rear/East Elevation** has seen one of the bin store doors being removed and the setting out amended.

- **Side/South Elevation** has seen the removal of some windows, including those into the stair core and the curtain wall setting out amended.

- **Side/North Elevation** has seen the setting out of the curtain wall and windows amended, the removal of some windows, including those into the stair core, the external wall being moved inwards and window and tile arrangement being adjusted. Finally, the office entrance curtain wall width has been reduced and a window has been added and the setting out adjusted.

- Internal amendments to the layout on floors 6-9 to allow for the modular system to work. This includes external walls being moved inwards and the corridor and internal wall arrangements changed. The arrangement of the studios and studios is to be changed too and minor amendments to the window positions are to be made. The overall mix remains the same with these changes however.
- Changes to the three residential cores to increase in size, rotation of the stairwells resulting in a decrease in width overall. The staircases are still large enough to comply with Part M of the building regulations in terms of accessibility. This has resulted in changes to the living spaces of the seven bed clusters, creating a more open shared space in each and reducing the external walls of the 7 bed cluster to a small extent.
- Changes to the ground floor to include an additional window into the office, the entrance curtain wall being adjusted, the arrangement of WCs changing and a post store added.
- Changes to the roof level cores with an extension out of the lifts and additional floorspace being used resulting in a very small loss of rooftop amenity space on each of the three roof gardens.
- Reduction in sizes to nine of the studio flats to accommodate the changed core size. This results in the nine affected flats being changed from Part M wheelchair adaptable to standard size and unadaptable flats. This affected the overall number of accessible flats from 31 (17.1%) to 22 (12.2%).

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. 5 objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

- Providing new student accommodation. The proposal for 678 student units within the UCFB campus is acceptable in policy terms, taking into consideration the demonstrated population growth from the existing permissions for student accommodation already consented in the Wembley Growth Area. The proposal would not breach the 20% student population cap within WAAP policy. Furthermore, the student accommodation is to be secured to require that at least 60% of all the rooms are allocated to UCFB students. It may be noted that within previous applications it was considered that the 20 % "cap" on student accommodation had been reached. However, updated population projections show that this level has not yet been reached. This is discussed in more detail below.
- Comments received. A significant number of representations (46) have been received from local residents, all in favour of the proposal, mainly citing the benefits an established campus would bring to the university and the surrounding area. No objections have been received.
- Layout, scale and appearance. The development is efficiently laid out and the scale of development is considered to be appropriate for its emerging context. The design and appearance of the building is considered to be of good quality, following sound architectural principles.
- Arrangement of student rooms: The proposals include student cluster rooms, as well as studio, studio and studio units all of which achieve BRE standards for sunlight and daylight. 10% of the rooms are designed to be accessible to disabled people and a detailed accessibility statement is provided to confirm that the wider approach to design maximises accessibility.

- The transport impacts of the proposed development. The site is in an area of good public transport accessibility and is considered to be acceptable in these terms providing contributions are made to the establishment of a CPZ in the local area. The access and servicing arrangements are considered to be appropriate and safe.
- The impact of the development on the living conditions of neighbouring occupiers. The submission has demonstrated that neighbouring residential units will, in almost all cases, receive good levels of daylight and sunlight. All of the windows within the Quintain E03 development (currently under construction, opposite the developmen) will meet BRE guidance levels. All but 6 windows in the Kelaty House development (north of the site, not yet under construction) will meet guidance levels. Those windows serve units of student accommodation and not permanent residential accommodation and the level of impact is not considered to be unduly detrimental.

RELEVANT SITE HISTORY

No relevant site planning history.

CONSULTATIONS

Neighbour Consultation

Site Notice displayed on 24/10/2017

Press Notice published on 28/09/2017

The owner/occupier of 40 different properties were notified of the application on 21/09/2017. This included properties in the following locations:

First Way
Second Way
Fifth Way
Fulton Road

46 representations were received from 46 different properties all supporting the proposal. None of those who commented on the proposal were sent letters as part of the consultation process. Details of representees are as follows:

- 22 support comments were received from residents of Felda House, which is a student accommodation block on North End Road in Wembley.
- 12 support comments were received from residents of Victoria Halls, which is a student accommodation block also on North End Road in Wembley.
- 5 support comments were received from residents of Unite, which is a student accommodation block on Olympic Way in Wembley.
- 2 further support comments were received from residents of North End Road, although one of these comments does not specify which address along the road.
- A further comment was received from a residential property on Elmside Road in Wembley.
- A further comment was received from a residential property on Perwell Road in North Harrow, HA2, outside of Brent.
- Finally, 3 of the comments received did not specify any address.

The grounds of support are summarised as follows:

- The site is in need of redevelopment and the development will make the area nicer
- The university needs more capacity
- The development will help the university grow and attract more students
- The development will improve the university and provide a permanent place for the university to operate and students to live
- The development will be good for UCFB students and students that live in Wembley, allowing them an opportunity to live closer to the uni and to save money on rent and travel
- It is important to accommodate every applying student
- The development adds value to Wembley
- It is good to invest in education
- The development will positively affect the reputation of UCFB and Wembley Park

- The development will increase the reputation of UCFB and Wembley Park
- It is important that new university buildings come to Wembley
- The development is good for the vibrancy of the community but it must be made as eco-friendly as possible
- Would reduce current hassle for UCFB students and will provide facilities for when Wembley stadium is in use and facilities that are always available
- The development could help to bring business to the area
- Everyone deserves an education in suitable space
- More student accommodation is needed in the area
- Student accommodation is safer than most apartments
- Allows students to save money, being only 20 minutes by tube from central London whilst also living in Zone 4
- Most of the universities can be accessed within a short time from this location so more student accommodation is required
- More student accommodation is needed to free up housing

Statutory consultees

Environment and Regulatory Services

The application submitted information including a Contaminated Land assessment, Noise Impact Assessment and Air Quality Impact Assessment. Environmental Health comments have not been received as of the time this report has been published. Nonetheless, once these comments have been received, appropriate conditions will be issued requiring that the details of the reports are adhered to throughout development (if the details are acceptable) or that further mitigation or remediation is carried out and submitted for approval (if the details are unacceptable).

It is likely that further conditions and informatives will be issued relating to asbestos, noise tests prior to occupation and construction dust and noise management.

Thames Water

No response received.

Local Lead Flood Authority

Objections raised to the proposed discharge rate of 94 l/s in to the existing surface water system. Whilst storage tanks are proposed, the 94 l/s discharge is too excessive and it is required that this is reduced to meet London Plan requirements.

Greater London Authority

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

The Stage 1 report is dated 06/11/2017. In their report it is stated that the principle of providing a tertiary educational institution within Brent is strongly supported in this highly accessible location and in a location where the unique nature of the institution would be most beneficial. However, further information and discussion is requested in respect of accommodation providers, nomination rights, urban design, climate change measures, sustainable drainage and transport to ensure compliance with the London Plan.

Further discussions of these matters are within the main body of the report.

Transport for London (TfL)

TfL did not object to the proposal but requested some changes/additions to the application. Further discussions of these matters are within the main body of the report.

Ward Councillors for Tokyngton ward

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

Statement of Community Involvement

The applicant sought to engage with community groups in publicising this proposal and held a drop-in centre to inform local residents of the proposal at the Holiday Inn on Wembley Hill Road on Saturday 24th June from 11am – 4pm. One person attended (Cllr Ezeajughi of Stonebridge Ward).

The drop-in centre materials were hosted on the applicant's website to increase stakeholders' access to the proposal.

Letters were also sent to 2,474 addresses in the local area and an extensive 'door knock' was conducted for those living closest to the application site. In total 200 doors were knocked on and 30 residents were spoken to regarding the development.

POLICY CONSIDERATIONS

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

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- London Plan 2016
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Development Management Policies 2016
- Wembley Area Action Plan 2015
- Brent Supplementary Planning Guidance 17
- Draft Supplementary Planning Document 1
- Brent Supplementary Planning Guidance 3

Brent's 106 Supplementary Planning Document

DETAILED CONSIDERATIONS

1. Principle of development

Loss of existing light industrial accommodation

2. 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 proposed education institution is considered to represent a use that fits within this allocation and achieves objectives that are set out within the allocation. The principle of the loss of industrial uses within this part of Wembley is therefore supported by site allocation W28.
3. The principle of the loss of industrial accommodation is considered acceptable.

Providing new student accommodation

4. The Application Site is within the Wembley Growth Area ("the Growth Area") and the proposed development is for purpose built student accommodation to which Policies WEM23 and W28 of the Wembley Area Action Plan ("the WAAP") apply.

5. Policy WEM23 is a generic policy relating to student accommodation and permits an element of such accommodation in locations where major mixed development is appropriate, subject to consideration of whether it would undermine the delivery of conventional housing. In order to maintain a balanced community, Policy WEM23 also seeks to control the amount of student accommodation and states that:
6. *“Student accommodation developments will not be allowed once the total number of approved bedrooms exceeds 20% of the projected increase in population in the Wembley Growth Area.”*
7. Policy W28 is a site allocation policy relating to First Way and includes the Application Site. It identifies the area as appropriate for mixed use development “including leisure, hotels, offices, amenity/open space, residential development and student accommodation”.
8. The Council has granted a number of permissions in the Growth Area, including two pertinent permissions on 23 December 2016. The first permission (ref. 15/5550) grants outline permission for mixed use development at Olympic Way including up to 90,000sqm of student accommodation. The second permission (ref. 14/4931), also grants outline permission for mixed development including *“C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units); or 200-250 bed hotel; or approximate 500 student units...”*
9. When considering these two applications, it was considered that the proportion of student accommodation had reached the 20 % cap set out within Policy WEM23 would be reached as a result of those proposals. To address this, the Olympic Way permission is subject to conditions, including Condition 7 which restricted the number of rooms of student accommodation delivered through that consent to ensure that the cap would not be exceeded. It specified the following:
“The number of rooms of Student Accommodation that may be delivered pursuant to this consent shall not exceed 361 unless an alternate number of rooms is submitted to and approved in writing by the Local Planning Authority, such amount not to exceed the proportion of student accommodation set out in within Policy WEM 23 of the Wembley Area Action Plan 2015 or the maximum floorspace set out within the description of development.”
10. The reason given for Condition 7 is to ensure a mixed and balanced community and to ensure that the delivery of student housing does not affect the delivery of conventional housing;
11. The South Way Permission is also subject to conditions. Condition 7 on that permission states that:
“The number of rooms of Student Accommodation that may be delivered pursuant to this consent shall not exceed 0 (zero) unless an alternate number of rooms is submitted to and approved in writing by the Local Planning Authority, such amount not to exceed the proportion of student accommodation set out in within Policy WEM 23 of the Wembley Area Action Plan 2015 or the maximum floorspace set out within the description of development.”
12. A planning application (17/2782) submitted on 21/06/2017 proposes the erection of 283 student accommodation bedrooms at Parkwood House within the WAAP area and is currently being determined alongside this application. The planning statement for this application (17/2782) states that they consider the principle of student accommodation and accept that with a projected population of 27,220 as at January 2015 the maximum student accommodation threshold was 5,444 (i.e. 20% of 27,220). The applicants also accept that for the quantum of student units to exceed the 5,444 units currently delivered and/or permitted “there must be a growth in the population of Wembley which would have the effect of increasing the number of students within the 20% threshold set by Policy WEM 23”.
13. As part of the Parkwood House application, an analysis was submitted in the Planning Statement examining the increase in the population between January 2015 and June 2017; the forecast population to 2026; and an average household occupancy rate of 2.3, to support an argument that there is capacity for the 283 student bedrooms proposed without breaching the 20% cap on student accommodation imposed by Policy WEM23.
14. While assessing the Parkwood House application, officers undertook a desk-based study with regard to the projected population increase of the WAAP area, in order to ascertain what the Council’s current position should be with regard the 20% cap set out under WEM 23.
15. It is considered that a WAAP site with an implemented planning permission should be considered deliverable along with those WAAP sites where planning permission has been granted, unless there is clear evidence that the consented scheme is unlikely to be implemented. This has required officers to consider each of the WAAP sites with planning permission to understand better whether the relevant

permission is likely to be implemented before it expires or there is some other impediment to the consented development going ahead. This is in line with the Government's definition of deliverable sites, and this approach has been agreed by the Councils legal advisors.

16. The applicant for that application contended that as at June 2017, 823 additional housing units have been delivered on WAAP sites above their indicative allocations/capacity which has increased the Council's projected housing growth within the Action Area Plan from 11,836 to 12,659 which, applying an occupancy factor of 2.3, gives a projected population total of 29,115 and a maximum student population of 5,823. If those population figures are correct, the maximum number of student units of 20% of the projected population would be 5,823 (i.e. there would be capacity for a further 379 units above the 5,445 units permitted).
17. The research carried out by officers took into consideration the actual consents (rather than an average 12% increase as argued by the applicants) and concluded that the projected population growth of the WAAP area would have been 27,377 if considered solely on the site allocations, however when taking into consideration the site allocations, and deliverable planning permissions granted to date (both implemented and extant) the current WAAP area population increase as of October 2017 stands at 32,842. Based on this, it is considered that when considered against the 5444 student bedrooms granted to date, this would mean that the current percentage of student accommodation against residential population stands at 16.6%, which would allow for an additional 1,123 rooms before the 20% cap is reached.
18. The researched carried out by applicants and officers in relation to the Parkwood House application (17/2782) has significant bearing on this application. Given that Parkwood House (283 beds) and UCFB (678 beds) together propose an additional 961 student beds within the WAAP area, both schemes can be accommodated within the revised 20% student cap of 1,123 beds.
19. As such, proposed new student accommodation within this application will not result in the provision of student accommodation beyond the maximum level established through policy WEM23 and is acceptable in principle.

Nomination Agreement

20. The applicant has proposed a specific nomination agreement whereby 60% of all student accommodation bedrooms are to be allocated exclusively to UCFB, but with an aspiration for 100% of the rooms to be allocated exclusively to UCFB. The applicants consider that demand is likely to result in all student rooms being filled by UCFB students, but have sought a fall-back mechanism which would allow up to 40% of the rooms to be allocated to students studying at other universities in the event that demand from on-site students is insufficient.
21. In this application, it is considered necessary to secure the aforementioned 60% nomination rights within the S106 agreement, particularly as the application's transport assessments have been carried out on the basis of this 60% UCFB occupation arrangement. The remaining 40% of the student rooms will need to be allocated in line with the requirements of the Mayor's Housing SPG. The Mayor's Housing SPG will require a separate education provider to manage the student intake and occupation of the additional rooms (those outside of the 60% UCFB occupancy). In the event that no single education provider is brought on board, a viability review mechanism will be used in order to secure affordable student accommodation, in line with the aspirations of the London Plan.
22. A planning condition will also be secured through this consent which will restrict the use of the accommodation so that it can only be occupied by full time students enrolled on UK accredited and based further education courses for not less than 39 weeks of the year. The remaining time, (outside term time,) the Council is content that the units may be rented out on short-term lets, perhaps assisting tourism within the summer vacation period. This will apply to all of the student rooms, including those nominated exclusively to UCFB.

Providing a new university campus

23. 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'. The addition of

facilities which are specifically tied to an intrinsically local institution is a particular benefit of this scheme and is strongly supported. However, alongside these cultural uses, the allocation requires the delivery of 1,500 homes across the wider SSA. Nonetheless, it is noted that the Greater London Authority define residential homes/dwellings so as to include student accommodation and some weight is given to this. It is also noted that the majority of the site allocation remains without planning permission, including two large sites to the south which are not restricted in respect of tall buildings.

24. 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.

Urban design

Height and massing

25. London Plan Policy 7.7 covers the location and design of tall and large buildings. It requires that tall and large buildings should not have an unacceptably harmful impact on their surroundings.
26. The site is identified in the Wembley Area Action Plan as sensitive to tall buildings (30 m tall or higher). The 11 storey element of the building, forming the frontage, will reach a height of 36.35m, passing the threshold for tall buildings. However, the designation of this location as 'sensitive to tall buildings' does not preclude such buildings if their massing is appropriate in the local context.
27. It is considered that 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 to the east. The 7 storey low element with a set in 8th storey 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.
28. The building respects the prominence of the consented 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, the UCFB building must appear subservient to it which is sufficiently achieved with the current proposal.
29. The proposal will also relate closely to the E03 plot of the Wembley Masterplan, which is currently under construction and will include buildings of 26 storeys on the corner frontage across from Kelaty House and UCFB. Plans fully illustrate the appearance of the development within its emerging context of the emerging E03 developments and the Kelaty House development.
30. 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 three protected viewpoints, (1) Chalkhill Park, (2) Metropolitan and Jubilee Line north of Neasden and (3) Welsh Harp. 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 has been produced and submitted with the application. It is concluded that the development will only have a materially visible impact on the view from Chalkhill Park, although the overall degree of change of this view will be low and there will be no additional effect on the view when combined with the cumulative emerging context. The development will have a negligible impact on the other protected views.
31. The application has included a views analysis for some additional views towards the stadium, including from along First Way, Engineers Way, the open space adjacent to St David's Close and from a different position close to the Welsh Harp. Overall it is found that all surrounding views of the development are only affected in a minor way and where they do change the view, this is only to minor/moderate extents with a neutral impact. From the close proximity views along First Way and Engineers Way, it is found that the proposal has minor-moderate beneficial effects, replacing a vacant industrial buildings with a new building that better defines the frontage to First Way and associated enhanced public realm. The development will not obscure any of the Wembley Stadium arch from any notable view point.
32. Overall, it is considered that the height and massing of the building is comfortable given the existing and

emerging context of the surroundings.

Appearance and finish

33. The building will sit centrally in its plot and will have a strong building line established at the front, set in from the boundary with the public highway by at least 3.8m at its closest point. The front building line matches with the forward-most part of the Kelaty House development to the north, establishing a strong frontage.
34. The building is punctuated by its north-south wings which increase in height from 7 storeys in the east to 11 storeys in the west. The wings will be externally fitted with ceramic tiles of a grey colour and contrasted with the more sparing use of coloured ceramic tiles (gloss) that are inspired by the football team colours of the other UCFB campus locations (blue and claret for Burnley & red and blue for Manchester). The grey tiles will be used most commonly, with the coloured tiles forming patterns across the grey facades.
35. With this approach, the majority of the building has a uniform appearance, however the front wing of the building, which forms the frontage along First Way is to have a more complex design, with a top level that conforms to the grey/colour pattern ceramic tiled design and lower levels (containing the office space) formed of a dark grey metal fascia and perforated metal solar shading. The lower element also projects out to the front and the side providing a more immediate interaction with the street. The final element of the front wing includes two thin 'tower' elements composed of Glass Rainscreen in a light green colour, providing a vertical emphasis. The two thin green elements contain stairwells and form small towers that separate the dark metallic aspects of the frontage into three distinct sections. The grey tiled portion of the building (which forms the residential accommodation) sits higher up and back from the dark metal elements below and provides a softened fourth element to the building's front façade. The green tower and dark metallic frontage extend across the first five storeys along the southern two thirds of the front façade; the northern third of the front façade sees the green tower and dark metallic elements extending up close to the ridge of the building. This provides additional interest and focuses more of the built form close to the corner of First Way and Engineers Way, which is a welcomed approach. The dark metallic part of the frontage, within which the office space is proposed, is to be further articulated with clear glazed balustrades serving balconies for the offices, creating additional activity along the street frontage.
36. Instead of the ceramic tiles, blue/black engineering brick will be used along the ground floor and first floor of the front office building as well as along the ground floor of all other elevations, creating a podium for the floors above. The use of brick for this part of the building which is on a human scale is welcome, and is considered to be a high quality material which reinforces the residential nature of the building. These dark coloured bricks will also form the external materials of the set in top floors containing communal lounges. The use of brick here provides a good contrast alongside the light coloured tiling below and also reinforces a residential character for the amenity spaces they serve.
37. The central entrance area, between the two green tower elements, will be fully glazed with a double height entrance. This will draw visitors to the entrance and provide a light and welcoming atrium area. A large digital display board will be present within this space and will be visible to those within the building's entrance as well as to passersby within the street. The board would highlight the presence of the UCFB in the Wembley Area and provide related details (e.g. student course and accommodation details). This is the subject of a separate advertisement consent application and will not be considered within this application.
38. Samples of these materials, to ensure quality, should be submitted by the applicant and this will be required by condition.

Layout

39. At ground floor level, the front two elements of the building will contain the main university educational facilities, including a large reception with meeting area, university offices, three adaptable auditoriums, three fixed seminar rooms, toilet facilities, cafe, 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 and second floor level within the front of the building. Above this, the start-up office space will be located across the front of the building from floors 2-4. The rear part of the ground floor includes ancillary spaces associated with the residential component of the building, including security and storage room, two large

bicycle store rooms, a gym for residents' use, lounge and office space and a large plant room at the rear containing the building's energy centre and CHP. This part of the development is to be accessed from the separate residential entrance on the building's northern elevation but is internally connected to the educational element of the building through the café. The residential accommodation begins on the first floor and is located along the main east-west arm of the building on the north side (where studios, dudios and trudios are proposed) as well as within the three north-south arms (where the larger flats with shared kitchens are proposed). The separations between the north-south arms of the building form outdoor courtyards for amenity use which the shared flats would overlook. Between floors 3 and 4, the front element of the building includes the provision of B1 office space, aimed at start-up businesses. The offices are provided with their own smaller entrance from First Way, slightly to the north of the main university entrance – although internal connections are also provided. From floor 5 upwards the building is solely comprised of student accommodation. The top floors of each north-south arm of the building are set in significantly from the edges of the building and contain communal lounges which open out onto rooftop amenity spaces.

40. The student accommodation is served by 3 main cores, each with 2 lifts. The proposed residential mix is as follows:

Accommodation Type	No. of flats	No. of bed spaces	% of flats	% of bed spaces
Cluster flats with ensuite (5 bed)	46	230	25.4%	33.9%
Cluster flats with ensuite (6 bed)	6	36	3.3%	5.4%
Cluster flats with ensuite (7 bed)	31	217	17.1%	32%
Studios	17	17	9.4%	2.5%
Dudios (two bedrooms – shared facilities)	30	60	16.6%	8.8%
Trudios (three bedrooms – shared facilities)	29	87	16.0%	12.8%
Studios (wheelchair accessible)	13	13	7.2%	1.9%
Dudios (wheelchair accessible)	9	18	5.0%	2.7%
Total	181	678	100%	100%

41. UCFB's student accommodation has been designed to include a wide range of internal and external communal spaces for students. Students spend key parts of their time in their place of accommodation, this means that these spaces are key to delivering a successful and fulfilling time at university. Social interaction is important in residential accommodation, with students cooking, relaxing and now studying with each other (as group study becomes a more important part of learning - replicating the work place).
42. With regard to landscaping, it is noted that the scheme includes planting within the areas around the entrances, within the south courtyards (including the raised courtyard) and on the roof terraces. The entrance planting will be of benefit to the public realm and will include new street trees and ornamental planting to frame the entrance. Seating is to be located beneath the trees. There will also be planting of smaller clusters of trees at the main student accommodation entrance on the northern side of the site, helping to way-find and to enable and enhance natural gathering species.
43. The courtyard spaces are defined by a number of landscaping elements including trees and seating, the arrangement of which is angled to create pockets and larger openings. The courtyards are secured via a low railing to improve privacy. The first floor terrace is to include raised composite timber platforms and benches, with small four trees at appropriate locations. The roof terraces are to be equipped with additional amenity spaces surrounding the set-in top storeys which contain a triple aspect communal lounge to complement these more flexible amenity spaces.
44. From a perspective of good design and benefit to landscaping, the southern orientation of the three courtyard amenity spaces and three rooftop amenity spaces is welcomed and will help to ensure these

spaces' effectiveness is maximised.

45. The landscaping approach is welcomed and it is very positive that landscaping features (particularly street trees) would be provided within an area currently devoid of public realm landscaping.
46. 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. Nonetheless, it is noted that the GLA have raised concerns in respect of the quality of the studio, studio and studio units. It is considered that the size of the units affects usability and that there is a lack of natural light to the shared spaces and poor separation between sleeping accommodation and kitchenettes in the studio units. It is not considered that a robust policy basis is in place to require changes to the layout in this respect and the applicant has clarified that these flat types have previously been used in Grand Felda House nearby within the WAAP area and are similar to standards provided in other developments in Wembley. Furthermore, daylight and sunlight assessments have been provided which confirms that all bedrooms provide sufficient daylight. Finally, it is also noted by the applicant that these studio, studio and studio units are located closer to other amenity spaces within the development.

Daylight analysis for windows within the proposed development

47. As part of the daylight and sunlight analysis of surrounding impacts of this development, a study into the daylight levels received internally for the development has been carried out and submitted as part of the application. The tests have been carried out in accordance with BRE guidance. It is noted that it is unnecessary to test any windows above the fourth floor level as all windows above this level will comfortably satisfy the target design standards.
48. The results show that all of the proposed student study bedrooms and living/kitchen/diners will meet and exceed the largest design standards and therefore provide a good level of amenity for the future occupants.

Inclusive Access

49. Inclusive design principles, if embedded into the development and design process from the outset, help to ensure that everyone, including older people, disabled and Deaf people, children and young people, can use the places and spaces proposed comfortably, safely and with dignity.
50. 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. The 10% requirement has been achieved within the development with 22 of the 181 flats within the development (12.2%) rooms being adaptable for disabled use, in accordance with Part M of the Building Regulations. When measured by bed spaces, 4.6% of the development (31 out of 678) is adaptable for disabled use. London Plan policy 3.8 requires that 10% of dwellings are adaptable which this development achieves and exceeds.
51. The applicant has provided an additional inclusive access statement in support of the application setting out the approach and continued work to try and improve the accessibility and movement in and around the building.

Impact on neighbouring properties

Impact on neighbouring amenity

52. The development could potentially incur amenity impacts on the neighbouring property to the north (the consented Kelaty House scheme), the east (commercial units 2, 3 and 6 on Second Way) and to the south (Latif House). The land use to the north will be residential following completion and occupation of the Kelaty House development. Latif House to the south is commercial in nature, but considering that it forms part of the W28 SSA, it is likely that a residential or similar use may be present here within the future. The neighbours to the east are to remain commercial/industrial in nature, sitting outside the SSA and within the Wembley Eastern Lands Strategic Industrial Location.
53. Within guidance, it is expected that development will avoid relying on the outlook of neighbouring sites by providing 10 m separations to its boundary (reducing to 9 m in draft SPD1), thus ensuring neighbouring plots can develop in a sustainable way. In terms of the relationship with neighbours, the UCFB development will sit within a 6 m distance of the northern boundary of the site, alongside Kelaty House.

This falls significantly short of the 9 m / 10 m distance so to address this, windows within this part of the development are within chamfered walls which achieve a full 10m of outlook diagonally within the site before it becomes necessary to rely on neighbouring sites for outlook.

54. To the east, the UCFB development will sit within 6.5m of the shared boundary with units along Secondary Way. However, the closest single aspect room window facing this boundary sits 8.5 m from it. This is less than required by guidance, however the relationship with the eastern boundary is the least sensitive and the shortfall below SPD1 is minimal (0.5 m). Uses here are commercial and are intended to remain commercial and as such would not warrant the same consideration of outlook/privacy standards as that of the other adjoining neighbours.
55. To the south, the UCFB development will sit within approx. 7.5m of the boundary with Latif House. This boundary would warrant policy compliant achievement of outlook given that the site is allocated for residential/cultural uses. This is achieved through the use of windows within chamfered walls, which ensure that outlook of more than 10m is achieved within the boundary of the site. This relationship is not achieved when the freedom of visibility from the rooftop amenity spaces is considered, and details of suitable south elevation screening will be required by condition to ensure that the future privacy of a development within Latif House will not be compromised.
56. Taking away consideration of the land boundaries, the UCFB development sits more than 10m from all surrounding developments (including the emerging Kelaty House development to the north) with the exception of the neighbour to the east, where an 8m separation is present between the closest edge of the building and the neighbouring commercial building.
57. The separation of the subject building to surrounding properties is considered to be appropriate in this locality, particularly in view of the highly urban nature of the consented developments to the north and west.

Sunlight and daylight

58. A report has been prepared by Lumina which has been submitted with the application to assess the impact upon the daylight and sunlight amenity of the existing surrounding buildings which may arise from the proposed development. The report has been compiled in accordance with the accepted BRE criteria for good levels of daylight and sunlight.

Assessment of Daylight Impacts

59. The report concludes that all affected windows serving student bedrooms to the north (within the Kelaty House development) will achieve daylight levels within BRE guidelines following construction of the UCFB development. The windows pass BRE tests in the sense that they all achieve an Average Daylight Factor (ADF) value in excess of 1% and therefore receive an adequate level of daylight. The majority of the bedrooms will in fact receive well in excess of the target, for good levels of natural daylight. Within BRE guidance, domestic living rooms have an equivalent target for ADF levels of 1.5%. If this standard is applied to the development then six windows serving living rooms within the Kelaty development will fall short of standards. These are windows serving living rooms on the first, second, third and fourth floors of Kelaty House. Fails of the 1.5% standard range between 0.91% and 1.37%. Part of the reasons these rooms fail is because of their large size and depth, which inevitably make the achievement of good natural lighting conditions less likely towards the rear of the rooms.
60. The report concludes that all affected windows serving the consented E03 site within the Wembley Masterplan area to the west will continue to achieve ADF values in excess of the recommendations following the completion of the UCFB proposal. There will be no unduly detrimental impact on the future residential development of the Wembley Park E03 site.

Assessment of Sunlight Impacts

61. The BRE sunlight criteria only applies to windows that face within 90 degrees of due south. As such, it is only necessary to assess windows within Kelaty House.
62. The assessment of windows in Kelaty House shows that the Annual Probably Sunlight Hours (APSH) values will be very good with only two of the living rooms recording APSH values of less than 25%. They are a first floor living room where the APSH values for the two south facing windows were 18% and 21% and the second floor living room where the equivalent values are 21% and 23%. A significant decline in

Winter Sunlight hours is observed across a number of the windows tested, which is to be expected given that winter sunlight is only available at relatively low angles of altitude. It is concluded that the positive results when measured annually (APSH) result in a development which will incur very little detrimental impact to surrounding buildings. It should also be noted that the adjoining element of the Kelaty House development will be student accommodation for which the standards for permanent residential accommodation are not normally applied.

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

Microclimate and wind study

64. An assessment of the likely wind microclimate conditions as a result of the development and the suitability of these in terms of pedestrian comfort for locations within and around the site has been undertaken. This was calculated by measuring pedestrian level wind speeds at key areas in and around the site and combining them with long term wind frequency statistics to determine the probability of local wind speeds exceeding comfort and safety thresholds for a range of common pedestrian activities based on the industry standard Lawson criteria.
65. The study considers wind safety in general and wind comfort levels along thoroughfares, entrances/waiting areas, the two bus stops, recreational space and within the outdoor seating areas. The study concludes that the existing site is well sheltered from the prevailing South Westerly wind, mostly due to the presence of Wembley Stadium. The wind conditions of the existing site are suitable in terms of pedestrian safety and pedestrian comfort for the intended usage.
66. The development therefore is considered to accord with the planning policy and best practice guidance set out in the London Plan Policy 7.6 and DMP1 of the Brent Development Management Policies.

Climate change

Energy

67. The applicant has broadly followed the energy hierarchy, providing carbon savings through using less energy (be lean), supplying energy efficiently using a Combined Heat and Power Plant (be clean) and using renewable energy (be green) through PV panels and Air Source Heat Pumps. Sufficient information has been provided to understand the proposals as a whole.
68. The commitment to following the energy hierarchy has resulted in a 35.2% improvement in carbon savings over the standard of building regulations. The GLA have confirmed that student accommodation is not defined as a residential building when considering minimising carbon dioxide emissions. Policy 5.2 of the London Plan states for non domestic buildings the carbon reduction improvements shall comply with building regulations for years 2016 - 2019. This is a 35% reduction over Part L of Building Regulations 2013. The proposal meets the requirements of building regulations.

District heating

69. There is currently no existing district heating network within the vicinity of the proposed development, however, the development is situated within the Wembley Central district heating opportunity area. It will therefore be required that the proposed development is provided with the capacity for future connection to a District Energy Network. This will be secured via condition.

BREEAM

70. Brent Core Strategy policy CP19 requires the non-residential components of major developments to achieve a BREEAM rating of at least 70.0% 'Excellent'. A BREEAM pre-assessment has been submitted confirming an anticipated overall score for the development of 72.8%, exceeding the minimum requirements. A condition will require a final stage BREEAM assessment to be submitted that demonstrates achievement of this 'Excellent' score.

Flooding and Drainage

Flooding

71. A Flood Risk Assessment (FRA) has been undertaken and submitted with the application. The FRA confirms that the site is entirely within Flood Zone 1 as defined by the Environment Agency, which is the lowest risk category of flood zone where land has less than a 1 in 1000 annual probability of fluvial flooding. The risk of flooding at this site is therefore considered to be very low.
72. The nearest source of fluvial flooding is the Wealdstone Brook, approx. 175m north of the site. Other sources of flood risk have been considered, including Groundwater flood risk, sewer flood risk and reservoir flood risk, all of which are considered to be of low risk, with no reported history of such flooding occurring in this location and being outside of the Welsh Harp's flood extent.
73. Nonetheless, despite a low risk, Sustainable urban drainage (SuDS) techniques have been proposed and will be employed to reduce peak surface water discharge rates from the site. Excess flows within the site will be controlled to cater for the design storm event (1 in 100 plus 40% Climate Change), to ensure no increase in flood risk to the site or surrounding properties. Extreme flows beyond this criteria have been considered in a separate drainage strategy.

Drainage

74. A drainage strategy has been provided which proposes a 94 litres/second discharge into the surface water system, which is the same as the existing uncontrolled situation. Brent's Local Lead Flood Authority considers that this discharge rate proposed is unacceptable and does not meet London Plan requirements. Additional measures should be used to reduce the discharge rate.
75. Response has not been received from Thames Water by the Council in relation to this application, however the Council are informed that the applicants have been in communication with Thames Water about this proposal and that Thames Water agree with Brent's Local Lead Flood Authority that the discharge rate proposed is unacceptably high.
76. The applicants have confirmed that they are undergoing formal discussions to agree the peak discharge rate from the site. The volume of on-site surface water attenuation is dependent upon this agreed rate; therefore, the completed detailed design and the required size of the sub-surface attenuation can only be confirmed once this rate is agreed by Thames Water. This process may take up to 3 weeks to complete and Thames Water's response is awaited by the applicant in respect of their proposal. The discharge rate must initially be agreed with Thames Water as they must be satisfied that their network has capacity for the rates proposed. Nevertheless, flow rates can be reduced through the appropriate specification of the attenuation tank(s) and the appropriate discharge rates are therefore achievable. A condition will be attached that requires further details of the on-site surface water attenuation infrastructure to be submitted and approved prior to commencement of the development. These details will be considered by the LPA in consultation with Thames Water and the Local Lead Flood Authority.

Highways and Transportation

General Transport Comments

77. In terms of car parking, the location of the site within the Wembley Masterplan area means employment standards are set out in the Wembley Area Action Plan. This allows up to one space per 200m² for the offices, giving an allowance of six spaces.
78. There are no particular standards in the WAAP for the other uses, but the adopted DMP 2016 does allow a parking space for every 10 users/visitors for the college. With a building capacity of 600 students and 60 staff, this would give an allowance of 66 spaces. Student housing is expected to be 'car-free' and there is no parking standard associated with the café. As such, a total of 72 car parking spaces would be allowed for the development.
79. With just four spaces proposed, including two disabled spaces (which meets DMP standards) and an electric vehicle charging point, maximum standards are not exceeded.
80. However, Policy DMP12 requires that any parking that is generated on-street can be safely accommodated. There is no scope for accommodating on-street parking in the immediate vicinity of the site in this case. To help to ensure that the potential impact of parking on surrounding streets slightly further afield can be mitigated, a Controlled Parking Zone would be required in the area. This has been proposed through the Wembley Masterplan and some funding has been secured towards this. However,

a further sum of £100,000 is sought from this development towards the implementation of the CPZ, including the subsidising of parking permits for existing residents to help to make a CPZ more amenable to them. Members are advised that your officers are still in discussions with the applicant regarding the CPZ contribution and the applicant has not agreed to this at this point in time. However, it is considered that the impacts of the development cannot be satisfactorily mitigated unless the contribution is secured. In the event that an appropriate contribution can not be secured as part of the Section 106 Agreement, your officers would look to refuse the application on this grounds under delegated powers (as a legal agreement capturing the heads of terms set out within the recommendation for the application would not have been completed).

81. Student housing would not be eligible for parking permits, it is considered beneficial for rental agreements for incoming students to set this out to avoid doubt and confusion. It has been confirmed in a Car Parking Management Plan that students will be notified of the 'car-free' status of the flats in their tenancy agreements.
82. For the moving in and out of students, the four proposed spaces will be pre-bookable for 30 minute periods over a two-week timeframe to provide off-street parking space within the site for the unloading of possessions. Staff will also be on hand to assist and a ground floor storage area will be made available to temporarily hold goods to allow the vehicle to be unloaded quickly. Moving in and out will also be discouraged on Wembley Stadium event days. These arrangements will help to minimise disruption on the local road network from student moving into the flats and the arrangements, as set out in the Car Park Management Plan, should be secured by condition.
83. London Plan standards require a secure bicycle parking space for every two student bedrooms, giving a long-stay requirement of 339 spaces for student residents. Short-stay parking for 17 bicycles would also be required for the student housing. The college would require 45 long-stay spaces and 85 short-stay spaces, with the offices and café requiring ten and six spaces respectively. The long- and short-stay requirements therefore total 393 and 109 spaces respectively.
84. The submitted plans show a total of 212 double-height bicycle spaces within two internal rooms for student residents, plus a further secure room for 36 bicycles (or 72 if double-height) for the college and offices. A total of 41 external bicycle stands (82 spaces) are shown for visitors.
85. The provision for students therefore falls short of requirements and the applicant has sought to justify this within the Transport Assessment on the grounds that full provision is not required for the 60% of flats let to students that will be attending the college on the site. In addition, the applicant intends to provide only two-thirds of the reduced standard at the outset, with further provision being phased in at a later date if demand warrants it.
86. The argument for providing less long-term cycle parking for students on the basis that they will be studying on the same site is not accepted by Brent's Highways Authority, as they would still wish to have use of a bicycle for other journeys. However, it can be accepted as a reason to provide less short-term provision for the college. However, TfL consider that the short stay cycle parking exceeding London Plan requirements compensates significantly for the shortfall in long term provision and are minded to accept the level of cycle parking proposed.
87. TfL have requested that some single tier and cargo/adaptable parking spaces are provided, however the applicant notes that these spaces occupy more space and would lessen the overall provision of cycle parking. On balance, given that the provision is already below standard, it is considered that forgoing the provision of such spaces is acceptable.
88. Shower and changing facilities have been provided within the building, through revised plans, to make cycling more desirable. This responds to a comment from TfL.
89. In terms of servicing, the offices require servicing by 8m rigid vans, whilst refuse collection needs to be made by large refuse vehicles. Analysis included in the Transport Assessment for the various uses suggests that up to 40 deliveries can be expected per day in total.
90. The site has been designed with a shared surface service road along its southern side to accommodate delivery vehicles, extending around the rear of the building to a point where delivery vehicles can turn. Tracking has been provided to demonstrate that delivery and refuse vehicles can turn at the rear of the

site

91. Access to the four proposed parking spaces in the north-eastern corner of the site is also taken via this route. However, this arrangement is not ideal, as it effectively results in cars driving along a footway area adjacent to the carriageway of the Kelaty House development, which would be confusing to drivers and pedestrians. These spaces should therefore be repositioned so that they are accessed from the Kelaty House road and if this is not feasible, then they should be located elsewhere within the site, such as along the eastern and southern sides of the building. A condition will be attached to secure these requirements; the condition will also allow some flexibility for the car parking spaces to remain in their existing position if an acceptable improvement in the delineation between the vehicle and pedestrian realm can be established.
92. To ensure adequate space is retained on site for delivery vehicles for the various site occupants, a Delivery & Servicing Plan is proposed, incorporating pre-booking of 20-minute time slots for deliveries and attempts to consolidate loads where possible. This will be monitored every 2-3 years. The use of a Delivery & Servicing Plan is welcomed and should be linked to the Car Parking Management Plan to ensure it still works effectively during the student moving in/out periods.
93. The continued use of the existing access from First Way on the southern side of the frontage is fine in terms of width and sightlines, even allowing for the potential future conversion of First Way to two-way flow. However, the kerb radii should be reduced to 6m to reflect the reduction in size of vehicles needing to access the site following the removal of the warehousing units, with a speed table and tactile paving provided in line with the First Way footway. The proposed siting of gates 12m from the highway boundary is fine, providing plenty of space for vehicles to wait clear of First Way whilst they are opened and closed.
94. Pedestrian and cyclist access to the student accommodation block at the rear will be provided along the northern side of the building, on a footway adjoining the approved service road for the adjoining Kelaty House development.
95. As adjoining development sites to both the north and south have access rights along the site boundary, there is not expected to be any boundary fence along either the northern or southern boundaries of the site, which is welcomed as a means of consolidating access points to the highway. It will also allow fire appliance access around the entire perimeter of the site.
96. As with the Kelaty House service road, the footway along the northern edge of the site will be constructed to adoptable standards. A S106 Agreement requiring the footway along the northern side of the site to be dedicated as highway upon the service of a notice by Brent Council is sought to ensure future permeability through the area to support redevelopment. This will be possible once both the Kelaty House and UCFB developments have been constructed, and the S106 wording will need to secure this.
97. Lighting details have also been provided for the development. A total of 24 wall-mounted lanterns of between 31W-115W are proposed around the building perimeter to illuminate the access road, footways and shared surface areas. These are to be supplemented by illuminated bollards and recessed ground lighting.
98. This has been calculated to produce average horizontal illuminance varying between 23-28 lux for the access road, parking area and footpaths, with uniformity ratios in the range 0.35-0.47. The loading/turning area in the northeastern corner of the site has been designed with an average illuminance of 50 lux and uniformity of 0.4.
99. The standard of lighting provided for most of the site is considered higher than it needs to be, with an average of 10 lux generally being sufficient for small car parks and areas with slowly moving vehicles such as the access road. The enhanced 50 lux level of lighting for the turning area is required to meet standards though.
100. As such, consideration could be given to reducing lighting levels if desired. However, the lighting along the northern side of the site needs to be designed in conjunction with lighting proposals for the Kelaty House development anyway, so it is suggested that further co-ordinated lighting details for this area are agreed prior to occupation of the development. A condition will require that such details are provided.

Transport Impact

101. In order to quantify the number of future trips to and from the development, the TRICS national travel

survey database has been examined for comparable college and office developments, whilst surveys from the nearby Victoria Halls student accommodation in North End Road have been used to derive trips for the student housing block.

102. The TRICS site selection includes non-London sites though and in doing so, the forecast trip rate for the college in the morning peak hour appears to have been significantly under-estimated
103. The predicted trips for each use have then been aggregated together. However, as at least 60% of the flats are to be leased to the college, internal trips between the student housing and the college have been discounted from the impact assessment, as these trips would not leave the development site.
104. The resultant estimates show 100 arrivals/65 departures in the morning peak hour (8-9am) and 91 arrivals/171 departures in the evening peak hour (5-6pm) by all modes of transport (although the am peak hour arrivals are considered likely to be underestimated by Brent's officers).
105. The busiest hour would actually be 9-10am to coincide with college hours, when 321 trips would be expected.
106. With only four car parking spaces proposed within the site, peak hour car driver trips (incl. taxis) are estimated at just 3-4 movements. This is not significant enough to warrant any further assessment of junction capacity, particularly as the existing use of the site for warehousing and car repairs generates considerably more vehicle traffic at the present time.
107. However, this is dependent upon restraints on car parking in the wider area. The need for a contribution towards bringing forward a CPZ has been mentioned above, but it is also important that staff and students are not encouraged to use off-street parking space in the area, such as the Wembley Stadium car parking (formerly on the surface car park adjoining the Stadium and in future in a proposed multi-storey car park on South Way). A condition prohibiting the bulk purchase of dedicated parking spaces in Wembley Stadium car parks for staff and students on non-event days is therefore recommended by highways officers. However, it is noted that this condition is not robust by its lack of relevancy to the operations of UCFB. It will therefore not be included.
108. With regard to other modes of transport, forecast bus trips are estimated at 29 arrivals/19 departures in the morning peak hour (8-9am) and 24 arrivals/50 departures in the evening peak hour (5-6pm). Most of these are new trips, as the existing warehousing/car repair units attract few bus passengers. This equates to an average of 2-3 additional passengers on each bus passing the site (based solely on routes 92 and 206, although other services pass along Empire Way further from the site).
109. The development is not therefore well served by buses, but Transport for London's strategy for bus service enhancements in Wembley does include enhanced provision to this part of the masterplan site. A sum towards bus service enhancements should therefore be secured from the development and the advice of TfL is awaited on this issue.
110. Combined rail and underground trips are estimated at 46 arrivals/12 departures in the morning peak hour (8-9am) and 20 arrivals/70 departures in the evening peak hour (5-6pm). This equates to an average of about one additional passenger per rail service in the area, so is likely to be capable of being absorbed on existing rail and Underground services.
111. Pedestrian trips are estimated at 10 arrivals/29 departures in the morning peak hour (8-9am) and 42 arrivals/38 departures in the evening peak hour (5-6pm), with cyclist trips estimated at 5 movements in each peak hour.
112. PERS and CERS audits have been undertaken for the surrounding area, particularly along routes to the west towards public transport nodes and local facilities. Most of the routes scored very well, but First Way scored poorly, particularly for pedestrians.
113. Of particular note is the absence of pedestrian crossing facilities in the vicinity of the development, given the large predicted increase in pedestrian movement to and from the site from the west (upwards of 300 pedestrians/hour), both as solely walking journeys and as journeys to public transport stops.
114. The need for a pedestrian crossing on First Way has therefore been identified in the Transport Assessment and indicative designs for a pelican crossing directly outside the site, which would suit both the existing one-way system and any future two-way flow along First Way, have been produced. The

provision of a crossing in this location is considered essential to ensure that the increase in pedestrian movements across the road, particularly disabled persons, can be safely accommodated, so these works should be secured at the developers' expense through an agreement under S278 of the Highways Act 1980. These works should also include the repaving of the footway along the width of the site frontage to improve the existing bitumen surface.

115. Otherwise, the road accident history of the surrounding area for the five year period November 2011 – October 2016 was examined. This showed just four accidents close to the application site, all of which resulted in slight casualties and none of which involved pedestrians or cyclists, due in part to the low numbers of pedestrians and cyclists currently present in the area (which would change in future). As such, there are no existing road accident patterns that would need to be addressed, but provision of pedestrian crossing facilities is still required.

Travel Plan

116. To help to manage trips to the site, a framework Travel Plan has been produced for the site, covering all of the proposed uses. This proposes a menu of measures (Welcome Packs, general provision of information including personalised travel planning, promotion of sustainable travel, provision of interest-free season tickets for staff etc.) to be implemented by a Travel Plan Co-ordinator to keep car usage to low levels. The success of the plan will be monitored over five years against targets to be set based on initial estimated modal share and initial survey results.

117. The framework Travel Plan has been assessed using TfL's ATTrBuTE programme and has scored a PASS rating. That said, the measures should be extended to include more bicycle parking (as mentioned above), although usage of spaces is to be monitored and to discourage potential off-site parking by staff.

118. Further development and implementation of the Travel Plan should be secured through the S106 Agreement.

Construction Logistics Plan

119. In order to provide information of construction activity, a draft Construction Management Plan has been drawn up and submitted.

120. Construction activity is programmed to lasting 80 weeks from March 2018 until September 2019. Working hours will be restricted to between 8am-6pm on weekdays and 8am-1pm on Saturdays in line with standard practice. Deliveries will be pre-booked at least 48 hours in advance to ensure space is always available on site, with deliveries during peak hours minimised and absolutely no deliveries to be made within four hours of the start of an event at Wembley Stadium.

121. Up to about 20 deliveries are expected per day, giving 40 vehicular movements (i.e. 4 per hour over a 10 hour working day). Vehicles will be routed to and from the North Circular Road via Great Central Way. As long as this route is strictly abided by, there would be no concerns over this anticipated volume of heavy goods vehicle movements.

122. All loading and unloading will take place within the site using a tower crane, with space being provided to turn all but the very largest vehicles on site, so that they do not need to reverse into or out of the public highway. A speed limit of 5mph will operate on the site.

123. The existing crossover to the site will be used to provide access during the construction period, so there is no requirement for a new temporary construction crossover. Vehicular movement onto and off the site will be supervised by marshals to ensure public safety.

124. In general, site hoardings will be kept to the site boundary and will not encroach over the public footway. However, the applicant is aware of the need to obtain hoarding licences should this change at any point during the works.

125. Jet-washing facilities are confirmed as being provided at the site egress to clean lorry wheels and prevent mud being carried onto the highway.

126. Site welfare facilities will be provided at the front of the site and will have a separate pedestrian access gate from First Way. No off-street car parking is to be provided, with construction staff encouraged to use public transport instead, which is welcomed.

Environmental Health Considerations

Air Quality

127. An air quality assessment considering the impacts of the proposed redevelopment of the site on air quality has been submitted.
128. The report has considered the impacts that would be incurred during the construction phase, impacts incurred by emissions from the operation of the Combined Heat and Power (CHP) and impacts incurred by traffic generated by the development. The report confirms that impacts are to be 'negligible' with regards to local air quality during both the construction and operational phases.
129. The report has considered the GLA guidance which requires that major developments are air quality neutral, for which the report confirms the requirements are met.
130. The report also refers to the neighbouring waste transfer station operated by Glynn's Skips. It is stated that Glynn's Skips have provided the dust mitigation measures that are currently employed on their waste transfer station. It is also mentioned that dust emissions from the site to the neighbouring Kelaty House site were not considered significant during the 2012 application covering Kelaty House's original consent for redevelopment and that additional measures beyond this have since been put in place. It is therefore claimed that there will be no significant effect at the proposed development.
131. The report has been sent to Brent's regulatory services team to be reviewed more closely. Comments have not yet been received with regard to this and depending on the view of Brent's regulatory services officers, a condition will be added either securing these details or requiring that further details are submitted and approved.

Noise

132. A noise impact assessment considering the impacts of the development on the surroundings and to set a baseline against which the operational and plant noise limits should be set.
133. The methodology used in compiling this assessment is confirmed to be consistent with relevant British Standards.
134. The report shows that suitable internal noise levels can be achieved in all of the proposed residential dwellings by using attenuating passive ventilation with openable windows for rapid ventilation. With the specified wall, glazing and ventilation, installed noise levels within the proposed residences will be controlled to within suitable levels on all parts of the proposed development area.
135. The report ultimately concludes that planning permission should not be rejected on the grounds of noise.
136. The report has been sent to Brent's regulatory services team to be reviewed more closely. Comments have not yet been received with regard to this and depending on the view of Brent's regulatory services officers, a condition will be added either securing these details or requiring that further details are submitted and approved.

Construction Management

137. An initial Construction Management Plan has been provided indicating measures to be used to minimise the impacts of construction processes on the surrounding environment. A final Construction Management Plan will be required to be submitted prior to commencement, through means of a condition.

Contaminated Land

138. A contaminated land desktop study and follow up site investigation report have been submitted. Contaminated Land remediation is likely to be a matter of relevance given the industrial history of the land.
139. The submitted documents are thorough in their assessment and make a number of geotechnical recommendations within the site investigation report to mitigate a number of contaminants which have been identified within the soils.
140. The report has been sent to Brent's regulatory services team to be reviewed more closely. Brent's

regulatory services team consider that further information should be provided in relation to the following aspects:

141. The desk study and preliminary risk assessment report - The former site use as an Electrical research Laboratory has been identified more information/discussion regarding the potential contaminants associated with this use and the other off site uses in particular the Ministry of works stores. In particular the potential presence of radioactive materials.
142. Geo-environmental & Geotechnical Assessment (Ground Investigation) Report - Further discussion/monitoring is required regarding the vapour risk assessment. The maximum value for VOCs was observed at 86ppm at BH1 on the 17th July 2017. The climatic conditions on the fourth round of monitoring are different from the first three occasions. In addition a potential solvent source is located within the vicinity of the site (former dry cleaners).
143. Two conditions are accordingly recommended, one for a site investigation following demolition of the existing buildings and another to cover remediation and verification measures (if required).

Additional Considerations

Trees

144. An arboriculture report has been submitted that identifies three trees on the existing site – two Limes (Cat B) and one Rowan (Cat C). The proposal requires the removal of all three trees in accordance with tree surgery works as stipulated by British Standard 3998:2010.
145. Thirty two new trees are proposed to be planted within the boundary of the site – larger feature trees along the frontage and smaller clusters around the student residence entrance on the north side of the building and within the ground floor courtyards. Another tree will be planted at the rear of the site. Sixteen of the thirty two trees will be planted on land that forms part of the public realm (three along First Way and thirteen along the access road to the north between Kelaty House and Cannon Trading Estate) although all of the trees will be planted within land that is owned by the applicant. The remaining sixteen smaller trees will be planted within the two ground floor courtyard amenity spaces.
146. This is considered to be a major improvement on the existing situation and the approach to trees is welcomed, with the loss of the three existing trees more than adequately mitigated by the proposal. The tree officer requests the methodology within the arboriculture report is secured by condition and that details of the specific trees are captured within a landscaping condition.

Student Management

147. The applicant has submitted a draft student accommodation management plan. There is no provider currently appointed to carry out the management responsibilities but the general draft principles of this have been captured within the submitted report. It is confirmed that a provider will be appointed subsequent to the planning process.
148. The student management plan covers matters of staffing, reception services, tenancy management system, security, out of hours, health and safety, maintenance, cleaning, post and deliveries, management of anti-social behaviour, complaints procedure, laundry, technology and fire safety.
149. A detailed chapter on student travel is also included, linking to the applications travel plan and clarifying the availability of parking, deliveries, pedestrian and cycle routes and other measures to promote sustainable transport. The aspect of student management that can often have a highly detrimental impact in planning terms, if not managed correctly, is the un/loading of students' possessions at the start and finish of the academic year.
150. The student management plan includes protocol for this which details the staggering of tenancy start dates to ensure arrivals are spread over a two weeks arrival and two week departure period. Students will also be encouraged to further spread their arrival to the accommodation by offering the facility to arrive up to three days prior to their tenancy start date. There will also be a requirement to pre-book an arrival slot for students arriving by car. These will be issued in accordance with the number of parking spaces available on any one day. A secure, temporary ground floor storage area will also be provided to allow goods to be unloaded from vehicles quickly and staff will be available to assist with unloading to ensure a

swift and regular turnover. Additional staffing is also proposed for these arrival/departure periods.

151. A condition will require that a final draft of this plan is submitted for Council approval prior to occupation of the proposal. This should include details of the management provider.

Ecology

152. The application includes an ecology report to consider the potential ecological impacts of this development.

153. The proposal is not within close proximity of protected wildlife zones or sites in nature conservation (SINCs) and a material ecology impact would not therefore be likely. The applicants report broadly reflects this, confirming that the development can proceed without detriment to any legally protected species, provided the specific guidance within the report is adhered to.

154. The report clarifies that the buildings on site and the extensive hard standing present negligible levels of potential roosting habitat and the absence of tree lines/connectivity to any such offsite features mean that the site is isolated. It is also not considered that the site would provide, nor be part of a commuting/foraging network. Further surveys would not be considered necessary.

155. No active or inactive badger setts were found and no surveys are advised.

156. Nonetheless, the report recommends approaches to site clearance/management to ensure due diligence towards nesting birds and other species and suitable ecological enhancements. It is concluded that the development, in conjunction with the recommended ecology management approaches, would present an opportunity to enhance the very poor ecological provision of the site at present.

157. A condition will require that the ecology report recommendations are adhered to throughout development.

Historic Environment Assessment

158. A historic environment assessment has been submitted with the application which considers the potential for archaeological remains of value to be present within the ground beneath the site. Historical analysis has concluded that there is a moderate potential for archaeological remains to be present. It is thought that any archaeological remains found would be of low – medium historical significance and would likely comprise post-medieval remains of buried footings of the India pavilion and the main pavilion of the Wembley Park Leisure Grounds forming part of the British Empire Exhibition of 1924. It is also considered that the impact of the proposed works, including demolition, pile probing and piling will entirely remove any remains present and reduce the significance of any assets to negligible or nil.

159. Nonetheless, despite such findings, it is noted that the site is not within an archaeological priority area of the borough and that development since the time of the Empire Exhibition is already likely to have removed much of those foundations.

160. On balance, the report recommends that Brent Council request an archaeological watching brief to be carried out during ground works in order to ensure that any remains, if present, are not removed without record. This work would need to be undertaken in accordance with an approved written scheme of investigation (WSI) and could be carried out under the terms of a standard archaeological planning condition set out under the granting of planning consent. A condition will require that this is carried out during the development process.

Economic Benefits

161. An economic benefits report has been provided with the application, outlining the public benefits of the UCFB proposal – including job creation figures and Council income, including community infrastructure levy (CIL) charge, new homes bonus payments and business rates. The job creation will need to provide a benefit to local Brent residents and employment and training obligations will therefore be contained within the Section 106 agreement.

Waste Strategy

162. A waste strategy has been provided with the application which details capacities, storage and arrangements for collection of refuse. The waste strategy utilises Brent's 'Waste and Recycling Storage

and Collection Guidance for Residential Properties” to inform the appropriate waste strategy for the residential part of the building and City of Westminster Council guidance document “Waste and Recycling Storage Requirements” to inform its commercial element waste needs. Brent Council does not provide a commercial waste collection service and as such these requirements are flexible and need to be appropriately managed by the end user. Given that UCFB have not yet appointed a private commercial waste collection service, the Westminster standards for commercial waste have been used as a reflection of a feasible arrangement for a commercial waste collection service once it is appointed and in use.

163. In accordance with Brent standards, the residential elements of UCFB would require 41 1100L Eurobins to effectively manage likely waste demand. The office and coffee shop elements are likely to require 4 further 1100L Eurobins. Finally, food waste is likely to be effectively managed with 18 240L Eurobins. The storage of such bins would require 144.16sqm of bin storage space, however the development only provides 85.4sqm. Since the standards cannot be met, UCFB will need to finance a second collection of waste each week by the Council’s contractors Veolia since only one refuse collection can otherwise be provided during the week. This has been agreed in principle with the Council’s lead officer for waste management prior to the applications submission.

164. The Waste Strategy has yet to be reviewed by the Council’s lead officer for waste management within the course of this application. Subject to the receipt of these comments, a condition will be attached either securing the details of waste storage for implementation or requiring that revised details are submitted and approved to address any concerns raised.

Summary

165. The site is allocated for a cultural uses, including residential and educational uses, and is an important part of the Wembley Growth Area given its prominent location. The proposal would result in the loss of an existing low quality industrial premises which is consistent with the de-designation of this land as Strategic Industrial Land (SIL) and the replacement with a university campus which includes educational facilities, 678 student residences and office space. The site allocation envisages a ‘cultural quarter’ which specifically identifies educational use as appropriate; alongside the delivery of 1,500 homes. The alterations to the student cap identified within the concurrent Parkwood House application fully justifies the provision of student homes within this development. The resulting mixed use development, incorporating a substantial amount of residential floorspace alongside a university campus is welcomed.

166. The building relate well to its immediate neighbours and emerging context in terms of height and massing. It is therefore not considered that the townscape and visual impacts would be detrimental. The development conforms to the SSA requirement for massing to decrease in height close to the industrial land to the east. It is considered that the development is typical of the changing context within Wembley and that this would form part of the wider regeneration and environment of modern buildings so far established. The specific materials will be crucial to its success, but a condition can require details of this.

167. The proposed campus layout would be of high quality and would not rely on the outlook of its neighbours to the north or south, thus ensuring that future development is not prejudiced. The building has been shown to incur a minimal impact on its neighbours in terms of daylight and sunlight.

168. Following on from this, there would be an impact on the highway and transportation. The creation of a CPZ and the removal of residents’ ability to obtain parking permits is crucial to ensuring the impact of a development of this size being acceptable. There are some highways improvements and contributions towards local bus service improvements which would also make a positive impact.

169. The applicant has demonstrated that, with the imposition of conditions and section 106 obligations, the proposal accords with policies on environmental sustainability, and would have an acceptable impact on existing trees, ecology, and flood risk. Contaminated land will need to be considered, also subject to conditions.

170. Overall, it is concluded that the development is acceptable, and that if there is a resolution to grant planning permission that it be sent to the GLA for their stage 2 consideration and response.

SUSTAINABILITY ASSESSMENT

The applicant has supplied an energy statement as part of the submission which indicates measures that will achieve a 35.2% reduction in CO2 emissions beyond the requirements of Part L of the 2013 Building

Regulations. This accords with the target of 35% set out within the London Plan. This level of reduction comprises a 15.4% saving through energy efficiency measures, 16.7% saving through the incorporation of Combined Heat and Power (CHP) and 8% through renewable energy technologies (PV cells and Air Source Heat Pumps). A condition will require that the CHP is designed so as to allow a connection to a future district heating network.

Brent Core Strategy policy CP19 requires the non-residential components of major developments to achieve a BREEAM rating of at least 70.0% 'Excellent'. A BREEAM pre-assessment has been submitted confirming an anticipated overall score for the development of 72.8%, exceeding the minimum requirements. A condition will require a final stage BREEAM assessment to be submitted that demonstrates achievement of this 'Excellent' score.

CIL DETAILS

This application is liable to pay **£5,098,648.75*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 3429 sq. m.
 Total amount of floorspace on completion (G): 21518 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
Businesses and offices	1514		1272.73659 262013	£40.00	£35.15	£64,091.38	£56,320.30
Sui generis	20004		16816.2634 073799	£200.00	£35.15	£4,234,094.89	£744,142.18

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)	282	
Total chargeable amount	£4,298,186.27	£800,462.48

*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.



Application No: 17/3797

To: Mr Nedin
Lichfields
14 Regents Wharf
All Saints Street
London
N1 9RL

I refer to your application dated **01/09/2017** proposing the following:

Demolition of the existing buildings and erection of a part 7/9/10/11 storey building, comprising educational use (Use Class D1), office use (Use Class B1(a)) and student accommodation (Use Class Sui Generis), with ancillary external landscaping

and accompanied by plans or documents listed here:
Refer to condition 2.

at **Units 1-5 Inc, Cannon Trading Estate, First Way, Wembley, HA9 0JD**

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

Date: 05/12/2017

Signature:

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

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-
 - National Planning Policy Framework 2012 (NPPF)
 - National Planning Practice Guidance (NPPG)
 - London Plan 2015
 - Mayors Housing SPG 2012
 - London Borough of Brent Core Strategy 2010
 - London Borough of Brent Development Management Policies 2016
 - Brent Supplementary Planning Guidance 17:- Design Guide For New Development 2001
 - Brent Draft Supplementary Planning Document 1 – Design Guide For New Development 2017
 - Brent's 106 Supplementary Planning Document
 - Brent's Site Specific Allocations Development Plan
 - Wembley Area Action Plan 2015

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):
 - 2107-00-DR-0011 rev P01
 - 2107-00-DR-0012 rev P01
 - 2107-00-DR-0013 rev P01

 - 2107-00-DR-0100 rev P07
 - 2107-00-DR-0101 rev P05
 - 2107-00-DR-0102 rev P05
 - 2107-00-DR-0103 rev P05
 - 2107-00-DR-0104 rev P05
 - 2107-00-DR-0105 rev P05
 - 2107-00-DR-0106 rev P05
 - 2107-00-DR-0107 rev P06
 - 2107-00-DR-0108 rev P06
 - 2107-00-DR-0109 rev P06
 - 2107-00-DR-0110 rev P06
 - 2107-00-DR-0111 rev P04

 - 2107-00-DR-0400 rev P03
 - 2107-00-DR-0401 rev P03
 - 2107-00-DR-0402 rev P03

2107-00-DR-0403 rev P03

2107-00-DR-0450 rev P01
2107-00-DR-0451 rev P02

2107-00-DR-0600 rev P03
2107-00-DR-0601 rev P03

2107-00-DR-2300 rev P01

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

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

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

- 4 The parking spaces, cycle storage, refuse storage and all outdoor amenity spaces shall be installed prior to occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the building hereby approved.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 5 At least 10% of the student flats hereby approved shall be constructed so as to be Wheelchair Accessible and shall be maintained with this level of accessibility throughout the lifetime of the development, unless an alternative arrangement is first agreed in writing by the Local Planning Authority.

Reason: To ensure a sufficiently accessible development that complies with the London Plan 2011 and Brent Policy DMP6.

- 6 All aspects of inclusive design contained within section 11.6 of the submitted Design and Access Statement shall be implemented from first occupation of the development hereby approved and shall thereafter be maintained throughout the lifetime of the development, unless an alternative arrangement is first submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a sufficiently accessible development that complies with the London Plan 2011 and Brent Policy DMP6.

- 7 The building shall be designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption.

- 8 Occupiers of the residential, office and university development, hereby approved, shall not be entitled to a Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons

Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development. For the lifetime of the development a notice, no smaller than 30cm in height and 21cm in width, clearly informing occupants of this restriction shall be displayed within the ground floor communal entrance lobby, in a location and at a height clearly visible to all occupants. On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

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

- 9 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- 10 A communal television aerial and satellite dish system shall be provided, linking to all residential units unless otherwise agreed in writing by the local planning authority. No further television aerial or satellite dishes shall be erected on the premises.

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

- 11 The car parking spaces hereby approved shall not be occupied by office staff at any time.

Reason: In the interests of ensuring car parking spaces are provided only for those with the greatest need.

- 12 Prior to first occupation of the development hereby approved, an electric vehicle charging point shall be provided and made available for use within at least one of the approved car parking spaces within the site. The provision of electric vehicle charging points shall be in accordance with London Plan standards.

Reason: To encourage the uptake of electric vehicles as part of the aims of London Plan policy 6.13.

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

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

- 14 All areas shown on the approved plans shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority in prior to the piling of foundations on the site and the approved details shall be implemented in full. Such landscaping work shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) the planting scheme for the site, which shall include species, size and density of plants and trees, sub-surface treatments (or planters / green roof substrate profiles where applicable), details of the extent and type of native planting, any new habitats created on site and the treatment of site boundaries;
- b) walls, fencing and any other means of enclosure, including materials, designs and heights;
- c) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- d) a landscaping maintenance strategy, including details of management responsibilities;

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

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

- 15 Prior to occupation of the development, details of screening for the southern sides of the three rooftop amenity spaces shall be submitted to and approved in writing by the Local Planning Authority. The approved screening details shall be implemented in full prior to first occupation of the development and thereafter retained for the lifetime of the development.

Reason: To protect the privacy of the adjoining site to the south, which may come forward for residential redevelopment

- 16 Prior to the commencement of construction works (excluding demolition and site clearance), details of how the development is designed to allow future connection to a district heating network should one become available, shall be submitted to and approved in writing by the local planning authority and the development shall be completed in accordance with the approved details.

Reason: To ensure the development is in accordance with the principles of London Plan Policy 5.6

- 17 Further details of external lighting, including lighting fixtures together with luminance levels for the areas within and adjoining the site (including details of the resultant levels taking into account the proposed lighting of this site and that of the Kelaty House development), shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved and the lighting shall be installed in accordance with the approved details prior to first occupation and thereafter maintained.

Reason: In the interest of the amenity of adjoining occupiers and the safety of pedestrians and vehicles using the parking and communal areas within the development and on the local highway network.

- 18 The delivery and servicing of the development shall be carried out in full accordance with the details stipulated in the Outline Delivery and Servicing Plan dated August 2017, unless alternative details have been submitted to and approved in writing by the Local Planning Authority and the delivery and servicing shall thereafter be carried out in accordance with the subsequently approved details.

Reason: To ensure that the development appropriately manages deliveries and servicing to minimise detrimental impacts on surrounding highways

- 19 The parking spaces hereby approved shall be implemented and managed in full accordance with the details stipulated in the Car Park Management Plan dated August 2017, as compiled by AECOM, unless alternative details have been submitted to and approved in writing by the Local Planning Authority and the parking spaces shall thereafter be implemented and managed in accordance with those approved details.

Reason: To ensure that the development appropriately manages car parking to minimise detrimental impacts on surrounding highways

- 20 The development hereby approved shall be carried out in full accordance with the details stipulated in the Site Specific Construction Management Plan dated August 2017, as compiled by Henry Riley Construction Consultants Ltd. If such planned details are to change, then the new details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

Reason: To ensure that the development appropriately manages construction to minimise detrimental impacts on surrounding highways and environmental health

- 21 Prior to first occupation of the student accommodation, an updated Student Accommodation Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The updated plan shall include details of the student accommodation management provider appointed to manage the student accommodation, and shall be implemented for the life of the development from first occupation of the student accommodation.

Reason: To ensure that the development is appropriately managed to minimise detrimental impacts on surrounding properties

- 22 The development hereby approved shall be carried out in full accordance with the details stipulated in the Air Quality Assessment dated August 2017, as compiled by WYG, unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter carried out in full.

OR

Prior to commencement of the development, further details of air quality impact arising from construction and operation of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall also include mitigation measures to limit air quality impact in line with Air Quality Neutral guidance within London Plan Policy. The development shall be carried in full accordance with the approved details.

Reason: To ensure that the development minimises detrimental impact on air quality.

- 23 The development hereby approved shall be carried out in full accordance with the details stipulated in the Noise Impact Assessment dated August 2017, as compiled by Cole Jarman Ltd unless alternative details have been submitted to and approved in writing by the Local Planning Authority and the development is carried out in full accordance with those approved details.

OR

Prior to occupation of the development, further details of noise impact from external sources on this development and associated proposed mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried in full accordance with the approved details.

Reason: To ensure that the development minimises detrimental impact on residents' quality of

life as a result of noise disturbance.

- 24 Following the demolition of the existing buildings but prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011 + A1:2013 and 'Model Procedures of for the Management of Land Contamination – Contaminated Lane Report 11' (CLR 11). A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report shall be approved in writing by the Local Planning Authority prior to the commencement of works (with the exception of demolition and site clearance).

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

- 25 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required). The report shall be approved in writing by the Local Planning Authority prior to the commencement of the development (with the exception of demolition and site clearance).

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

- 26 The development hereby approved shall be carried out in full accordance with the Waste Strategy as compiled by AECOM, dated August 2017. If such details are to change, then the new details shall be submitted to and approved in writing by the Local Planning Authority prior to the carrying out of such works.

OR

Prior to occupation of the development, further details of waste management shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried in full accordance with the approved details.

Reason: To ensure that the development efficiently manages its waste for the benefit of users of the development and the surrounding environment.

- 27 The development hereby approved shall be carried out in full accordance with the details contained within the Arboricultural Impact Assessment, compiled by Underhill Tree Consultancy, dated August 2017. If such details are to change, then the new details shall be submitted to and approved in writing by the Local Planning Authority prior to the carrying out of such works.

Reason: To ensure that the development appropriately manages the treatment of trees.

- 28 The development hereby approved shall be carried out in full accordance with the recommendations contained within the Extended Phase 1 Habitat Survey compiled by t4 ecology Ltd, dated July 2017. If such details are to change, then the new details shall be submitted to and approved in writing by the Local Planning Authority prior to the carrying out of such works.

Reason: To ensure that the development takes all reasonable measures to protect ecology

within and around the development site.

- 29 An Archaeological Watching Brief shall be carried out to ensure that any archaeological remains of historical significance identified during ground works are recorded. This process shall be undertaken in accordance with an approved Written Scheme of Investigation (WSI). Subsequent to the undertaking of ground works but prior to occupation of the development hereby approved, the results of the Archaeological Watching Brief shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that site archaeology is appropriately accounted for in view of the historic use of the land to which this application relates.

- 30 Prior to occupation of the development hereby approved, details of the relocation of the four proposed parking spaces shall be submitted to and approved in writing by the Local Planning Authority. Alternatively, details of measures that would appropriately improve the visual delineation between the vehicular and pedestrian environment within this location along the shared surface shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development. The development shall be carried out in full accordance with the approved details prior to its occupation.

Reason: To ensure that the vehicular and pedestrian environments are clearly legible to road users, in the interests of highway safety.

- 31 Prior to commencement of the development (with the exception of demolition and site clearance), further details of on-site surface water attenuation which would limit the surface water discharge rate within acceptable levels shall be submitted to and approved in writing by the Local Planning Authority, in communication with Thames Water. The development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure that the development is designed and constructed so as to minimise the risk of surface water flooding.

- 32 Within 6 months of the first occupation of the development, a Post Construction Stage Review BRE Certificate shall be submitted to and approved in writing by the Local Planning Authority. The certificate shall demonstrate that the Development has achieved BREEAM "Excellent" unless otherwise agreed in writing by the Local Planning Authority. The Development shall be maintained so that it continues to comply for the lifetime of the Development.

Reason: to ensure the Development is designed and constructed to improve environmental performance and adapt to the effects of climate change over time.

INFORMATIVES

- 1 The applicant is advised that any signage or advertising to be erected requires separate advertisement consent.
- 2 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the crossover works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 3 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. Such notification shall include photographs

showing the condition of highway along the site boundaries.

- 4 The applicant is advised that the quality of imported soil must be verified by means of in-situ soil sampling and analysis. We do not accept soil quality certificates from the soil supplier as proof of soil quality.
- 5 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 6 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 7 The Council recommends that the maximum standards for fire safety are achieved within the development.

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

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 December, 2017
08
17/3213

SITE INFORMATION

RECEIVED	17 July, 2017
WARD	Tokyngton
PLANNING AREA	Brent Connects Wembley
LOCATION	Land east of Wembley Stadium (Plot E05), First Way, Wembley
PROPOSAL	Full planning application for the construction of a building ranging between 3 to 22 storeys (and basement level) comprising of 458 residential units, 285sqm of commercial floorspace (Use Class A1, A2 or A3) and/or community use floorspace (Use Class D1) and/or leisure floorspace (Use Class D2), and/or Office floorspace (Use Class B1) 77 coach parking bays, 202 disabled car parking spaces, 141 standard car parking spaces, cycle storage, refuse provision, landscaping and servicing provision (and associated infrastructure).
APPLICANT	Quintain Ltd
CONTACT	WYG
PLAN NO'S	Please see condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_135427</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 "17/3213" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

That the committee resolve to GRANT planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

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

2. That the Head of Planning is delegated authority to issue the planning permission subject to a Section 106 Agreement, in order to secure the following benefits:
 1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance.
 2. Membership of considerate constructors scheme;
 3. Minimum 7% Affordable Housing by unit (32 units) secured under the following as a minimum:

Covenant that the Build to Rent (BTR) homes will be provided as such for a minimum of 15 years, with claw-back arrangement should the BTR homes be sold before that time; Longer tenancies offered at up to three years; Units to be retained and managed to a high standard under single management company.

Discount Market Rent (DMR) let at London Living Rent levels (inclusive of service charge), managed by a single entity, in perpetuity; Nominations agreement to prioritise households who live and work in the borough; Longer tenancies offered at up to three years, with a tenant only option break clause; DMR homes tenure blind, and sharing entrances and amenities with BTR homes.
 4. Employment and Training Plan for Brent Residents;
 5. Sustainability including an off-site Carbon Off-Set contribution;
 6. A financial contribution of £50,000 towards the introduction of a CPZ in the area;
 7. A "parking permit restriction" agreement withdrawing the right of future occupiers of the development to on-street parking permits;
 8. Highway works to be undertaken through a S278 Agreement under the Highways Act 1980.
 9. A financial contribution of £225,000 to TfL towards bus service enhancements in the area;
 10. Implementation of the submitted Framework Travel Plan, with detailed interim and final targets to be finalised following the undertaking of the initial survey;
 11. Public Open Space: Development not to be occupied until the Southern Park Area has been provided;
 12. Any other planning obligation(s) considered necessary by the Head of Planning.

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

Conditions


 1. Time Limit (3 years)

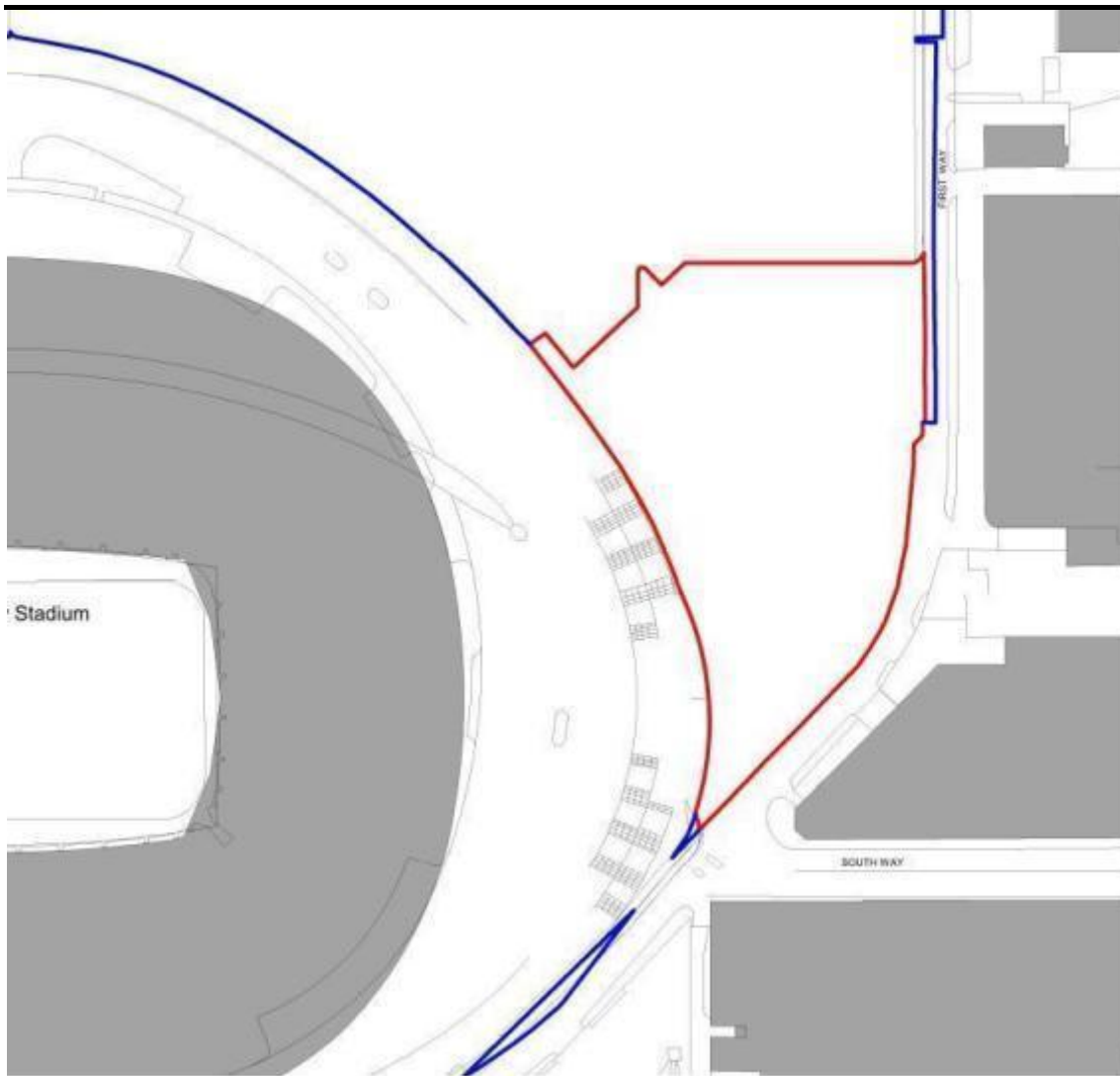
2. Approved drawings/documents
 3. Construction delivery restrictions
 4. Commercial servicing and delivery restrictions
 5. Wheelchair accessible units
 6. Considerate constructors scheme
 7. Details of materials
 8. CCTV
 9. Drainage Strategy
 10. Landscape scheme
 11. District Heat Network Connection
 12. Plant equipment
 13. Provision of Disabled Parking Bays
 14. Construction Logistics Plan
 15. Construction Management Plan
 16. Car Park Management Plan
- And any [other] condition(s) considered necessary by the Head of Planning

Informatives

1. Major Event Definition.
 2. Community Infrastructure Levy.
 3. Advertisement Consent.
 4. Construction Vehicle Cleaning
 5. Superstructure
 6. S38/278 Agreements.
 7. Notification of Highways Prior to Commencement
 8. Fire Safety
 9. London Living Wage
 10. Thames Water Informatives
 11. Any [other] informative(s) considered necessary by the Head of Planning
4. 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.
 5. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.
 6. That the Head of Planning is delegated authority to refuse planning permission should the Legal Agreement not be completed within 3 months of the date of the committee resolution.

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: Land east of Wembley Stadium (Plot E05), First Way, Wembley</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is
indicative
only.

PROPOSAL IN DETAIL

The application proposes the construction of a building made up of a base and three higher blocks, ranging from 10 to 21 storeys in height, providing 458 residential units. The residential units would sit above two levels of accessible parking, coach parking at ground level and resident's car parking at basement level. The proposal also provides private communal residential landscaped gardens; 285 sqm of commercial space to be used in either Use Class A1, A2 or A3 (Retail), and/or B1 (Business), and/or D1 (Community) use and/or D2 (Leisure and Entertainment); 77 coach parking bays, 202 accessible parking bays, 141 residential parking bays, and provision of access from the highway to these spaces; together with ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure.

Residential Accommodation

- The ground floors will accommodate residential entrances and lobbies, concierge facilities, cycle parking, circulation and primary access to upper floors.
- First floor provides 13 residential apartments.
- Second floor provides 17 residential apartments and accessible parking.
- Third floor provides 17 residential apartments and accessible parking.
- Fourth floor provides 36 residential apartments and shared outdoor amenity space.
- The fifth, sixth, seventh and eighth floors provide 38 residential apartments on each floor.
- Ninth floor provides 33 residential apartments.
- Tenth floor provides 32 residential apartments.
- Eleventh floor provides 19 residential apartments.
- The twelfth, thirteenth, fourteenth, and fifteenth floors provide 19 residential apartments on each floor.
- The sixteenth floor provides 10 residential apartments and shared internal residential amenity space.
- The seventeenth floor provides 10 residential apartments and shared outdoor residential amenity space.
- The eighteenth, nineteenth, twentieth, and twenty first floors each provide 10 residential apartments.
- The roof of the twenty first floor features an area of shared outdoor amenity space.

Commercial Uses

The ground floor includes 285 sqm of commercial space to the southern end of the building to be used in either Use Class A1, A2 or A3 (Retail) and/or D1 (Community) use and/or D2 (Leisure and Entertainment).

Coach Parking

Parking for 77 coaches, to support Stadium event days, will be located at ground floor level below the accessible parking bays within the centre of the development; the parking will serve Stadium event goers on major events.

Cycle Parking

Cycle parking spaces are provided within the basement level and ground floor. The cycle parking is to serve the residential occupants.

Amenity Space

Each apartment has access to a private balcony or terrace. In addition to this there is also shared outdoor amenity space available. On the fourth floor, there is a shared residential garden for exclusive use by residents located in the centre of the development above the below car parking levels. The garden would feature soft landscaping, planting, outdoor seating and play equipment. There would also be shared outdoor amenity space on the eleventh floor, seventeenth floor, and at the very top of the building on the roof of the twenty first floor. There would be an internal shared amenity area on the 16th floor underneath the outdoor amenity space on the floor above.

EXISTING

The subject plot, E05, is located to the east of Wembley Stadium. This is comprised of 1.1 ha and is a part of the Wembley Masterplan eastern quarter area. The E05 plot is to the west of First Way and to the east of Perimeter Way East which is incorporated into the site on its western fringe with the plot extending south to the junction of the two roads. The site has a gently sloping landscape with no distinct features or present infrastructure. Plot E05 is located adjacent to Wembley Stadium, and sits directly south of the Plot E03. Site

allocation W 19 (Wembley Stadium Car Park) of the Wembley Area Action Plan applies to this site. The site currently has outline permission for mixed use development including residential with a full detailed consent for coach and car parking.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. An objection (one) has been received from a resident of Marathon House (corner of Olympic Way and Engineers Way) regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

Representations Received: One representation was received from a Wembley resident in response to the consultation raising concern regarding noise, air quality, parking, traffic, height and the associated impacts on the light, outlook and privacy for Marathon House residents. These concerns have been considered and discussed in this report.

Proposed Uses: The proposed uses include residential, car and coach parking, and commercial space to be used in either Use Class A1, A2 or A3 (Retail), and/or B1 (Business), and/or D1 (Community) use and/or D2 (Leisure and Entertainment). These are in compliance with the site allocation and are in line with the wider outline consent for the surrounding area.

Housing mix including Affordable Housing

Initially 23 % Affordable Housing was proposed, but proposed rent levels of the Affordable Housing were proposed to be set at 80 % of Market rent and as such the proposed housing would not be sufficiently affordable and thus the scheme as a whole would not have adequately met local housing need. After considering local housing needs and affordability and the wider Wembley Park affordable housing provision, officers take the view that a lower rental level is required in order to ensure that the proposed Affordable Housing will meet local need. This results in a considerably lower proportion Affordable Housing (7% by habitable room) in order to achieve scheme viability when rent levels are set at the London Living Rent. The 7% affordable housing proposal (by habitable room) has been assessed and represents the maximum reasonable proportion of Affordable Housing and is acceptable in this instance. The affordable mix proposed by the application provides 13 (41%) one bed; 10 (31%) two beds; and 9 (28%) three bed units. Overall, 115 or the homes will have 3 or 4 bedrooms, representing 25 % of the homes within the scheme accordingly with Brent Policy. This also complies with the requirement of London Plan Policy 3.11 that priority should be accorded to the provision of affordable family housing. It is however recommended that a late stage viability review is included in the S106 agreement and this is supported by DMP 15 which also requires that appropriate provisions to re-appraise viability be sought on major sites where the proportion of affordable housing agreed is significantly below the Council's targets.

Scale, Layout and Appearance: The scale and massing of the proposed scheme pays regard to that of the adjacent EO3 block. The 21 storey element is an appropriate scale in the emerging context and helps create a distinctive eastern development edge to the stadium. The building is required to perform a wide variety of functions and it is considered that the layout will enable this successfully whilst also tying in with the existing and emerging surrounding development. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms and the taller element is sited so as to ensure that the primary of the views to the Stadium arch is maintained.

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

Sustainability and energy: The submission demonstrates that the scheme will exceed London Plan targets for CO2 reduction.

Highways: The car and coach parking, access and servicing arrangements are considered to be acceptable, as well as the levels of parking and cycle parking. The provision of the stadium car and coach parking is in accordance with Brent planning policy. The proposed stadium car and coach parking, in conjunction with the parking within the parking provided within the Red car park and the parking proposed within the VDC/Careys site (also being considered by the Planning Committee) will result in the provision of car and coach parking in accordance with the levels set within the Wembley Stadium Planning Consent. These two current applications (E05 and VDC/Careys) look to relocate some of the Wembley Stadium car parking that was

previously approved within the E05 site to the VDC/Careys site, reducing the distance between the car and coach park and the North Circular Road. The level of residential car parking is below the maximum standards set out within the Area Action Plan but is acceptable given the level of public transport accessibility.

MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses	0	0	0	46640.46	46640.46
General business use	0	0	0	13907.98	13907.98

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

An application which previously granted consent for this site was considered by the planning committee on 11 May 2016, and the decision was issued on 23 December 2016 following the completion of the legal agreement and referral to the Mayor of London.

This plot (E05) was approved in full detail (rather than in outline) through that consent. The approved development comprised the construction of a 10-storey car parking with coach parking at ground level, with a total of 1,816 parking spaces, 1,642 of which were for non-residential purposes (stadium car parking) and 82 coach parking spaces at ground level. The current application seeks consent for an alternative development proposal for this site.

Details of the extant consent are as follows:

15/5550 - Granted 23/12/2016

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

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

And

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

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

And associated open space (including a new public park) and landscaping; car and coach parking (including up to 55,000 sqm of residential parking and 80,000 sqm non-residential parking) and cycle storage;

pedestrian, cycle and vehicular accesses; associated highway works; and associated infrastructure including water attenuation tanks, an energy centre and the diversion of any utilities and services to accommodate the development.

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

CONSULTATIONS

Press Notice: 10/08/2017

Site Notice: 01/08/2017

449 Consultation letters were sent to neighbouring and nearby addresses on the 5th of September 2017.

Following the consultation one letter of objection was received from a resident of Marathon House, situated on the corner of Olympic Way . The objection raised the following concerns;

Concern	Response
Increased volumes of traffic resulting in parking difficulties and noise disturbance.	Please see paragraph X
Increased noise disturbance.	Please see paragraph X
Implications for air pollution.	Please see paragraph X
Height of the building would result in a loss of light, outlook, and possibly privacy to Marathon House.	The application site is approximately 250 m from Marathon House and is therefore unlikely to have a material impact on light, outlook and privacy of residents of that building.
Suggestion that the building is capped at 8-10 storeys	The height of the building is discussed within paragraph X.

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

Transport for London

The proposal would create a number of bus trips in addition to those generated by the consented masterplan, in which this plot sits. These will need to be mitigated through a contribution of £225,000 and the local bus network enhanced to improve the sustainable transport options from the site. Otherwise, in the context of the consented masterplan, TfL is satisfied that the proposal can be accommodated on the transport network, subject to the on-going management of the network on event days through Event Specific Management Plans and Stadium Event Parking Management Plans, to be agreed on a case by case basis by key stakeholders.

Thames Water

No objections. Conditions and informatives are recommended.

Wembley National Stadium Limited

The scale, size and occupancy of the development is different to that previously approved for this plot, and the introduction of residential use has led to a significantly different form, massing and height for E05. This effects the view of the Stadium from Great Central Way, which is a key route into the Stadium for spectators, teams, officials and dignitaries. Ordinarily, this increase in scale and change in view may give cause for The FA to wish to object. Ordinarily, this increase in scale and impact may give cause for The FA to wish to object. In this instance however, we have a close working relationship and contractual arrangements in place with the applicant (which include provision of facilities, tenant management arrangements, anti-ambush protection and other measures to protect Stadium operations on both event days and non-event days). We do wish to put on record that any future developments of similar scale and size where we do not enjoy the same arrangements with the applicant will lead to an objection.

Greater London Authority Stage 1 response

- Affordable housing: 23% offered as DMR at up to 80% of market rate is wholly unacceptable and must be significantly increased, noting the introduction of high density residential on this Opportunity Area and Housing Zone site. The affordability of the affordable housing must also be addressed. GLA officers will

robustly scrutinise the viability assessment to maximise affordable housing provision. Once secured, any on-site affordable housing must remain affordable in perpetuity, and appropriate covenants and clawbacks secured in accordance with the Mayor's Affordable Housing and Viability SPG.

- Energy: Further technical information relating to energy efficiency and district heating is required. In liaison with Brent Council the applicant should ensure the short fall in carbon dioxide reductions is met off-site.
- Air quality: Measures to promote zero emissions coaches should be secured, in addition compliance with the Non-Road Mobile Machinery Low Emission Zone must be secured by condition in accordance with London Plan Policy 7.14.
- Transport: A contribution of £225,000 towards enhancements to the local bus network must be secured to mitigate the additional demand generated by the proposal.
- Recommendation: That Brent Council be advised that while the application does not comply with the London Plan; but that the possible remedies set out in our response could address these deficiencies.

These matters are discussed later in this report.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

National Planning Practice Guidance

Technical Housing Standards

London Plan consolidated with alterations since 2011 (March 2016)

Policies regarding housing mix, affordable housing, density, children & young person's play, urban design, access, sustainable energy and transport are applicable to this development.

Mayor of London SPGs

Wembley Area Action Plan 2015

Brent Local Plan Development Management Policies 2016

Brent Local Development Framework Core Strategy 2010

Brent Council Supplementary Planning Guidance and Documents:

SPG3 Forming an access to a road

SPG12 Access for disabled people

SPG13 Layout standards for access roads

SPG17 Design Guide for New Development

SPG19 Sustainable design, construction and pollution control

Draft Supplementary Planning Document 1

DETAILED CONSIDERATIONS

1. Background and context

2. Planning permission was granted under reference 15/5550 (Wembley Park Masterplan), for the development of 15.9 hectares of land surrounding Wembley Stadium. The application was a hybrid scheme submitted part in outline with all matters reserved and part in full detail. The full element of the proposal related to the E05 plot, however, a revised proposal is submitted within this application. The proposals under 15/5550 were for a multi-storey car park on Plot E05 to provide 1,816 car parking spaces and up to 82 coach parking spaces.
3. Reserved matters approvals have subsequently been granted for Plots E03 (ref: 17/0016), E01/2 (ref: 17/0462), W06 (ref: 17/0328), Perimeter Way West (ref: 17/0507) and the Southern Park (ref: 17/0459) under the masterplan outline consent. Further planning permissions have been granted, at the former VDC and Careys site at South Way (ref: 15/5615) and at the Wembley Retail Park at Engineers Way (ref: 16/1024) for further car and coach parking, to accommodate the balance of coaches on Stadium Event Days.
4. Permission is sought for a new scheme on the plot of the detailed element of the masterplan permission in order to remove seven decks of the approved 1,642-space multi-storey car park from the site, leaving just 202 disabled car parking spaces on two floors above the previously consented ground floor 77-space coach park. At the same time that this planning application was submitted, a new full planning application

was also submitted for the construction of a multi-storey car and coach park with provision for 290 coaches and 734 vehicles on the VDC/Careys site on South Way/Great Central Way, which comprises a revised proposal from that approved under ref: 15/5615. Further Stadium parking is provided within Plot E03 (adjoining Plot E05) and the Red multi-storey car park to the west of the Stadium. Together these plots meet Quintain's contractual obligations to WNSL, as set out within the planning permission for Wembley Stadium (ref. 99/2400 granted 23.08.2002).

5. The scheme that forms this application is comprised of a single building with a four-storey podium and three higher blocks above this. One block would have 10 storeys, one would have 16, and one would have 22, providing 458 residential units (131 Studio, 137 x 1-bed, 75 x 2-bed, 66 x 3-bed & 49 x 4-bed). These units are additional to those approved in the latest Masterplan scheme (ref: 15/5550). The proposal also provides private communal residential landscaped gardens; 285sqm of commercial space to be used in either Use Class A1, A2 or A3 (Retail), and/or B1 (Business), and/or D1 (Community) use and/or D2 (Leisure and Entertainment); 77 coach parking bays, 202 accessible parking bays, 141 residential parking bays, a basement link through to the residential car parking within adjoining plots E01/2 and provision of access from the highway to these spaces; together with ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure.
6. The site sits within the eastern lands defined by the Wembley Park Masterplan (ref:15/5550). The E05 plot is to the west of First Way and to the east of Perimeter Way East which is incorporated into the site on its western fringe with the plot extending south to the junction of the two roads. Plot E05 is located adjacent to Wembley Stadium, and sits directly south of the Plot E03.
7. The site is allocated for redevelopment under allocation W 19 (Wembley Stadium Car Park) of the Wembley Area Action Plan. Outline planning permission 03/3200 granted consent in 2004 for a mixed use development of office, residential, public space and car and coach parking. Plot E05 is within a larger site which currently has an extant permission (under application reference 15/5550) for a mixed use development including residential floorspace. Therefore whilst the scheme previously approved under 15/5550 approved only car and coach parking, it is considered that a mixed use development on this site is acceptable with regard to site allocation W 19.

8. Proposed uses

9. The proposed scheme comprises a single building broken into three distinct parts (towers) with a four-storey podium including car and coach parking with outdoor amenity space above, surrounded by residential units as well as one 285sqm commercial unit (Use Class A1, A2, A3, D1 or D2). The scheme also provides 77 coach parking spaces and 212 DDA (Disabled) car parking spaces for use associated with the operation of Wembley National Stadium. The emerging context of the southern element of the park and other residential uses in nearby blocks (E01, E02, E03) provides an appropriate context.
10. The total commercial floor space within Plot E05 is 285sqm GEA, at the southernmost part of the site at ground floor level. To maintain flexibility in the market place, it is proposed that this floor space can be used for either Use Class A1, A2 or A3 (Retail), and/or B1 (Business), and/or D1 (Community) use and/or D2 (Leisure and Entertainment). This is considered acceptable as the uses are in line with policy and the Masterplan, and will avoid empty units within the development.
11. The proposed E05 scheme accommodates 61,583sqm GEA of residential floor space, providing 458 residential units and ancillary areas.
12. The site allocation W19 (Wembley Stadium Car Park) of the Wembley Area Action Plan states that alongside the car park use, the site has permission for mixed use development including residential.

13. Layout, scale and appearance

14. Layout

15. The proposed basement level would accommodate 141 car parking spaces for use by residents, two of which have been designated as accessible parking spaces. A condition is proposed requiring that updated plans demonstrating the provision of 14 disabled parking bays shall be submitted to and approved by the Local Planning Authority prior to superstructure works commencing on the site and that the details so approved shall be retained and maintained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority, to ensure there is adequate wheelchair accessible parking in line with London Plan policy 6.13. 30 spaces would have electric vehicle charging

points. 15 Motorcycle spaces are also proposed. Ancillary spaces include cycle stores and plant rooms. The cores which serve the residential levels would extend down into the basement allowing residents to access their respective core directly from the basement. The basement parking within E05 would also link through to the E01/E02 basement parking. Vehicular access into the basement would be via First Way.

16. As mentioned above, the coach parking for the stadium is proposed at ground floor level. The coach parking area would link to the coach parking provided within Plot E03 which is currently under construction immediately north of the application site at Plot E05. This would form part of the overall coach parking provision for Stadium events (alongside the proposals for the former VDC Careys site) and vehicular access for coaches to Plot E03 is achieved through plot E05.
17. The general principle of the access arrangements was accepted by the Council when planning permission was previously granted under ref: 15/5550. Plot E05 received reserved matters approval alongside the outline planning permission. Following that consent, Plot E05 has been subject to a significant redesign as a result of ongoing discussions between the applicants, the Football Association and Wembley National Stadium Ltd. The revised proposals form this application. The current application for Plot E05 has been designed having regard to Plot E03 as approved, and to plots E01 and E02 as the three developments will eventually form a single city block.
18. The majority of the ground floor level would be allocated to coach parking for the stadium on event days. Access to coach parking would be provided via Perimeter Way East, opposite Wembley Stadium's Gate 5. The scheme for E05 approved under the outline permission ref: 15/5550 is for a large car park of a very similar footprint which features no active frontage on any elevation. The proposed scheme proposes a ground floor commercial unit which sits on the southern 'gateway' elevation of the building, providing an active frontage at this location. This is a significant improvement on the approved scheme and is welcomed. Also at ground floor are proposed plant, cycle stores, lobbies, and entrance lobbies for residential units.
19. The residential elements of the scheme are proposed at first floor level and above, though the central section of the first floor is allocated as void to allow for head room for the coach parking at ground floor. Dwellings are proposed to be located to the east and south of the double height space, while the west is predominately allocated as plant space. Cycle parking for the approved scheme at plot E03 would also be provided at mezzanine level. Levels 02 and 03 accommodate event day accessible parking. Residential units at levels 02 and 03 are located along the western perimeter as with the first floor, although there are two residential flats which would face towards the stadium on the Eastern side. A foot bridge at level 03 would provide access from the accessible parking to the stadium concourse level.
20. At podium level (level 04) there would be an area of communal outdoor amenity space located above the accessible parking consisting of 2,500 sqm of hard and soft landscaped space including play space and seating. Residents of blocks I and K would be able to access these respective blocks by entering through the ground floor main lobby in block H to the Podium level where there are entrance lobbies to blocks I and K. The Podium level is where block H becomes distinct from blocks I and K.
21. Block H would form the western edge of the development. It would face onto Perimeter Way East and E01/02. Its height and massing would reflect the adjacent blocks within E01/E02 and E03. The main entrance lobby to the development is located at ground level on its north western corner. The entire floor plate at Level 16 of Block H has been designed as internal amenity space. Block H is proposed to provide 146 dwellings, across 16 floors, with a mix of dwelling sizes.
22. Block K would define the eastern edge of the site adjacent to First Way. It would be the lowest block in E05 as it is designed to respond to the context across First Way to the east and E03 to the north. The entrance lobby to Block K would be located on First Way. Block K provides 89 dwellings over 10 floors with a mix of dwelling sizes.
23. Block I would be the tallest element of E05 (22 storeys) and would be located on the southern edge of the site. The height of the Block is in response to the opportunity to provide a visual reference which forms a gate way to the Eastern Lands. Being the tallest block, its roof amenity would provide views back to central London. The entrance lobby to Block I would be located off a south eastern pocket square. Block I is proposed to provide 223 dwellings, across 22 floors, with a mix of dwelling sizes that broadly complies with the councils dwelling mix policies.
24. Each dwelling would have access to a private balcony or terrace as well as access to the communal residents' lounge and communal outdoor amenity space on the podium.

25. Each core within each block would be served by two lifts and stairs that would be compliant with Part L of the 2013 Building Regulations which replace former Lifetime Homes and Wheelchair Housing standards. A firefighting lift is proposed within each core, which is supported.
26. Plot E05 is proposed to accommodate the ENVAC waste system, whereby users drop their refuse into a chute which, using suction, is then transported via an underground network of pipes to an off-site collection hub which is located in plot W05. Residential units will therefore not require waste collection, outside of occasional bulky goods collection, which will take place from Perimeter Way East. Bulky goods will be stored within a specific waste store located on the ground floor and special collection will be organised with the Council by the building management. Commercial waste stores will be located within the commercial unit and will be collected by a private contractor. The building management will ensure that bins will be moved from the bin stores within the commercial unit to the presentation area for collection and then returned following waste collection. The presentation area is located within 10m of the central loading bay which will facilitate waste collection.
27. The layout is considered to be acceptable and would result in a suitable form of development for the locality. Whilst the building is required to perform a wide variety of functions, it is considered that the layout would enable this successfully whilst also tying in with the existing and emerging surrounding development. The proposed layout is considered to be in keeping with Brent Local Plan Development Management Policies 2016 and the Wembley Area Action Plan 2015.

28. Scale

29. The proposed building would have a similar footprint to the previously consented and extant E05 scheme. The originally consented multi-storey car park had a height of ten storeys and the podium level of the proposed scheme would be four storeys tall. Above this podium level, however, would be three taller elements containing residential accommodation with heights of ten storeys, sixteen storeys and twenty-two storeys.
30. The previously approved development was very solid in appearance with no variation in the mass of the building due to the function it was serving (multi storey car park). The proposed massing is considered to respond to the approved building heights within the immediate surrounding context. The variation in height results in a varied profile on the skyline with the massing being stepped with the taller element at Block I providing a focal point, responding to the tallest element of the adjacent Plot E03 (Block G).
31. Block H of the proposed development sits on the north eastern corner of the building and has 16 storeys (64m), Block I sits on the southern corner of the building and has 22 storeys (75m), and Block K sits on the north western corner of the building and has 10 storeys (44m). For comparison, the approved scheme for plot E03 directly to the north of the site features three blocks which are 14 storeys (46.5) and one block which is 26 storeys (86m) and plots E01 and E02 to the north west of the subject plot feature three blocks which are 12 storeys (40m).
32. To provide further context the stadium presents four critical datum heights, namely its shoulder at approximately 30m, roof at approximately 50m and the arch rising to approximately 133mm.
33. The scale and massing of the proposed scheme is similar to the scale and massing of the adjacent and approved schemes E01&2 and E03 and the emerging masterplan. In the context of the wider development the scale and massing of the proposals are therefore acceptable, according with Policy DMP1 the Local Plan Development Management Policies 2016 and Policies WEM5 and WEM6 of the Wembley Area Action Plan 2015.

34. Appearance

35. Similar design techniques and languages have been used for Plot E05 as have been approved for the consented schemes at plots E01/E02 and plot E03, which were designed by the same architect as plot E05. The facades of plot E05 would be characterised by a generally vertical alignment of fenestration continuing from roof level down to ground floor (or to commercial units or entrances). This would immediately define the building while a horizontal grouping of façade elements (with regard to material changes, bands and architectural detail) creates a top, middle, and base of the building which helps define the proportions of the scheme. Horizontal banding is also used to visually tie together individual blocks at the upper floors. These techniques have been used for the approved schemes at plots E03 and E01/E02. The use of these techniques for E05 would make the development consistent with the

architectural vernacular of the area considering the approved schemes, and this approach is generally considered to be acceptable.

36. Block I defines the southern edge of the plot. It is the tallest of the blocks at 22 storeys and is considered to be of a scale, design and massing that would form a gateway to the Masterplan area from the eastern approach to the Stadium. The block is also a visual focal point which responds to Block G of E03 to the north. Block I would mark the east entrance to the Stadium and the main road junction of South Way and First Way. Together with Blocks H and K, this would mark the southern end of the new park approved under the masterplan consent. It is considered that the brick materials and rectilinear character of the proposed blocks would provide a visual counterpoint to the lattice, bowed form of the landmark Stadium arch. The stepped relationship of Block H and Block I, with the arch rising and falling beyond, would have a striking group composition on the skyline. Block H would mediate between the existing lower context and the taller Block I, and Block I would mark the road junction ahead and the east entrance to the Stadium.
37. While it is noted that the Football Association raised no objection to the proposed development at E05, they did raise concerns with regard to the height and scale of the proposed development and noted that if it wasn't for the delivery of infrastructure necessary for the ongoing operation of the National Stadium they would have raised an objection. It is worth noting that the FA, and by extension the National Stadium, would potentially raise objections to other schemes of this scale were they to come forward in the future.
38. A mixed palette of dark and light materials is proposed. This includes light grey and dark grey facing brick for the external facing brick with bands of pale brick to create an interesting and modern architecture which is well proportioned. The use of horizontal banding in lighter coloured brick will link the blocks together at key levels and these tones are also matched at the upper floor levels to 'crown' each of the blocks. The proposed balconies would be a dark bronze effect metal which would complement the proposed brick colours.
39. Balconies are also arranged in vertical rows. The balcony balustrading has been developed in relation to the practical use of the space. Open railings are used on the lower levels, while glass balustrading provides additional shelter against any wind on the upper floors.
40. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms, and thus accords with policy DMP1 of the Brent Local Plan Development Management Policies 2016 and policies WEM5 and WEM8 of the Wembley Area Action Plan 2015.

41. Residential accommodation

42. The E05 scheme proposes 458 residential units as dedicated Build to Rent Housing and ancillary areas.
43. The typical floor plan proposed for each block provides a mix of dwelling types, from studio to 4 bedroom apartments. The floor plans stack throughout each building. There would be up to fourteen dwellings per core in Block H on the lower floors, whilst on the upper floors there would be nine dwellings. There would be up to thirteen dwellings per core in Block I on the lower floors and nine dwellings on the upper floors. There would be up to eleven dwellings per core in Block K on the lower floors and nine dwellings on the upper floors. Each of the three blocks has a single entrance.
44. Dual aspect units are provided where possible and where dwellings have single aspect, this is not north facing and the dwellings are designed to maximise the daylight opportunities.
45. Each dwelling has a balcony or terrace providing private open space. All three buildings have direct access to the private communal landscaped gardens at podium level.
46. The table below shows a breakdown of the residential units proposed.

	Studio	1Bed	2Bed	3Bed	4Bed	1Bed Wheelchair accessible	2Bed Wheelchair accessible	Total
Block H	49	38	12	26	14	7	0	146

Block I	82	21	42	9	35	34	0	223
Block K	0	32	14	31	0	5	7	89
Total	131	91	68	66	49	46	7	458

47. Affordable Housing

48. London Plan Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on private and mixed use developments, having regard to a number of factors, including development viability.

49. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of new homes to be delivered in the borough are affordable. Development Management Policy DMP 15 reinforces the 50% target set by policy CP2 and the need to seek the maximum reasonable amount of affordable housing. It goes on to say that where a reduction to affordable housing obligations is sought on economic viability grounds on major phase housing developments, and where the proportion of affordable housing agreed is significantly below 50%, appropriate provisions to re-appraise scheme viability will be sought and secured by S106 agreement. Developers are required to provide development appraisals to demonstrate that each scheme maximises affordable housing output.

50. Brent's adopted planning policy within WEM 22 of the Wembley Area Action Plan covers Build to Rent as follows:

51. *"The council will encourage the development of purpose-built private rented sector accommodation where dwellings are of demonstrably good design and there are suitable long term financial, management and nominations arrangements. Where such accommodation can be delivered, the council will be flexible on housing unit size mix and the proportion of affordable housing, if that accommodation, or a reasonable proportion thereof can be made available at or below local housing allowance levels."*

52. The proposals for E05 initially included 87 affordable residential units, representing 19% affordable housing by unit (23% by habitable room). All affordable units were proposed to be intermediate Discount Market Rent at no more than 80% of Open Market Rents. Quintain submitted a Financial Viability Assessment (FVA) to support this offer.

53. The Council appointed consultants to independently assess this FVA. Following review and negotiations between the parties over several months, Brent Council (in consultation with their consultants) advised that the maximum reasonable level of affordable housing provision that the scheme could support was 23% Discount Market Rent (DMR) at no more than 80% of open market rent. Various scenarios of affordable housing tenures have been explored on a financially equivalent basis. Officers consider that the affordable offer that would best meet Brent residents' needs would be affordable housing at rent levels commensurate with London Living Rent levels which, in accordance with WEM22, are currently at or below Local Housing Allowance levels.

54. The Mayoral Affordable Housing & Viability SPG also recommends the affordable housing offer in Built to Rent schemes be entirely DMR, preferably let at London Living Rent (LLR) levels. The GLA calculates ward-level caps for London Living Rent homes based on one-third of median gross household income for the Borough. ONS Annual Survey of Hours and Earnings (ASHE) data shows that at £24,432 per annum Brent has the 2nd lowest median gross household income for all employees amongst the London Boroughs. The London Living Rent level for Tokyngton ward is below Local Housing Allowance levels and officers consider securing the clear link between rent levels and median household incomes at a local level, is the best way to ensure the proposed offer is genuinely affordable, meets local needs and is in accordance with WEM22 and the GLA Affordable Housing and Viability SPG.

55. The recommendation to secure London Living Rent within this scheme is also informed by the broader affordable housing provision secured recently under the Quintain Masterplan and South West Lands planning permissions 15/5550 and 14/4931. Together, these permissions provide the following affordable housing tenures and numbers:

Tenure	Number	%
Affordable Rent	344	21%

Shared Ownership	220	14%
Discount Market Sale (no more than 70-75% of open market value)	247	15%
Discount Market Rent (no more than 65% of open market rent)	346	21%
London Housing Bank (no more than 80% of open market rent)	471	29%
Total	1628	100%

56. It is considered that the introduction of London Living Rent will provide another distinct affordable housing tenure and price point that will enrich the affordable housing mix being provided across the Wembley Park development.
57. In order to deliver affordable units at London Living Rent levels, more planning gain subsidy is required, and this change has a consequential negative impact on the quantum of affordable housing the scheme can provide when compared to the applicants' original offer. The Council's consultants have advised the Council that at London Living Rent levels the maximum reasonable level of affordable housing provision that the scheme can currently viably provide is 28 units, representing 6.6% by unit (7% by habitable room). The applicants have offered 32 units, representing a minimum 7% by unit (8% by habitable room). It is accepted that the reduction in the affordable housing quantum from 23% to a minimum of 7% is a notable change, however after considering local housing needs and affordability and the wider Wembley Park affordable housing provision discussed above, officers take the view that this is outweighed by the important benefits associated with London Living Rent, including the significant increase in affordability that this tenure provides for Brent residents.
58. It is however recommended that a late stage viability review is included in the S106 agreement and this is supported by DMP 15 which also requires that appropriate provisions to re-appraise viability be sought on major sites where the proportion of affordable housing agreed is significantly below the Council's targets. Officers have therefore agreed in principle a post implementation S106 review mechanism with the applicant, to be secured by a planning obligation within a S106 legal agreement. This would re-appraise scheme viability at a date agreed by the LPA at a point closer to practical completion of the scheme, when actual rather than estimated costs and values, including actual market rents, can be assessed.
59. The affordable mix proposed by the application provides 13 (41%) one bed; 10 (31%) two beds; and 9 (28%) three bed units. The provision of 28% family units within the affordable mix is supported and above the level contained within Wembley Area Action Plan which seeks a minimum of 20% family units. This also complies with the requirement of London Plan Policy 3.11 that priority should be accorded to the provision of affordable family housing.
60. Therefore, subject to an acceptable s106 agreement including a late stage viability review mechanism, officers consider that the offer secured from the applicant of a minimum of 32 affordable units at London Living Rent levels, when taken into account with the overall Wembley Park affordable housing provisions together with the high proportion of family units, meets the requirements of Policy WEM22 and is the maximum reasonable amount of affordable housing the scheme can currently deliver in line with planning policy.

61. Covenant

62. The applicants have committed to ensure that the proposed residential properties are managed by a single residential management company which will go beyond the 15 years of the proposed build to rent covenant required by the Council. This will mean that the building will be managed as a single entity in perpetuity regardless of whether the homes contained within the development remain as built to rent properties, or at some point in the future become leasehold private or affordable dwellings. For the avoidance of doubt, the applicants have confirmed that the Discount Market Rent (London Living Rent) homes contained within the proposed development will remain as intermediate tenure affordable homes in perpetuity. It is proposed that these details are secured under the Section 106 agreement.

63. Quality of accommodation

64. Within E05 each block's typical floor plan provides a mix of unit types. The size range below show the minimum and maximum range for Blocks H, I and K typical in relation to the standards set within the Wembley Park Masterplan Development Specification (which itself was based on the Mayor's Housing SPG 2012 and in relation to the Mayor's current standards and the National Technical Housing Standards).

Plot E05 unit sizes min/max sqm	London Plan / National Technical Housing Standards
1B1P = 40.7sqm/43.6sqm	37/39sqm
1B2P = 51.1sqm/56.6sqm	50sqm
2B3P = 64.1sqm/69.2sqm	61sqm
2B4P = 72.7sqm	70sqm
3B4P = 84.1sqm/99.1sqm	74sqm
3B5P = 87sqm/88.4sqm	86sqm
4B5P = 106.6sqm/110.7sqm	90sqm
4B6P = 118.4sqm	99sqm
WCH 1B2P = 53.6/58.3sqm	50sqm
WCH 2B3P = 71.2sqm	61sqm

65. All of the units meet or exceed the standards set within the Wembley Park Masterplan Development Specification and the latest London Plan standards set for 1 storey dwellings within the Mayor's current Housing SPG.
66. All units are to be built to meet the Lifetime Homes standards (now M4(2) of the Building Regulations), whilst 53 units (11.5%) will be wheelchair accessible or easily adaptable (now M4(3) of the Building Regulations). Units would be designed to meet the noise criteria set out within the outline consent and thus will be designed to mitigate against stadium and road noise.
67. No wheelchair units are located on the ground floor as there are no residential uses at this level. Each block has two lifts to all floors and therefore all wheelchair adapted or easily adaptable units are served by two lifts. This provides resilience, should one lift be undergoing maintenance and also provides inclusive access for visitors to all units.
68. The proposal will deliver a good standard of residential accommodation which is acceptably in accordance with London Plan Policy 3.5, the Mayor's Housing SPG, Brent Local Plan Development Management Policies DMP1, DMP18 and DMP19 and the National Technical Housing Standards.

69. Ancillary Residential Floorspace

70. Internal ancillary residential amenity space is provided at the sixteenth floor of Block I. In addition, a lobby is provided at ground floor for all blocks which provides a parcel store and "moving in/out store" for residents.

71. Defensible space

72. Properties adjoining the central outdoor amenity space would have timber decking approximately 3 metres wide which is separated from the main communal amenity space by a 0.7m boundary and a raised timber planter for further screening. This would achieve a good balance between securing privacy for the apartments and allowing for an appropriate outlook. Each unit with this timber decking would have its own private section of decking which would be screened from the communal areas.

73. Landscaping and Amenity Space

74. A large communal landscaped garden for residents of E05 forms the central amenity feature of Plot E05. This is located above fourth floor at podium level. Residents of the scheme will have level access to this area from each block core. This amenity space totals 2,500 sqm. The space would feature grassed areas and a range of vegetative planting including trees. Other features would include play equipment, furniture, and communal allotments.
75. All units are provided with private amenity space either in the form of balconies of a minimum 1.5m depth and a minimum area of 5sqm or defensible space of a minimum of 2.5m depth.
76. The garden is organised to ensure clear direct routes from the super lobby to the building entrances. The path widths are a minimum of 2 metres in width and will be paved with permeable resin bound gravel.

77. There is additional communal outdoor amenity space on the roofs of each of the blocks, each including lawned areas, vegetative planting, furniture, semi-covered dining areas, and allotment planters. It is also proposed to include photovoltaic arrays on the roof of block H.
78. The proposed amenity, landscaping and play space materially accords with the Brent Local Plan Development Management Policies Policy DMP19, London Plan policy 3.6 and the Mayor's SPG Shaping Neighbourhoods: Plan and Informal Recreation.
79. A total of 7,755 square metres of external amenity space is proposed which equates to 16.9 square metres per unit. Whilst this is below the SPG17 standard of 20 square metres, this plot is adjacent to the fully consented southern park scheme which will provide a good quality of public outdoor amenity space adjacent to plot E05. The completion of southern park prior to first occupation of the proposed dwellings is intended to be secured via S106 agreement.
80. There are three existing trees on the site which are located on the existing traffic island along First Way. None of these trees are subject to Tree Preservation Orders. One of the existing trees is proposed to be removed due to the realignment of the island and a replacement tree will be planted along with a robust ground cover understorey. The retention of the remaining two trees, as well as the replacement for the tree which would be removed, will be secured by condition. The proposals also involve the incorporation of new landscaping, including additional tree planting, which is considered to outweigh the loss of the one existing tree in terms of ecological benefit and in terms of the character of the area and quality of public realm.

81. Public Realm

82. The details of the landscape proposals for the public realm surrounding Plot E05 will come forward in due course pursuant to a condition on this consent. In accordance with the wording of this condition, these details are required to be submitted and approved prior to the commencement of the superstructure.

83. Energy and Sustainability

84. As part of the Masterplan proposals for Wembley Park a site-wide heat network will be delivered with a single energy centre that will meet and improve upon the performance requirements outlined at the Masterplan application stage. The energy centre sits to the north of the subject Plot E05 close to the junction of First Way and Perimeter Way East where it is easily serviced from surrounding roads and optimises the flue location. A heating network will connect the energy centre to the plots within the Masterplan consent (15/5550) in addition to plots W11, W12, W03, and to the South-West Lands (SWL) development.
- ~~85.~~ A site-wide district heat network is planned to be delivered to serve a significant number of the new plots coming forward in Wembley Park. A single CHP-led energy centre will be located in the north of Plot E03 (approved under planning permission 15/5550 and reserved matters planning approval 17/0016). Additional peak boiler and low carbon CHP capacity will be provided within the energy centre, in line with the Sustainability obligations to the S106 Agreement of the Outline Consent (15/5550) to account for the additional demands of the South West Lands development (ref:14/4931) as well as possible future connection to any additional heat demands that become available. The energy centre previously submitted for the South West Lands development will be absorbed into the Plot E03 CHP as a result and a single consolidated energy centre design is provided instead.
86. The energy centre will comprise 2 x 2.5MWe CHP systems fed with natural gas. These will have a total electric capacity of 5.070MWe and total thermal capacity of 4.796MWth. In addition, 1 x 8.2MWth and 2 x 14MWth natural gas boilers will be installed, totalling 36.2MW of peak capacity.
87. As a result of the consolidated approach, more electrically efficient CHP engines can be installed, thereby reducing the carbon emission per kWh of heat supplied. To accommodate the increased heating capacity in the same space, larger shell boilers are required. To meet air quality limits of 40mgNOx/Nm² and the higher output, the efficiency of the boilers has reduced by 5.5%. The net result is that the overall energy centre carbon performance has significantly improved with a lower carbon factor of 0.074 kgCO₂/kWh (reduced from 1.06 kgCO₂/kWh).
88. The consolidated energy centre design allows a reduction in carbon dioxide emissions for all plots compared with those estimated at Masterplan stage. For the purpose of the calculations, the plots'

buildout has been assumed to be the same as in the Masterplan Commercial scenario. The Figure also shows the difference in the improvement over the GLA Baseline as outlined in the Outline permission. It is estimated that the consolidated energy centre will provide a further 6% carbon reduction in relation to the original proposed Masterplan energy centre specification. The new energy centre specifications allow a 42% reduction in carbon emissions beyond 2013 Building Regulations, compared with a 36% reduction in the Masterplan Commercial Scenario.

89. Carbon Off-Setting

90. The Mayor's Sustainable Design and Construction Supplementary Planning Guidance (2014) sets out the requirements for carbon offsetting. As the proposed development at Plot E05 includes residential floorspace the Mayors guidance states that as per London Plan Policy 5.2, where the target percentage of carbon improvements beyond Part L of the Building Regulations cannot be met on-site the short fall should be provided off-site in the form of a cash in lieu contribution.
91. The calculation for off-site contributions is in line with the Carbon Hub price, currently £60 per tonne per year. The overall contribution should be calculated over 30 years, resulting in a total price of £1,800 per carbon tonne.
92. The applicants Energy Statement suggests that the scheme would have a projected carbon emission of 451.4 carbon tonnes per year. $451.4 \times £1,800$ equates to an estimated carbon off-set contribution of £812,520.00.
93. However, it is noted that this figure is only an estimate, and the final carbon emission rate for the proposed development could change subject to detailed design. Therefore, it is recommended a clause be added to the Section 106 agreement to recalculate, and seek, this payment at a suitable stage in the delivery of the development.

94. Environmental issues

95. Water Consumption

96. Residential units will meet a target of 105 litres per person per day or less in line with London Plan standards.
97. Potential strategies to meet the target requirements include the use of low water use sanitary fittings within each residential unit, such as low water use WCs, showers, taps, baths and (where installed) white goods.

98. Sunlight and Daylight

99. The submitted daylight/sunlight assessment has been undertaken having regard to the commitments within the Wembley Park Masterplan Environmental Statement, November 2015 which requires that a minimum ADF of 1.5% for living space and a 1.0% for bedrooms is achieved in 95% of all residential units. The conclusions of the assessment are set out below.
100. There are no existing adjoining dwellings within a close enough range to the plot to be adversely affected by the proposed development in terms of overshadowing.
101. Each of the blocks within Plot E05 achieves the 95% pass rate. In terms of the rooms that fall below this ADF target, these occur at first, second and third floor levels of blocks B and C. It is however noted that a significant proportion of these would still achieve a target of between 1.26% and 1.45% ADF which are typically average lighting levels. Given the high level of compliance for each of the blocks the resultant situation is considered to be acceptable.
102. The new amenity space within the centre of the building on E05 will have 42.62% of its area receiving at least two hours of sun on the ground on March 21st. The amenity space sits in conjunction with and immediately adjacent to the consented southern park and amenity space of the Eastern Lands. Overall the residents of the proposed building would have access to amenity space with adequate sunlight.
103. The proposed layout is considered to be appropriate as it will comply with the relevant sunlight and daylight standards as set out within the Wembley Park Masterplan Environmental Statement.

104. Wind Microclimate

105. A boundary layer wind tunnel study has been undertaken to assess the pedestrian level wind environment around Plot E05. The study considers the proposed development in the context of the existing environment, and after construction of the Masterplan development.
106. The study combines measured pedestrian level wind speeds at key areas in and around the site with long-term wind frequency statistics to determine the probability of local wind speeds exceeding comfort and safety thresholds for a range of common pedestrian activities based on the industry standard Lawson criteria.
107. The results of the wind microclimate tests are largely positive, with the identified localised comfort exceedances being marginal. However, exceptions to this occur where wind conditions are unsuitable, in terms of pedestrian comfort, for their intended uses, at four localities;
108. At the entrance of the southern block of proposed development;
- In the recreational area located in the centre of the podium and near the east corner of lowest block of the proposed development;
 - In the outdoor seating area on the podium;
 - In the roof recreational terrace of the lowest block of the proposed development.
- Within the context of existing surrounds, wind conditions are rated as suitable, in terms of pedestrian safety, across the site.
109. Following the identification of these exceedances, mitigation measures have been incorporated into the scheme. With the introduction of soft landscaping and wind mitigation measures, the aforementioned exceedances of the pedestrian safety and comfort criteria are alleviated and wind conditions across the entire site and the immediate surrounding area are suitable, in terms of both pedestrian safety and comfort, for the intended uses.
110. With the introduction of the Masterplan developments, wind conditions remain suitable, in terms of pedestrian safety, across the site, and wind conditions are improved such that all assessed locations are rated as suitable, in terms of pedestrian comfort, for their intended usage.

111. The BRE Environmental Assessment Method (BREEAM)

112. The non-residential floorspace within Plot E05 will be provided by the applicant as shell and core standard, while the tenants will be responsible for the units' fit-out. Therefore, no formal BREEAM assessments will be undertaken by the applicant. However, a BREEAM pre-assessment has been carried out that demonstrates that the non-residential space design does not prejudice the tenant from achieving the BREEAM "Excellent" standard fit-out. This is considered acceptable.

113. Highways and Transportation

114. Site Layout

115. As set out in policy, a maximum residential car parking allowance of 0.5 spaces per 1-/2-bed flat and 0.75 spaces per 3-/4-bed flat applies, giving a total allowance of up to 257 residential car parking spaces for these 458 flats. The commercial unit is permitted up to 5 spaces taking the overall maximum parking allowance to 262 spaces. The proposed 141 spaces at basement level therefore fall within these maximum standards for the plot. In reality, the entire 333-space basement car park beneath this plot and Plot E01/E02 will be available for residents of the various eastern lands plots, which together comprise 1,834 units. This gives an overall ratio of 0.18 spaces per flat, which is well within the maximum allowance and is in line with the wider approach for the masterplan area.
116. The 2011 Census in respect of the blocks at Forum House and Quadrant Court within the Stage 1 Wembley Redevelopment Area showed average car ownership of 0.38 cars per household, giving a predicted car ownership of 174 vehicles for this plot. This exceeds the ratio of parking available, but the hybrid planning approval for the masterplan secured funds towards the extension of CPZ's/parking controls in the area, promotion of a Car Club scheme, development of Travel Plans and a restriction preventing future residents obtaining on-street parking permits in the area. These measures should then be sufficient to minimise any overspill parking from the site, so as not to have a negative impact on traffic flow or road safety.

117. Car parking standards for disabled persons (DMP 2016) require that 10% of spaces are dedicated for use by disabled persons, giving a requirement for 14 spaces. Lifetime homes standards would require a greater total of 46 disabled spaces. Only two spaces have initially been shown as marked disabled bays though and at least twelve further spaces therefore need to be provided at the outset as wide bays and these should be positioned close to the lift cores where possible. The provision of more disabled parking is considered particularly important, given the shortage or absence of disabled parking for other nearby residential blocks. Revised details are therefore sought as a condition.
118. A total of 30 spaces (21% of the total) have been shown with electric vehicle charging points and this is fine for initial provision. A further 26 spaces should be provided with connections for passive provision, this has been acknowledged in the Transport Assessment.
119. The layout of the basement car park provides suitably sized parking spaces and aisle widths. The width and gradient of the access ramp also comply with recommended standards. The provision of an access to the residential parking directly from First Way clear of the Stadium car and coach parking is welcomed, as it allows access to and from the car park to be retained throughout arrival and dispersal periods on Stadium event days. Pedestrian stairs and lifts to each of the three residential access cores from the car park have been indicated.
120. The London Plan requires one secure bicycle parking space per 1-bed flat and two spaces per 2+-bed flat, giving a total requirement for 648 long-stay spaces. Seven secure storerooms have been indicated at ground floor and basement level with an indicative capacity for 526 bikes (assuming spaces are on a double-height stacker system), thus falling short of requirements. Access to the basement will be available via lifts, which have been suitably sized to accommodate bicycles. Further details of cycle parking are therefore sought by condition to ensure provision meets standards.
121. With regard to servicing, space is available either on Perimeter Way at Gate 5 or within the coach park close to the unit for vehicles to stand clear of First Way when delivering to the unit, subject to deliveries not being made on Wembley Stadium event days. An estate-wide ENVAC suction system is proposed to collect residential refuse to the central collection point on Lakeside Way, so there is no need for residential bin stores within the site, aside from bulky waste for which small stores are proposed.
122. Fire appliance access will be provided to all sides of the building perimeter, in accordance with Fire Brigade access requirements for a building of this size, with an access route (Canada Lane) at the northern end of the site across the coach park providing access to that side of the building.
123. The internal fit-out of the car park will need to be provided with sufficient lighting and security features to gain Parkmark accreditation as a condition of any approval, whilst further details of car park management, including the means of payment, location of any proposed barriers and means of enforcement for event day and non-event days are also sought.
124. Transport Impact
125. The relocation of Stadium event day car parking from this site to the VDC/Careys site is fine in principle. It eases the post-event traffic management arrangements by relocating the bulk of the car parking to the east of any required road closure on South Way, allowing quicker and easier dispersal of traffic eastwards towards the North Circular Road.
126. For non-event days, the provision of 458 additional flats will generate additional movement in the Wembley Masterplan area and the implications of this for the local transport network have been assessed in the Transport Assessment. The proposed small commercial unit is anticipated to serve a local need, so is not considered likely to generate significant numbers of trips on the wider transport network.
127. Journeys by all modes to and from the flats are estimated at 26 arrivals / 148 departures in the weekday morning peak hour (8-9am) and 113 arrivals / 69 departures in the evening peak hour (5-6pm). Of these about 8% of trips in the morning and 11% of trips in the evening are estimated to be by car drivers, based on the survey information from Plot NW01. This gives estimated vehicular flows of 5 arrivals / 9 departures in the morning peak hour and 14 arrivals / 6 departures in the evening peak hour. Servicing trips are also forecast to be minimal (3 deliveries in the morning peak hour and 5 in the evening peak hour). These overall flows are not considered significant enough to warrant further analysis of impact on the wider highway network.

128. The proposals create a new junction from the 333-space residential car park for Plots E01-E05 onto First Way (as opposed to the approved Masterplan which proposed car park access via Perimeter Way). This junction, plus the access from the 202-space Wembley Stadium car park, have been tested using industry standard software and both have been shown to operate well within maximum capacity during both peak hours.

129. Resultant bus trips are estimated at 6 arrivals / 39 departures in the morning peak hour (8-9am) and 29 arrivals / 18 departures in the evening peak hour (5-6pm). This equates to an average of about two additional passengers on each bus passing the site (based solely on routes 92 and 206, although other services pass along Empire Way, further from the site). Transport for London's strategy for bus service enhancements in Wembley includes enhanced provision to this part of the masterplan site.

130. The proposed improvements to the footways along the site frontage and the provision of a traffic-free route northwards through the approved public park will deliver excellent infrastructure for pedestrians and cyclists.

131. Travel Plan

132. A Framework Travel Plan has been submitted that sets out a range of measures (welcome information packs, personalised journey planning, bicycle purchase vouchers, subsidised Car Club membership, promotion of car sharing etc.) to be implemented by a Travel Plan co-ordinator. These aim to reduce car use to 9% of journeys over a five year period (subject to further review following the undertaking of an initial survey once the building is 75% occupied), to be monitored every two years.

133. The travel plan has been assessed using TfL's ATTrBuTE programme and whilst obtaining a high mark, it failed on the basis of not setting clear targets for 3 and 5 years. The Travel Plan instead proposes to refine overall targets once an initial travel survey has been undertaken. This is considered to be acceptable, as long as the requirement to do this is firmly secured through the S106 Agreement.

134. Construction Logistics Plan

135. Building construction works are programmed to include five main phases lasting 39 months from March 2018 until May 2021. Working hours will be restricted to between 8am-6pm on weekdays and 8am-1pm on Saturdays with no activity taking place within four hours of the start of an event at Wembley Stadium. A total of up to 80 deliveries are expected per day at the peak time period during construction of the superstructure. Vehicles will be routed to and from the North Circular Road via Great Central Way, with concrete deliveries made from two nearby facilities in Wembley.

136. There is no direct vehicular access to the site from First Way at present, with traffic currently having to use the former Stadium car park access (Gate 5) close to the First Way/South Way junction to access the site. To facilitate construction access to the eastern side of the building, three new temporary construction accesses from First Way are proposed; two of which are for egress only, with the other providing access and egress for the basement construction only.

137. There is concern that the site set up includes the closure of the western footway of First Way alongside the site with 2.4m high timber hoardings. This would severely limit visibility at the temporary site egresses (particularly gates 5 and 6) and even with marshals in place to aid safe movement into and out of the site, the safety of this arrangement is in doubt. Further consideration therefore needs to be given to the temporary access arrangements and these will can be secured through the CLP condition.

138. The Council's Transportation Officer has raised no to the proposals subject to the following matters being secured by a Section 106 agreement or conditions:

139. A financial contribution of £50,000 towards the introduction of a CPZ in the area, including consultation, implementation and funds towards subsidising permits for local residents;
- (a) A parking permit restriction agreement withdrawing the right of future occupiers of the development to on-street parking permits;
 - (b) Highway works to be undertaken through a S278 Agreement under the Highways Act 1980 to: (i) resurface the footway of First Way fronting the site in modular paving; and (ii) construct new vehicular accesses to the site, including dropped kerbs, tactile paving and highway signage, to access the car and coach parking areas;

- (c) A financial contribution of £225,000 to TfL towards bus service enhancements in the area;
- (d) Implementation of the submitted Framework Travel Plan, with detailed interim and final targets to be finalised following the undertaking of the initial survey;
- (e) Implementation of the submitted Delivery & Servicing Plan;
- (f) An amended Construction Logistics Plan to be approved prior to commencement of the development;
- (g) Submission and approval of further details of the car park design and management, including details of car park charging structures for Stadium event days and non-event days, means of payment and enforcement, electric vehicle charging points, entry and exit barriers, lighting, security and management; and
- (h) Accreditation of the car park through the Park Mark scheme;
- (i) Provision of a minimum of 14 wide disabled parking spaces within the basement car park;
- (j) Approval of further details of bicycle parking in accordance with London Plan standards

He also notes that planning consent needs to be linked to proposals for increased car parking on the VDC/Carey's site as submitted through application 17/3151, so that this development is not able to progress unless the VDC/Carey's development is also constructed.

It is recommended that points (a) to (e) above be covered by the Section 106 agreement. Linking the planning consent, if granted, to the planning consent for the proposed development on the VDC/Carey's site, if granted, would also be covered by the Section 106 agreement. It is recommended that points (f) to (k) be covered by suitably worded conditions.

Flood Risk and Drainage

140. The subject site is within Flood Zone 1 and is defined as having a low probability of flooding. Nevertheless, the proposal is a Major development and is therefore accompanied by a Flood Risk Assessment which examines the use of Sustainable Urban Drainage Systems (SUDS) and demonstrates how surface water will be managed to ensure appropriate discharge rates into the surface water systems. The application is accompanied by the Flood Risk Assessment that was approved for the Masterplan Consent (which included this site) and an addendum which updates the surface water management measures proposed within the current application. The proposal looks to restrict discharge rates to the public sewer in line with London Plan requirements (three times the greenfield run-off rate), include below ground attenuation storage for the 1:30 year storm event, and within the limits of the limits of the site for the 1:100 year storm event, and make an allowance for a 30 % increase as a result of climate change.

141. Within the wider scheme, the discharge rates from E01/E02 have been reduced with on-plot storage volume increased for these plots. This has allowed the unrestricted discharge from plot E05 (this plot) while continuing to provide the same balance of stormwater attenuation within the adjoining park and the same discharge rate to the public sewer. This approach is considered to be acceptable and in accordance with planning policy.

Conclusion

142. The proposed development for Plot E05 will create a high quality, mixed use development that responds to its context and setting and follows the aspirations and key principles of the wider Wembley Park Masterplan. Overall the proposals are acceptable in terms of layout, scale, appearance, landscape and access. The scheme accords with the relevant planning policies and guidance and it is recommended that the proposal is approved.

S106 DETAILS

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance.
- Neighbourliness - Membership of considerate constructors scheme;
- Affordable Housing - Minimum 7% Affordable Housing (32 units) secured under the following as a minimum.

Build To Rent (BTR)

- Covenant that the BTR homes will be provided as such for a minimum of 15 years, with claw-back arrangement should the BTR homes be sold before that time.

- Longer tenancies offered at up to three years
- Units to be retained and managed to a high standard under single management company

Discount Market Rent (DMR)

- DMR let at London Living Rent levels (inclusive of service charge), managed by a single entity, in perpetuity

- Nominations agreement to prioritise households who live and work in the borough.
- Longer tenancies offered at up to three years, with a tenant only option break clause.
- DMR homes tenure blind, and sharing entrances and amenities with BTR homes.

- Affordable Provision - Tenure and Unit Mix
- Timing of Provision
- Reviews - timing and mechanism
- Nominations protocol

- Employment and training plan for Brent residents.
- Sustainability assessment - including an off-site Carbon Off-Set contribution.
- A financial contribution of £50,000 towards the introduction of a CPZ in the area, including consultation, implementation and funds towards subsidising permits for local residents;
- A 'car-free' agreement withdrawing the right of future occupiers of the development to on-street parking permits;
- Highway works to be undertaken through a S278 Agreement under the Highways Act 1980 to: (i) resurface the footway of First Way fronting the site in modular paving; and (ii) construct new vehicular accesses to the site, including dropped kerbs, tactile paving and highway signage, to access the car and coach parking areas;
- A financial contribution of £225,000 towards bus service enhancements in the area;
- Implementation of the submitted Framework Travel Plan, with detailed interim and final targets to be finalised following the undertaking of the initial survey;
- Public Open Space: Development not to be occupied until the Southern Park Area (as defined under the Masterplan s106 Agreement) has been provided.

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

CIL DETAILS

This application is liable to pay **£15,181,858.07*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 0 sq. m.

Total amount of floorspace on completion (G): 60555 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	46929	0	46929	£200.00	£35.15	£11,816,051.79	£2,076,671.10
Shops	13626	0	13626	£40.00	£35.15	£686,166.43	£602,968.75

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	282	
Total chargeable amount	£12,502,218.22	£2,679,639.85

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

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

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



DECISION NOTICE – APPROVAL

Application No: 17/3213

To: Miss Paula Carney
WYG
London

W1G 9NY

I refer to your application dated **17/07/2017** proposing the following:

Full planning application for the construction of a building ranging between 3 to 22 storeys (and basement level) comprising of 458 residential units, 285sqm of commercial floorspace (Use Class A1, A2 or A3) and/or community use floorspace (Use Class D1) and/or leisure floorspace (Use Class D2), and/or Office floorspace (Use Class B1) 77 coach parking bays, 202 disabled car parking spaces, 141 standard car parking spaces, cycle storage, refuse provision, landscaping and servicing provision (and associated infrastructure).

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

at **Land east of Wembley Stadium (Plot E05), First Way, Wembley**

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

Date: 05/12/2017

Signature:

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

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

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

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

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

LOCATION PLANS

E05X - ZZ - DR - A - 2_0005 Rev. P1	Site Plan - Existing	1:1250	A1
E05X - 0G - DR - A - 2_0006 Rev. P1	Block Plan - Existing	1:500	A1
E05X - ZZ - DR - A - 2_0007 Rev. P1	Block Plan - Proposed	1:500	A1

SITE BUILDING PLANS

E05X - 0B - DR - A - 2_0009 Rev. P1	Site Plan - Basement	1:250	A1
E05X - 0G - DR - A - 2_0010 Rev. P1	Site Plan - Ground	1:250	A1
E05X - 01 - DR - A - 2_0011 Rev. P1	Site Plan - Level 01	1:250	A1
E05X - 02 - DR - A - 2_0012 Rev. P1	Site Plan - Level 02	1:250	A1
E05X - 03 - DR - A - 2_0013 Rev. P1	Site Plan - Level 03	1:250	A1
E05X - 04 - DR - A - 2_0014 Rev. P2	Site Plan - Level 04	1:250	A1
E05X - 05 - DR - A - 2_0015 Rev. P1	Site Plan - Level 05 - 08	1:250	A1
E05X - 09 - DR - A - 2_0019 Rev. P1	Site Plan - Level 09	1:250	A1
E05X - 10 - DR - A - 2_0020 Rev. P1	Site Plan - Level 10	1:250	A1
E05X - 11 - DR - A - 2_0021 Rev. P1	Site Plan - Level 11	1:250	A1
E05X - 12 - DR - A - 2_0022 Rev. P1	Site Plan - Level 12 - 15	1:250	A1
E05X - 16 - DR - A - 2_0026 Rev. P1	Site Plan - Level 16	1:250	A1
E05X - 17 - DR - A - 2_0027 Rev. P1	Site Plan - Level 17	1:250	A1
E05X - 18 - DR - A - 2_0028 Rev. P1	Site Plan - Level 18 - 21	1:250	A1
E05X - 22 - DR - A - 2_0032 Rev. P1	Site Plan - Level 22	1:250	A1
E05X - 22 - DR - A - 2_0033 Rev. P1	Site Plan - Roof Level	1:250	A1

SITE ELEVATIONS

E05X - ZZ - DR - A - 2_0050 Rev. P1	Site Elevation - North	1:200	A1
E05X - ZZ - DR - A - 2_0051 Rev. P1	Site Elevation - East	1:200	A1
E05X - ZZ - DR - A - 2_0052 Rev. P1	Site Elevation - South East	1:200	A1
E05X - ZZ - DR - A - 2_0053 Rev. P1	Site Elevation - South	1:200	A1
E05X - ZZ - DR - A - 2_0054 Rev. P1	Site Elevation - Internal North West	1:200	A1
E05X - ZZ - DR - A - 2_0055 Rev. P1	Site Elevation - West	1:200	A1
E05X - ZZ - DR - A - 2_0056 Rev. P1	Site Elevation - Internal East	1:200	A1
E05X - ZZ - DR - A - 2_0057 Rev. P1	Site Elevation - Internal West	1:200	A1
E05X - ZZ - DR - A - 2_0058 Rev. P1	Site Elevation - South West	1:200	A1

SITE SECTIONS

E05X - ZZ - DR - A - 2_0060 Rev. P1	Site Section A-A	1:200	A1
E05X - ZZ - DR - A - 2_0061 Rev. P1	Site Section B-B	1:200	A1
E05X - ZZ - DR - A - 2_0062 Rev. P1	Site Section C-C	1:200	A1

SUPPORTING DOCUMENTS

Air quality assessment, prepared by Air Quality Consultants, July 2017

Daylight or Sunlight assessment, prepared by GVA, June 2017

Design & access statement prepared by PRP, July 2017

Environmental Statement prepared by Burohappold, September 2015

Flood Risk Assessment for Wembley Plot E05, Site Flood Risk & Drainage Strategy, Project no 035585, Date 26 April 2017

Noise and Vibration Environmental Impact Assessment REPORT 7701/EIA Prepared: 14 July 2017 Revision Number: 3

Summary of Consultation Activity 07 July 17

Transport Assessment prepared by WSP. REPORT No. 70027383-002 July 2017

Tree Constraints Report Ref: QTN/WBY/TCR/01a prepared by Landmark Trees 6th October 2015

Operational Waste Management Plan 035585 Revision 01 prepared by Burohappold Engineering 7 July 2017

Construction Method Statement FM-CM-100 (01) by SISK Builders Contractors

Burohappold Engineering Addendum Utilities Statement: Project Wembley Plot E05; Subject Site Utilities Strategy; Project no 035585; Date 25 April 2017

Burohappold Engineering Wembley E05 Remediation Method Statement 035585 30 June 2017 Revision 01

E05 - Environmental Plan Rev B 30/06/2017 by SISK Builders Contractors

Burohappold Energy and Sustainability Statement 035585 Revision 03 17 July 2017

SISK Piling Method Statement Sisk RAMS NO: 001 Revision A

Wind Microclimate Study, prepared by BTM Fluid Mechanics Ltd, 5th July 2017

Ground Contamination Interpretative Report, prepared by Ramboll UK, 23rd May 2017

Technical Note (Response to LBB Comments October 2017, dated 09/10/2017)

Stage 1 Road Safety Audit Ref: RSA1-001 dated July 2017

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

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

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

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

Reason: In the interests of pedestrian and highway flow and safety

- 5 A minimum of 10 % of the total number of residential units shall be provided as wheelchair accessible or adaptable homes unless otherwise agreed in writing with the Local Planning Authority.

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

- 6 Prior to the commencement of works, the developer or constructor shall join the Considerate Constructors Scheme and shall adhere to the requirements of the Scheme in relation to the construction of the development throughout the period of construction.

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

- 7 Details of materials for all external work (including samples which shall be made available for viewing at an agreed location) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced to the superstructure of the approved

development. The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

- 8 Prior to the commencement of works to the superstructure as hereby permitted, details of any CCTV shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to first occupation of the approved development.

Reason: In the interests of safety and security.

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

Reason: In order to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community

- 10 Prior to the construction of the superstructure a detailed landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. Such landscaping work shall be completed prior to first use or occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

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

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

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

- 11 Prior to the commencement of works to the superstructure of the building details of the on-plot connections to a future District Heat Network and relative to the indicative or actual routing of the network in accordance with the approved Addendum Utilities Statement dated 07.07.2017 shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development.

- 12 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10 dB (A) below the measured background noise level when measured at the nearest noise sensitive premises. Prior to the installation of plant, an

assessment of the expected noise levels of any plant shall be submitted to and approved in writing by the Local Planning Authority. The assessment should be carried in material compliance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound' and shall include any mitigation measures necessary to achieve the above required noise levels. The plant shall thereafter be installed and maintained in material compliance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect acceptable local noise levels.

- 13 Notwithstanding the plans hereby approved, no less than 14 dedicated disabled parking bays shall be provided within the residents car park. Updated plans demonstrating the provision of 14 disabled parking bays shall be submitted to and approved by the Local Planning Authority prior to superstructure works commencing on the site. The details so approved shall be retained and maintained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure there is adequate wheelchair accessible parking in line with London Plan policy 6.13 and in the interests of proper planning.

- 14 The uses hereby approved shall not commence until a detailed Delivery and Servicing Plan (including details of a pre-booking system for servicing vehicles) has been submitted to and approved in writing, by the Local Planning Authority which shall include further details to demonstrate how the different servicing demands will be appropriately managed on site. Thereafter the approved plan shall be implemented in full for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of pedestrian and highway safety, and to protect residential amenity.

- 15 Prior to the commencement of any construction works on the site (save for demolition, site clearance and those details as previously approved under any appropriate early works application(s)) a Construction Logistics Plan, including but not limited to detailed measures of how construction related traffic is to be managed, shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in full thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to mitigate the impact of the development on local highway conditions during the works.

- 16 A Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any construction works on site (save for demolition, site clearance and those details as previously approved under any appropriate early works application(s)). The approved Statement shall be fully implemented thereafter in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To limit the detrimental effects of noise and disturbance from demolition / construction works on adjoining sites and nearby residential occupiers.

- 17 A Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved, and the plan shall thereafter be implemented in full for the life of the development. The Plan shall include:

- (a) details of the car park design and management, including details of car park charging structures for Stadium event days and non-event days, means of payment and enforcement, electric vehicle charging points, entry and exit barriers, lighting, security and management; and
- (b) Accreditation of the car park through the Park Mark scheme;
- (c) Provision of a minimum of 14 wide disabled parking spaces within the basement car park;

- (a) Approval of further details of bicycle parking in accordance with London Plan standards
- (a) Details as to how the Management Plan ties in to the wider SEPMP for Wembley Park.

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

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

INFORMATIVES

- 1 A Wembley Stadium major event is any event with a projected capacity of at least 10,000 people.
- 2 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 3 Advertisement consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
 - (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings
- 4 Attention is drawn to the provisions of s151 of the Highways Act 1980, which requires that all construction vehicles leaving the site must be cleansed as necessary to avoid depositing mud and other material onto neighbouring roads.
- 5 Superstructure is defined the part of a building above its foundations.
- 6 The applicant is advised that they need to agree all highway works with Brent Council's Highway & Infrastructure service through the S38/S278 Agreement for the development and to ensure a Stage 1/2 Road Safety Audit is undertaken for the proposed loading bay.
- 7 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 8 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 9 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 10 Thames Water Waste Comments
Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Thames Water Surface Water Drainage Comments

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

Thames Water Ground Water Comments

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

Any person wishing to inspect the above papers should contact Colin Leadbeater, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 0208 937 2232

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 December, 2017
09
17/3151

SITE INFORMATION

RECEIVED	14 July, 2017
WARD	Tokyngton
PLANNING AREA	Brent Connects Wembley
LOCATION	Former VDC and Careys site, South Way, Wembley, HA9 OHX
PROPOSAL	Coach park to provide 290 coach parking spaces (or up to 1,015 car parking spaces) (Sui-Generis Use) over two levels (lower ground and upper ground floor levels) and car park to provide 734 car parking spaces (Sui-Generis Use) over five levels above (first to fifth floor levels) on the western portion of the application site along with associated hard and soft landscaping and access arrangements.
APPLICANT	Quintain Ltd
CONTACT	WYG
PLAN NO'S	Please refer to condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_135361</p> <p><u>When viewing this as a Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "17/3151" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

RECOMMENDATION That members resolve to grant planning permission subject to conditions and the completion of a satisfactory Section 106 legal agreement and subject to the Stag 2 referral to the Mayor of London.

Section 106 Heads of Terms

1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance;
2. Safeguarding of land along the north-western frontage of the site for highway widening in accordance with Map 20.4 of the Wembley Area Action Plan;
3. Works to enable the repositioning of the bus stop away from the eastern frontage of the site and provision of a new bus shelter, or the payment of contributions for this work to be undertaken, in order to facilitate safe egress from the proposed coach park;
4. Provision of funding towards a study of future arrangements for the one-way system within Wembley Industrial Estate; with the aim of introducing an alternative inbound route to the area from the North Circular Road via Fifth Way; widening and resurfacing of the southern footway of South Way to the front of Pop-In Centre and provision of enhanced variable message signing and CCTV coverage, to assist with the safe management of crowds between this site and Wembley Stadium;
5. The construction of the proposed site accesses and removal of all existing redundant site accesses at the developer's expense through an agreement under S38/S278 of the Highways Act 1980 prior to use of the site;
6. That the developer joins and adheres to the Considerate Constructors Scheme;
7. To work with the College of North West London, or other similar body as notified by the Council, to ensure that construction related and/or work based training opportunities target local students; to submit details of the Construction Liaison Officer, or equivalent, and HR/Audit Officer, or equivalent, to the Council and to have these officers in position for the duration of construction of this development;

That the Head of Planning is delegated authority to negotiate the precise wording of the legal agreement indicated above.

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

Conditions

1. Time Limit for commencement
2. Approved drawings/documents
3. Compliance with the Stadium Event Parking Management Plan
4. Details of materials to be approved
5. Details of lighting
6. Landscape works and details
7. Flood Risk Assessment and drainage strategy
8. Details of car and coach park design and management
9. Details of measures to minimise impacts of emissions from vehicles
10. Construction Logistics Plan
11. Construction Method Statement
12. Site investigation and Remediation Strategy
13. Verification Report (contamination)
14. Piling Method Statement

Informatives

1. Phased development for purposes of CIL Regulations
2. Definition of superstructure
3. Liaison with Chiltern Railways
4. Thames Water advice concerning construction near public sewers
5. Thames Water advice concerning Groundwater Risk Management Permit
6. Thames Water advice concerning surface water drainage


7. Applicant is notify the Council's Highways and Infrastructure Service prior to commencement and provide a photographic survey of the highway;
8. Maximum standards for fire safety
9. Brent Council encourage the payment of the London Living Wage

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

That, if by 3 months of the committee date the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

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

SITE MAP

	Planning Committee Map
Site address: Former VDC and Careys site, South Way, Wembley, HA9 OHX	
© Crown copyright and database rights 2011 Ordnance Survey 100025260	



This map is indicative only.

PROPOSAL IN DETAIL

The proposal for the VDC and Careys site comprises a coach park to provide 290 coach parking spaces (sui generis use) over two levels (lower ground and upper ground floor levels) and a car park to provide 734 car parking spaces (sui generis use) over five levels above (first to fifth floor levels) on the western portion of the application site. The proposed development would have a total gross internal floorspace of 29,942sqm. The application also includes details of associated hard and soft landscaping and access arrangements.

Vehicular access to the coach and car park would be from South Way. As part of the proposals, access to the tracks and maintenance shed would be retained for Network Rail.

Massing and Design

The proposals consist of a coach park to accommodate two levels of parking, with a five storey multi-storey car park set above this on the western section of the site. The multi-storey car park would be around 125 metres wide from its east to its west end and would feature concrete cores up to around 22 metres in height connected by a perforated metal clad façade which would be up to around 19 metres high. The coach parking area on the eastern section of the site would be of a similar design featuring concrete cores and perforated metal cladding, but it would be a maximum of around 10 metres above ground level to the top of the highest concrete core and around 8.5 metres to the top of the metal cladding. The upper deck of coach parking would be lit by 8 metre high lighting columns.

Coach Parking

Parking for 290 coaches, to support Stadium event days, would be located at the eastern side of the site, on the area known as Careys. The coach parking element of the new proposal is similar to the previously consented scheme, with both schemes designed to accommodate 290 coaches. In both schemes, the design and layout is heavily influenced by the existing topography of the site and the lower ground and upper ground floor layouts of both proposals are very similar. However, the new proposal would have wider site access points for use on event days and this would allow for easier coach manoeuvrability and more efficient parking.

Car Parking

Car parking spaces for 734 cars would be provided within a five level, multi-storey car park on the western side of the site referred to as the VDC site. The car park would be accessed by a two way vehicle ramp adjacent to the western boundary of 'Midnight Motors' which would provide access to each floor via the eastern end of the car park.

Hard and Soft Landscaping

Some soft landscaping is proposed to the front of the site which would help soften the impact of the built structures on the street scene. To the front of the VDC section of the site, a range of trees are proposed, set within evergreen groundcover to maintain adequate sight lines. A row of moveable timber planters are proposed to the front of the Careys section of the site and along two sections of the VDC frontage. These would contain mature, evergreen flowering plants and evergreen groundcover interplanted with seasonal bulbs and perennials. A small amount of planting is proposed along the southern edge of the site adjacent to existing planting on the railway embankments which falls outside the application site. The proposed hard landscaping comprises coloured bitumen, tarmac and concrete pin kerbs.

EXISTING

The site area is 1.76 hectares and comprises brownfield land, currently used as a surface level coach and/or car park. It is largely loose gravelled and hard surfaced with areas of scrub. The land lies to the immediate east of the Popin site and to the immediate west of Carey House. Motor repair units are situated within a broadly triangular plot, between the east and west sections of the application site on its northern side. Like the application site, these are to the south of South Way. The Chiltern Railway Line runs to the south and on the other side of the railway tracks are the rears of the residential properties of Park View. The application site is situated within the Wembley Industrial Estate. The eastern elements of the site are within a designated Strategic Industrial Location whilst the western part is not. The land between the site and the railway tracks is a designated site of Grade I Importance to Nature Conservation and Wildlife Corridor and this designation extends partially into the southern part of the site. There are no conservation areas or listed buildings in proximity to the site.

It is unlikely that passengers from the coach park or MSCP would need to access public transport interchanges for onward travel, however, it is noted that the public transport access level (PTAL) of the site is 1b for the central part of the site and 2 for its eastern and western sections (out of 1 to 6 with 1 being the lowest and 6b being the highest). There are two bus services operating in the vicinity of the site: bus route 206 and 92, which have frequencies of 5 and 7.5 vehicles per hour respectively. The nearest rail/underground stations are Wembley Stadium to the west of the site and Wembley Park station to the north of the site. Both stations are, however, outside of 12 minutes' walk of the site.

The nearest strategic road is the North Circular Road (A406) which forms part of the Transport for London Road Network (TLRN); approximately 1.4 kilometres to the east of the site. Access to/ from the North Circular Road (A406) is via South Way and Great Central Way, both borough roads.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. 4 objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

- **Principle of use and development:** The proposed uses are coach parking and car parking facilities which would serve visitors to Wembley National Stadium. The principle of development for the proposed use has been established by the extant consent (15/5615) and the proposals aim to provide a more refined and effective approach to providing Wembley Stadium match day coach and car parking and improve the efficiency of the event day crowd movement to and from the site. The development proposal would facilitate the delivery of the wider aims and objectives of the Wembley Area Action Plan 2015 (WAAP) and the delivery of the London Plan OAPF Wembley policy target for 11,000 jobs and a minimum 11,500 new homes across the Opportunity Area.
- **Representations Received:** Representations were received from the occupiers of four residential properties situated on the opposite (southern) side of the railway from the site in response to the consultation, citing concerns regarding noise, pollution, daylight and sunlight, privacy, outlook, light pollution, ecology and tree loss, and that the additional car park was considered to be unnecessary.
- **Scale, Layout and Appearance:** The scale and layout of the proposed scheme is considered to be acceptable within the context of the surrounding area which comprises principally commercial, light industrial and warehouse buildings of between around 4 and 11 metres in height. The building is required to perform the specific function of accommodating cars and coaches used by Wembley Stadium visitors and allowing the safe and efficient flow of passengers from the parking facilities as they head towards the Stadium and their subsequent return. It is considered that the layout of the site and the parking areas would enable this successfully. The overall finished appearance of the development is considered to be acceptable in design terms and in keeping with the surrounding area.
- **Highways:** The car and coach parking layout, the access, egress and manouevring arrangements and associated highways related matters are considered to be acceptable, subject to a number of planning conditions and Section 106 agreement obligations.
- **Light, Noise and Air quality:** The proposal does not result in additional traffic as it provides an alternative location for Wembley Stadium Car parking and does not look to provide additional parking beyond the levels approved through the stadium consent. The site is some distance from the nearest sensitive premises and a condition is recommended to secure measures to limit the potential impacts of emissions from the car park itself. The submission demonstrates that it will not result in unduly detrimental impacts from lighting.

Trees and ecology: The site adjoins a Grade I Site of Importance to Nature Conservation and Wildlife Corridor. However, the land immediately adjoining the site is of limited ecological value. There are no trees worth of retention within the site and the proposal includes additional planting, including tree planting. The submission demonstrates that the proposal will have a slight long term positive impact on ecology.

RELEVANT SITE HISTORY

15/5615 Granted 23.12.16

Erection of building, associated hard and soft landscaping and other associated works and access to provide a dual level coach and car parking facility with a capacity of up to 290 coaches and subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as Amended.

Temporary use of land for car and coach parking for a period of five years.

CONSULTATIONS

Press Notice: 03/08/2017

Site Notice: 01/08/2017

The owners/occupiers of 248 nearby and neighbouring properties were notified of the development on 25/07/2017.

Four representations from residential properties situated on the opposite (southern) side of the railway had been received at the time of writing this report. These are discussed later within the Consultations section of this report.

Internal Consultees:

Transportation

Various conditions and Section 106 obligations recommended. Comments are presented and discussed within the Detailed Considerations section of this report.

Environmental Health

Report submitted provides a detailed desk study and risk assessment of the site. Environmental Health Officer is satisfied with the conclusions and recommendations for further site investigation.

Public Safety Manager

No comments to make on this application.

Lead Local Flood Authority

The drainage details meet our requirements. Recommend condition requiring a Flood Risk Assessment and drainage strategy to be submitted to and approved in writing by the Local Planning Authority and requiring the scheme to be implemented prior to the commencement of the approved use.

External Consultees:

Network Rail

The developer has signed an asset protection agreement with Network Rail and therefore as long as they continue to liaise with Network Rail there are no comments from a town planning perspective. As part of the proposals, access is retained for Network Rail to the tracks and a maintenance shed.

Chiltern Railways

No objections to the proposals. However, they request that we are liaised with during the construction phase to ensure that any works do not disrupt the flow of traffic and deliveries to the Chiltern Railways depot. An informative is proposed to this effect.

Wembley National Stadium Limited

The provision of parking on the former VDC/Careys site is critical to Stadium operations, with two way flows on the eastern estate roads required to ensure access for residents, commercial properties and spectators is safe and protected. At present, the commitment to two way working is included in the Wembley Area Action plan (WAAP, January 2015), but has yet to be delivered. The interim solution has been temporary traffic management at significant cost to the Stadium. We seek a commitment that permanent two way flows will be

implemented in parallel with the delivery of the new car park and suggest the investment of Community Infrastructure Levy that will be secured from these applications is prioritised for this. If the permanent two way flows are not implemented by the time of opening of the new Pink Car Park, we seek a commitment that temporary traffic management will be implemented by and at the cost of the applicant/LBB where required by the Stadium on event days. We would like this to be a condition on the application.

This is discussed later in this report.

Thames Water

Piling Method Statement required. It is recommended that a condition is attached. Require developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. It is recommended that an informative is attached. Require submission of drainage strategy detailing any on and/or off site drainage works. It is recommended that a condition is attached.

Metropolitan Police

Designing Out Crime Officer – keen to ensure that the car park reaches Park Mark award standard. This matter is discussed within the Detailed Considerations section of this report.

Greater London Authority Stage 1 response

Within their Stage 1 response, the GLA advised that whilst the principle of the proposal was supported, the application did not comply with the London Plan in two areas, but these deficiencies could be addressed by the remedies recommended:

- **Transport:** The overall level of parking across Wembley Stadium car and coach parks will not increase beyond what already has permission. There is concern that the intensification of parking provision on the site could alter the rate of dispersion of traffic particularly post event, and as such TfL will fully explore opportunities for monitoring and managing post event traffic scenarios with the applicant and the Council.

The applicants have subsequently provided further information to the GLA regarding monitoring arrangements and traffic flow assessments. These are discussed in further detail in the Transportation section of this report within paragraphs 66 to 102.

- **Air quality:** The applicant must provide further information demonstrating how the proposals meet London Plan policy requirements relating to air quality.

The applicants have subsequently submitted to the GLA further information relating to air quality and this is discussed in the Air Quality section of this report (from paragraphs 119).

The GLA also requested that details of vehicle and pedestrian management for each event, considering the specific risks, requirements and mitigations, are determined on a case by case basis. The approach to management would be secured in a 'Stadium Event Parking Management Plan' (as secured through the overarching Wembley Masterplan consent 15/5550), and 'Event Specific Management Plan' (as secured through the Stadium's 2003 permission) to be submitted to the Council for approval in consultation with TfL. The GLA confirm that this approach is supported, and should form part of any future grant of planning permission, to include monitoring of event day highway impacts and any subsequent mitigation.

Representations from local residents

Letters of objection were received from the residents of four properties in Park View, to the south of the site on the opposite side of the railway tracks. These objections are summarised below, along with the Council's response:

Objection	Response
Increase in noise generated	<ul style="list-style-type: none"> • Please see Noise section (paragraphs 114-116)
Increase in pollution and adverse impact on air	<ul style="list-style-type: none"> • Please see Air Quality section (paragraphs 119-124)

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quality	
Impact on daylight and sunlight reaching residential properties	<ul style="list-style-type: none"> • Please see Impact on Residential Amenity section (paragraph 58-61)
Invasion of privacy of neighbouring residents	<ul style="list-style-type: none"> • Please see Impact on Residential Amenity section (paragraph 58-61)
Impact on outlook from neighbouring properties and sense of enclosure the built structure would create	<ul style="list-style-type: none"> • Please see Scale and Appearance sections (paragraphs 38-57 and paragraph 62)
Increase in light pollution	Please see Lighting section (paragraph 117-118)
Additional coach park is unnecessary given improvements in public transport and availability of other large car parks close by	<ul style="list-style-type: none"> • Please see Context and Land Use sections (paragraphs 2-21)
Negative impact on ecology – site is currently a natural habitat for birds, insects and animals	<ul style="list-style-type: none"> • Please see Ecology and Trees section (paragraphs 125-131)
Tree loss	<ul style="list-style-type: none"> • Please see Ecology and Trees section (paragraph 125-131)

POLICY CONSIDERATIONS

The Development Plan in force comprises:

Brent LDF Core Strategy 2010

Brent Development Management Policies Document 2016

Wembley Area Action Plan 2015

London Plan (Consolidated with Alterations since 2011) March 2016

The following are also relevant material considerations in the determination of the current application:

National Planning Policy Framework 2012 (NPPF)

Technical Guidance to the National Planning Policy Framework

National Planning Practice Guidance (NPPG)

Brent Site Specific Allocations DPD 2011

Brent Supplementary Planning Guidance 17 Design Guide for New Development

Brent Supplementary Planning Document S106 Planning Obligations

In addition, the emerging Draft Brent Design Guide SPD1 (July 2017) has been subject to public consultation and once adopted will supersede SPG17. This document is afforded weight in the determination of planning applications as it has been subject to public consultation.

DETAILED CONSIDERATIONS

1. Context

2. The applicants, Quintain Limited, have contractual obligations to Wembley National Stadium Limited to provide car and coach parking for Wembley Stadium events. The obligation requires parking for 458 coaches, 43 mini-buses and 1,200 cars (or a combination thereof not to exceed the equivalent space for 2,900 cars in total). The quantum was originally permitted in 2002 as part of the Planning Permission for Wembley Stadium (Ref. 99/2400 granted 23.08.2002) and has been carried through into subsequent relevant planning applications, and represented a significant decrease in the level of parking from that of the previous stadium. Planning permission was granted for a dual level coach facility for 290 coaches on the VDC Careys site (ref: 15/5615) on 23 December 2016. This permitted provision allowed Quintain Ltd to meet its contractual obligation.

3. On 22 June 2017, planning permission was granted for the use of the surface area of the site for car and

coach parking (ref: 17/1483) for a period of five years.

4. Land Use

5. The current proposals for the VDC/ Careys site seek to revise the existing extant consented scheme for a dual level parking facility by providing space for a maximum of 290 coaches with the addition of a car park structure within the site with a capacity for 734 cars and a total GEA of 26,748 sq.m. The use of the VDC Careys site, plot E05, plot E03 and the red car park for stadium car and coach parking would enable the applicant to meet their legal obligation to provide car and coach parking for Wembley Stadium events in accordance with the original planning permission for Wembley Stadium (Ref. 99/2400).

6. The current proposals aim to provide a more refined and effective approach to providing Wembley Stadium match day coach and car parking, to improve the efficiency of the event day crowd movement to and from the site, and to improve the rate of egress for event day traffic compared to the previously approved development proposals. The proposals would also remove a large number of these car parking spaces from Plot E05 and in doing so, allow the provision of additional homes within that plot. It therefore indirectly contributes towards the delivery of the wider aims and objectives of the Wembley AAP (the area OAPF) and the delivery of the London Plan OAPF Wembley policy target for 11,000 jobs and a minimum 11,500 new homes across the Opportunity Area.

7. The alternative car and coach parking strategy is the result of ongoing discussions between Wembley National Stadium Limited (WNSL), the London Borough of Brent and the GLA. This strategy comprises:

(a) Plot E05 to provide:

- 77 coach parking spaces at ground level; and
- 202 DDA spaces across two levels;

(b) VDC/Careys to provide:

- 290 coach spaces in a dual level facility; and
- 734 car spaces in a multi-level facility.

(c) Plot E03 (adjoining Plot E05) (ref. 17/0016) and the Red multi-storey car park to the west of the Stadium, to accommodate the remainder.

The consented and proposed car and coach parking is summarised in the table below:

	Consented position			Current proposals		
	E03/E05	VDC Careys	Red Car Park	E03/E05	VDC Careys	Red Car Park
Event Day Coach Parking	168	290	-	168	290	-
Event Day/Commercial Car Parking	1,642	-	424	202	734	414
-Standard Bays	1,538		396	0	734	366
-Disabled Bays	104		28	202	0	48
Cars in Coach Park for Car Max	588	1015	-	588	1015	-

8. The key aims of the revised strategy are summarised below:

9. VDC and Careys site:

- To create a new multi-storey car park on the VDC Careys site and two levels of Coach Parking (to be known as the Pink Parking).
- The new Pink Parking facility would be located to the east of any South Way event day road closure and (required for stadium pedestrian movement), allowing traffic to egress to eastwards towards Great Central Way and the North Circular Road.
- Coaches would egress eastwards from the VDC Careys site (as in the permitted scheme); however, it is proposed that both existing South Way lanes would be eastbound only on event days, feeding directly into Great Central Way.

10. E05 site

- To significantly reduce the capacity of the Bue multi-storey car park to 202 DDA cars located above the retained Green Coach Park. This proposed development, known as E05, is currently under consideration by your officers (ref. 17/3213).
- The 202 DDA parking spaces within E05 would be over two levels and the upper level connected via a footbridge to the Wembley Stadium Concourse providing step free access at this level.
- The DDA spaces would be served by three lifts connecting the Concourse level (level 3 of E05) to the lower DDA level and ground level (one on the eastern side and two on the western side).
- As a result of the reduction in the amount of car parking on Plot E05 it is possible to propose more residential development on Eastern Lands above the Coach and Car Parking, using a similar development form as the adjoining E03 'Canada Court' development.

11. Traffic circulation

- With a reduced number of vehicles in Blue Car Park (now DDA only) and Green Coach Park, only one lane of First Way and Fifth Way would be required to allow vehicles to travel eastwards. As a result, it is proposed to allow First Way and Fifth Way to operate as two way routes on events days.
- Existing residents and businesses wanting access into the area during the egress period after an event would be able to use Hannah Close, Atlas Road and connect with Fifth Way and First Way, replacing the route that currently exists along South Way.
- By enabling a route back into the estate, access can be provided to residents' car parking.

12. This strategy is in line with the strategy set out within the report: 'Stadium Event Parking Management Plan 5th June 2017 to April 2018 (dated May 2017)' which was approved in June 2017 following consultation with the Council, Stadium, Quintain and TfL.

13. *Policy Considerations relating to the principle of the use*

14. Wembley is designated as an Opportunity Area and a Growth Area in the London Plan 2015, as amended, and in the Brent Core Strategy of 2010. Brent's Wembley Area Action Plan (AAP) of 2015 sets out planning policy to encourage significant mixed use development across the Wembley estate.

15. The western element of the site is not within the designated Strategic Industrial Location (SIL) designation. However, the eastern element of the site is currently situated within a designated Strategic Industrial Location. Policy 2.17 of the London Plan, as amended, states that development proposals in such locations should fall within a range of specified broad industrial type activities, be part of a strategically co-ordinated process of SIL consolidation through an Opportunity Area Planning Framework or development plan documents, be for employment work space or provide small scale services for industrial occupiers such as work place crèches or cafés. The specified broad industrial type activities include 'some transport related functions'. Part C of the policy states, 'Development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities.' In view of its role and function, it is considered that the current development proposal would not compromise the integrity or effectiveness of the surrounding area in accommodating industrial type activities.

16. The Wembley Area Action Plan 2015 (para 5.5), acknowledges that the opening of the new Stadium in

2007 gave a major boost to the local economy, and it was assumed that most new jobs would be delivered by the regeneration of the area around the Stadium, on Quintain Ltd land. As such the relationship between proposals on the VDC Careys site and the wider Quintain Ltd land is acknowledged. It is also noted that proposals consented under the Wembley Park Masterplan (under ref: 15/5550) incorporate up to 82,000 sqm of B1 floorspace. Furthermore, both the construction and end use phases of both this site, and those related to it such as E05, would provide job opportunities.

17. The Wembley Area Action Plan highlights that it may be necessary to provide coach parking in a location that is up to 960 m from the centre of the Stadium, subject to certain provisions. Wembley AAP Site Allocation W29 highlights land to the north of the application site as being potentially appropriate as a “satellite” coach park if replacement or additional coach parking is needed. It states that a dedicated, safe pedestrian route should be provided and that any new coach park should be used for non-parking activities on non-event days.

18. The majority of the land subject to site allocation W29 has now come forward as a Costco Retail club and is not available for the provision of stadium coach parking. This allocation refers to the Costco site as a potential location, but does not specify that it is the only possible location, and policy WEM 17 sets a clear framework for the selection of a coach parking location, which is detailed below. Alternative uses are not proposed for non-event days at this point in time. However, the proposed coach park may be suitable for certain activities, such as the HGV driver training that was previously sometimes undertaken on the green car park when it was in use as a car park. Allocation W29 establishes that a satellite coach park is acceptable in principle within a designated SIL. Although the current proposal includes car parking in addition to coach parking, the previously approved coach parking quantum is retained and the car parking provision is in addition to this. It is considered that this use is therefore more intensive, utilising the land available more effectively, but it is not materially different in function. The proposed provision of this Stadium related parking facility is therefore considered to be acceptable in principle within this location, and two extant planning permissions have been issued for such use (one permanent – 15/5615 and one temporary, for a period of five years – 17/1483).

19. The Wembley Area Action plan acknowledges the difficulties associated within the provision of stadium car and coach parking and establishes a framework for the provision of stadium coach parking. Adopted policy WEM17 specifies that any new facility should:

- Be within 960m crow fly distance from the centre of the Stadium;
- Vehicular access and egress from the coach park must not conflict with event day pedestrian movements
- Have an appropriately sized dedicated pedestrian route to the Stadium
- Be easily accessible from the major highway network especially the North Circular Road
- Be located away from the town centre to avoid the need for coaches to use town centre roads
- Be sufficiently large to allow coaches to manoeuvre easily
- Be flexible to allow use by cars if required

The coach park proposed within this application is a maximum of approximately 640 m from the centre of the Stadium, and approximately 365 m at its closet point (as the crow flies). It therefore complies with the distance set out within Policy WEM17. By way of comparison, Wembley Park underground station is approximately 790 m from the centre of the stadium.

20. The policy also specifies that vehicle access and egress from the coach park should not conflict with event day pedestrian movement, and that the coach park should have an appropriately sized dedicated pedestrian route to the stadium. This is discussed in detail within the Highways section of this report. However, in summary, the Council’s Highways officers have commented that the previously approved scheme for coach parking on this site recognised a need to close all or part of South Way to traffic before or after events if the number of coaches parked on the site is significant. The relocation of 734 car parking spaces into a multi-storey car park above the coach park would increase pedestrian movement along South Way before and after events by an estimated 2,000 spectators (approximately equal to 2.7 per car). In relation to the volume of coach passengers for a fully utilised coach park (14,500), the increase in pedestrian movement is not particularly significant so would not require any alterations to the traffic and pedestrian management measures that were previously considered, although it may increase the occasions when they need to be implemented. The coach park is situated away from the town centre, and coaches would travel to the North Circular Road through the industrial estate. The applicant has provided information showing that coaches can manoeuvre within the coach park safely effectively. In addition to the 734 cars which could be accommodated in the proposed multi-storey car park, the proposed coach parking levels have been designed so that they could accommodate either 290 coaches or 1,015 cars.

21. It is therefore considered that the coach parking proposals within this application accord with Wembley AAP policy WEM 17.

22. Layout, Landscaping, Scale and Appearance

23. Car/coach park layout

24. The layout of the site has been influenced by a range of factors including the quantum of parking spaces to be achieved, the site shape, varying ground levels, the existing buildings to the north and the access and egress points required for vehicles and pedestrians.

25. The multi-storey car park would comprise 5 levels of parking with provision for 734 cars. It would be accessed by a two way vehicle ramp adjacent to the western boundary of 'Midnight Motors' which would provide access to each floor via the eastern end of the car park. The car park would include ten escape cores providing a safe escape strategy. Associated plant comprising sprinkler tanks and pumps and an electrical switch room would be located on the upper floor level under the vehicle ramp. The layout of the car park is discussed under the Council's Transportation Officer's comments within paragraphs 85 to 94 of this report. He concludes that the proposed layout of the car park complies with design guidance (subject to further clarity on the ramps and access barriers).

26. It is also essential that the car park gains Park Mark accreditation as a safe car park and this would require adequate lighting and security (cameras, staffing and so on). The applicants have confirmed that the design is incorporating features to enable it to achieve the Park Mark Scheme standard and they will liaise with the Metropolitan Police Designing Out Crime Officer on the scheme.

27. Landscaping, Scale and appearance

28. Landscaping

29. The existing vegetation to the southern boundary of the application site is on third party railway land and would therefore not be altered by the proposed development.

30. Given the nature of the use and the number of vehicles that the site must accommodate, the site is dominated by hard surfacing to be used for vehicular access and parking. Nevertheless, a range of soft landscaping features are proposed. Soft landscaping comprising a mix of birch, cherry and evergreen pine trees and evergreen ground cover is proposed to the front of the VDC section of the site. Rows of moveable timber planters are proposed to the front of the Careys section of the site and along two sections of the VDC frontage, which would contain mature, evergreen flowering Rhododendron species and evergreen Ericaceous groundcover interplanted with seasonal bulbs and perennials. On Stadium event days, the planters are proposed to be relocated to the upper ground level areas where they would be visible in views from the south. A small amount of planting is proposed along the southern edge of the site adjacent to existing planting on the railway embankments which falls outside the application site. These measures would help soften the appearance of the coach park in views from the surrounding area.

31. The hard landscaping proposed is principally coloured bitumen, tarmac and concrete pin kerbs.

32. Whilst officers would have preferred to see more soft landscaping within the proposal, it would not be feasible to provide this due to the nature of the use and the facilities that need to be provided, such as the Security Check Point. These proposals are therefore considered acceptable given the physical limitations and functional role of the site. A condition is recommended requiring the submission of a scheme detailing soft and hard landscaping proposed to be submitted for approval prior to the commencement of works on the superstructure of the development, to ensure a satisfactory appearance and setting for the proposed development.

33. Scale

34. The motor repairs units situated to the north of and between the VDC and Careys sections of the site are single and two storey and between around 4 and 7 metres in height. The commercial storage facility, 'Access Self Storage' to the north and north west is three storeys and around 10 metres in height along much of its frontage, although its eastern section is part single and part two storey. It covers a large footprint to the immediate north of South Way. It extends around 168 metres along its South Way frontage and abuts the adjacent footpath. The Popin commercial centre immediately to the west of the site is two storey and around 7 metres in height. Towers Business Park, to the north of the site is an approximately 6-7 metre high

industrial/storage building whilst Carey House, to the immediate east of the site, appears as an office/industrial building around 8-10 metres above ground level. To the north of South Way is Costco, a retail warehouse, around 14 metres in height.

35. The proposal has been designed to make use of the variation in ground levels across the site. The portion of the structure on the eastern section of site (known as the Careys section), which has been designed to accommodate two levels of coach parking, would be much lower scale than the multi-storey car park element. Whilst at its eastern end it would be around 10 metres in height, owing to the upward slope of the land, the section close to the western part of the site would appear lower than the adjacent single storey car repairs units.

36. The proposed five storey car park would be orientated east to west on the site. Although escape core 3 would be less than one metre from the front boundary of the site, owing to the curved nature of the site's boundary with the adjacent highway, the façade of the VDC section would be set back from the site boundary with the footpath by at least 3.5 metres and the eastern edge of the multi-storey car park would be around 35 metres from the South Way footpath, which would help reduce its dominance in street level views. The proposed planting would also provide a degree of screening and would help soften the impact of the development within views from the surrounding area. Moveable planters would be employed to partially screen and soften this frontage when the coach park is not in use.

37. With regard to the Careys coach park section at the eastern side of the site, whilst the built structure would extend to within 0.8 metres of the site boundary with the footpath at its eastern edge, the set back would increase to around 14 metres at its western edge owing to the curved nature of the site's boundary with the adjacent highway.

38. Scale in relation to the north elevation

39. On its northern elevation, the car park would be around 22 metres in height from ground level to the top of the concrete cores. The height from ground level to the top of the metal cladding around the façade would range from around 19 metres at the western end of the building to around 22 metres at the eastern end of building owing to the downwards slope of the ground from its western to its eastern side. The multi-storey car park element of the proposal would be around 125 metres wide from its western to its eastern edge. Although considerably taller than the buildings in the immediately surrounding area, its length is less extensive than Access Self Storage to its north and north west. Taking into account the scale of other buildings in the vicinity and given the commercial/industrial nature of the surrounding area, it is not considered that the proposed development would appear unduly bulky or incongruous in views from the north, east and west.

40. Furthermore, with regard to views of the front elevation from the east, the proposed multi-storey car park would be viewed with the backdrop of Wembley Stadium, which is around 300 metres wide and 50 metres high, with its arch rising above.

41. Map 4.4 of the Wembley Area Action Plan sets out a strategy for tall buildings within the WAAP area. Although the proposed multi-storey car park would not be categorised by the WAAP as a 'Tall Building' (a building over 30 metres in height), it is noted that on Map 4.4 of the Wembley Area Action Plan, almost the entire area on which the multi-storey car park would be built is designated as a 'Site Sensitive to Tall Buildings'. Policy WEM 5 states that areas designated as 'sensitive' may have some scope for a tall building, but due to adjacent properties, site assembly or the location of the site (orientation, etc.) further work will be required to establish an appropriate form of development. The sites to the immediate west (the Popin site) and north west (the Access Self Storage site) of the application site are designated 'Sites Appropriate for Tall Buildings'.

42. Given that adjacent sites may be appropriate for redevelopment including tall buildings in the future, and sites designated as 'sensitive to tall buildings' are acknowledged as potentially having scope for a tall building, the height of the proposed multi-storey car park is considered acceptable in these circumstances, in relation to its impact from the north, east and west.

43. Scale in relation to the south elevation

44. A number of residents of properties to the south of the development site have expressed concern regarding the impact of the proposed development on the outlook from their properties and the sense of enclosure they feel it would create. It should be noted that the land slopes upwards towards the north and the development would be tiered in response to the topography. This means that the multi-storey car park would

be on higher ground than both the coach park element of the scheme and the residential properties to the south, which would increase its prominence in views from those properties compared to if the land was level. The southern edge of the coach park element stretches across the entire VDC and Careys site. On the Careys section of the site, the built structure would be around 9.3 metres above ground level at its highest point. The separation distance from the nearest residential boundary would be approximately 36 metres for this part of the site, whilst the separation distance from the nearest residential rear elevation would be approximately 59 metres.

45. On the VDC part of the site, the coach park element of the scheme would be around 7.6 metres above ground level at its highest point although the ground level behind this, where it would meet the base of the multi-storey car park would be around 2 metres lower. The separation distance from the nearest residential boundary would be approximately 47 metres for this part of the site, whilst the separation distance from the nearest residential rear elevation would be approximately 67 metres. The multi-storey car park element of the scheme would be set back around 27 metres from the southern edge of the site within the VDC section, but would rise above this. Its height from its base to the top of the metal façade would be approximately 18.6 metres.

46. The separation distance from the edge of the façade of the multi-storey car park to the nearest residential boundary would be around 74 metres, whilst the separation distance from the nearest residential rear elevation would be approximately 94 metres. This element of the development would be around 125 metres wide and, although open sided towards its base, it would present a wide, solid-looking form of development which would be readily visible in views from the south. However, this southern façade which would face towards the rears of the residential properties has a reasonably simple, sympathetic design featuring a stretch of woodland achieved through perforations in the metal which would help reduce its dominance in views from the surrounding area.

47. Although the southern elevation of the proposed development would be wide and solid-looking, given the separation distances between the different elements of the development and the residential properties to the south, the design of the façade and the land use nature of the development site, it is considered that the current proposals represent an acceptable form of development which would not have an unduly detrimental effect on the outlook of residents.

48. Appearance

49. The coach park element of the development would feature two concrete cores, around 10 and 8.5 metres in height. The lower section would be open sided whilst the upper section would feature perforated metal cladding, depicting a crowd scene, similar to that which would appear on the façade of the multi-storey car park.

50. The multi-storey car park would provide five levels of parking on top of the part single/part two storey structure which would stretch across the entire site. This would predominantly comprise precast concrete cores with perforated metal cladding wrapping around the facades, which would largely obscure the inside of the building from view and would limit the light pollution from the internal lighting. The metal cladding would appear as varying shades of grey. The images would be created by varying the density of the holes and the hole sizes within the metal panels.

51. The north elevation of the car park would be perforated metal, featuring a celebratory crowd scene. It would have a rounded eastern end, wrapping around the entry and exit ramp, which would help soften the building's profile and add interest to its form from key approach views.

52. The south elevation of the proposal would also be metal clad and perforated to represent a forest of English Oak trees, responding to the wooded setting of the site to the south. The multi-storey car park would be set back from the southern edge of the site, but would be readily visible from within the residential area of predominantly two storey terraced houses whose rear elevations are approximately 94 metres to the south of the multi-storey car park façade. It would also be visible from the nearby Sherrans Farm open space.

53. The east and west flank elevations of the coach parking are proposed to be clad with grey metal panels. They would be visible from public areas, but would not be street facing and they would perform a functional role of providing fire protection to the adjoining sites.

54. Signage zones have been identified which would aid legibility and wayfinding and also provide some visual interest to the simple concrete façades. Full details of signage would be required under separate

applications for advertisement consent in due course, should consent be granted.

55. The arrangement of the two levels of parking, and the articulation of the structures with perforated metal panels and precast cores, would ensure that the car park would be both functional and sensitive to its visibility in the local area. The proposed height would be limited in relation to the scale of development emerging on the wider Wembley Park site.

56. Wembley stadium is already prominent in views from the residential area to the south of the railway tracks and the new car park would be associated with that structure and the emerging character of the area around the stadium and north of the railway tracks.

57. The proposed design and appearance of the coach park is considered to be acceptable given its function and location within an area characterised by commercial and industrial premises. Notwithstanding this, a condition is recommended requiring that details of external materials, together with samples where appropriate, are submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on the superstructure of the development.

58. Impact on residential amenity

59. Neighbouring residents have expressed concern that the proposed development would have an impact upon daylight and sunlight levels reaching their properties. However, the development would be positioned to the north of the residential properties and therefore would not have an impact upon sunlight levels. Given the significant distance between the residential properties and the proposed building, the proposed development would fall significantly below the 30 and 45 degree lines referred to in Brent SPG5 and draft SPD1. It would also fall well below the 25 degree line referred to in the BRE daylight guidance. The proposal would not have an unduly detrimental impact on the daylight received by the residential dwellings situated to the south of the railway.

60. Concern has also been expressed by neighbouring residents that the proposed development would result in an invasion of their privacy. However, it is noted that the separation distance from the edge of the open coach parking area to the nearest residential boundary is approximately 47 metres for the VDC part of the site and 36 metres for the Careys part of the site, whilst the separation distance from the edge of the open coach parking area to the nearest rear elevation is approximately 67 metres for the VDC part of the site and 59 metres for the Careys part of the site,. These distances are considered adequate to ensure that the privacy of neighbouring residents is not compromised, significantly exceeding the 10 m to garden edge and 20 m window to window distance set out in the Council's guidance, SPG17 (which is reducing to 9 and 18 m respectively in draft SPD1).

61. Neighbouring residents have also expressed concern about the impact of the proposed development on the outlook from their properties and the sense of enclosure they feel it would create. These concerns have been discussed in full within the Scale section of the report, above (in particular paragraphs 46 to 48) and the distances have been set out in the preceding paragraphs. In brief, although the southern elevation of the multi-storey car park would present a wide, solid-looking form of development, given the separation distances involved, the design of the façade and the land use nature of the development site, it is considered that the current proposals would not represent a form of development that has an unduly detrimental impact on the outlook of adjoining properties or an unduly excessive sense of enclosure.

62. Accessibility

63. The Design and Access Statement states that coach operators would be required to pre-book their coach space at Wembley Stadium using the online booking system. Coach operators would be advised to inform the booking system if they have any known disabled passengers. Coaches with disabled passengers would be given priority to park in the coach parking areas adjacent to the stadium. In the unlikely event that a coach carrying a disabled passenger was required to park in the proposed coach park then the coach would be directed to the far western side of the upper ground floor as close as possible to the stadium underneath the multi-storey car park. This section of the coach park provides at level access to South Way and the gradient of the upper ground floor in this location is 1:80. However, it is considered that assistance should be given to disabled persons who are in coaches that park within the VDC Careys coach park. It is recommended that a condition be attached to any consent requiring details of a Parking Management Plan which would include details of how the development would be operated with regard to the provision of assistance to disabled visitors.

64. With regard to car parking arrangements, a total of 250 blue badge spaces are required on any event

day. Owing to the location of the VDC Careys site in comparison to other Wembley Stadium car parks, it is proposed that the proposed VDC Careys multi-storey car park would not provide any disabled car parking. Instead the 250 disabled parking spaces would be split between the existing Red Car Park (48 spaces), which is located on the south west side of the Stadium and the Blue Car Park (within plot E05, 202 spaces) to the east of the Stadium, for which plans are currently under consideration and on the agenda for this committee (17/3213).

65. The Design and Access Statement identifies a range of features designed to ensure that the parking facilities would comply with the relevant guidance, regulations and principles in creating an inclusive and accessible environment for all users including:

- The proposed coach park and multi-storey car park would be within 960m of Wembley Stadium and would be easily accessible with appropriately designed pedestrian routes internally and to the stadium (as required by WAAP, policy WEM17);
- The level change on South Way would allow vehicle access to the upper ground floor level to be at grade on the western side of the site and vehicle access to the lower ground level to be at grade on the eastern side of the site.
- The levels of the multi-storey car park are designed to be no less than 1:60 and no steeper than 1:40 with a typical gradient of 1:53 to allow for drainage purposes. This meets the 'Design Recommendations for multi-storey and underground car parks, 2011' which recommends floors to be laid to a minimum fall of 1:60.
- Coach park management staff would assist coaches with accessing, parking and exiting the coach park to ensure all manoeuvres are undertaken safely with minimal conflicts with pedestrians.
- Management staff would guide pedestrians where to go when disembarking from coaches and exiting the coach park and when re-entering the coach park and boarding on coaches.
- Walkways would be provided between coaches with a width of 1.2m, which is sufficient for use by a wheelchair user and meets with DfT Inclusive Mobility guidance. Wider 2m– 3m walkways would be provided to the rear of the coach bays, providing sufficient width to allow two wheelchairs to pass (minimum 2.0m). These routes would guide pedestrians to the walkway along with southern and western side of the coach park which has a varying width of 4.3-12.5m and is therefore wide enough to cater for large volumes of pedestrians.
- Three lifts would be provided for all multi-storey car park levels allowing level access to the upper ground floor. In addition to this, a lift would be provided between the lower ground and upper ground floor levels. These lifts would exceed Part M minimum dimensions (1.1m by 1.4m) all measuring 1.9m by 2.6m.
- Safe refuge zones would be provided on all floors, at all fire protected stair cores. The escape stairs have been sized so that they could deal with the simultaneous evacuation of the entire coach park.

Highways and Transportation

66. The Greater London Authority, in their Stage 1 response, expressed concern that the intensification of parking provision on the site could alter the rate of dispersion of traffic particularly post event, and concluded that opportunities for monitoring and managing post event traffic scenarios would need to be fully explored with the applicant and Brent Council. In response to this, the applicants have submitted further information which responds to this point. Within this submission, they state that, with regard to the redistribution of traffic, monitoring of both vehicles and pedestrians currently takes place for all Wembley Stadium events. Each event is monitored by Brent Council Highways in conjunction with key stakeholders such as Wembley National Stadium Ltd and Quintain in addition to the Metropolitan Police. Therefore they do not consider that any further monitoring above this is necessary as a result of this application.

67. The applicant notes that the Transport Assessments for associated application E05 (17/3213) and VDC Careys provide traffic flow diagrams of the consented, proposed and net change of event day traffic for car maximum and coach maximum events. These traffic flow diagrams demonstrate that whilst traffic would be entering the local road network at slightly different locations to the existing arrangements, east of Hannah Close, there would be no change in the volume of vehicles exiting onto the North Circular Road. To support this screen shots were presented to TfL from a camera looking eastwards along Great Central Way for the Capital One Cup Final 2015. These show the time after the event final whistle when queues would build up from the North Circular back along Great Central Way to Hannah Close. These showed that queues built up well before many spectators would have even left the stadium.

68. The applicant considers that with regard to car parking on the VDC Careys site, the walk to the vehicle would be slightly longer (at 420m from the Wembley Stadium Concourse) so would take around 5 minutes longer to walk to than the Green surface Car Park or the previously consented E05 MSCP. However, once in the vehicle the exit route would be slightly shorter and more direct.

69. The applicant concludes that their team's assessment of the situation is that there is no evidence available that would imply that the rate of loading onto the North Circular Road would materially change as a result of the relocation of car parking resulting from this application, especially given that the overall volume of trips would not change. They therefore do not consider it necessary to carry out additional monitoring to take place over and above that which currently takes place by Brent Council, Quintain, WNSL and the Metropolitan Police. The Council's officers are currently awaiting the GLA's confirmation that this approach adequately addresses their concerns.

70. In response to comments from Wembley National Stadium Limited (WNSL) regarding the establishment of two-way flows of traffic on roads close to the development site, the Council's Highways officers confirmed that CIL funding has been sought to complete the design for the works in 2018/19. . The intention is for it to be completed by 2020. However, until this funding has been agreed they cannot guarantee when the work will be completed. The Council will not be prepared to pay for the traffic management for events at the Stadium. In addition to this response, the following comments have been provided by the Council's Highways officers:

71. The site is located on a local distributor road which serves as a bus route. Currently, on-street parking and loading is prohibited at all times along the site frontage. There is a bus stop and clearway in front of eastern part of site. The officers note that South Way is generally 0% parked.

72. Planning consent was granted in December 2016 for the erection of a two-storey coach park on this site for use on Wembley Stadium event days for up to 290 coaches. This was designed to accommodate coach parking displaced from the former 'Green' car park, whenever the number of coaches at Wembley Stadium exceeds 168 in number (or when segregation of supporters' coaches is required). This in turn facilitated the mixed-use redevelopment of the car park, as approved through the revised Wembley Masterplan proposals (15/5550).

73. In the meantime, the site has temporary permission for use as a surface level overspill car/coach park for Wembley Stadium event days for up to five years (or until construction works commence on the new structure).

74. This application now seeks to add five levels of car parking above the coach park to provide up to 734 spaces for use on Wembley Stadium event days, with associated minor alterations to the coach parking levels. This will allow the proposed 1,642 space multi-storey car park above the retained 'green' coach park, as approved under the revised Masterplan, to be reduced to just two levels of disabled 'Blue Badge' parking comprising 202 spaces. This in turn allows further housing to be provided on Plot E05 above the replacement 'Green' coach park.

75. The revised location of the bulk of the multi-storey car parking on this site will facilitate more flexible use of the coach parking levels, so that cars can make use of the lower two levels when not required by coaches. This maintains the applicant's contractual obligations to Wembley stadium to provide up to either 2,900 car parking spaces or 1,200 car, 458 coach and/or 43 minibus spaces, whilst giving more flexibility over the use of the coach parking levels to minimise the amount of new car park construction that is required. It will also remove the potential for excessive parking beyond those figures, which is welcomed.

76. As per the approved scheme, the layout of the lower two levels of the facility shows up to 290 no. 12m long coaches block parked in 2.5m wide bays, with 1.2-2m wide spaces between coaches for pedestrians to circulate, plus less frequent 3m-5m wide gaps for emergency access. The spaces are now split between 109 on the lower level and 181 on the upper level. Minimum headroom for the coach parking decks is shown at 4.8m, which is sufficient for the tallest 'highbridge' double deck buses, whilst swept paths for 15m long coaches have been used to check that the layout of the two decks functions well.

77. The previously approved access to the coach park, located about 15m west of the junction of South Way and Second Way, is now proposed to be used to access the upper level car park instead though. Coaches are therefore now proposed to access and egress the lower decks via wide crossovers and openings along the northern side of the structure.

78. Access and egress for the lower deck is therefore proposed via a 70m wide dropped kerb across a forecourt area surfaced in coloured bitmac, which includes a proposed security checkpoint area set behind the South Way footway. For the upper deck, two crossovers of about 21m and 26m width are proposed, again providing access across a coloured bitmac forecourt area.

79. These arrangements will allow coaches from up to 16 lanes for the lower deck and 12 lanes from the upper deck to exit the coach park simultaneously under the supervision of traffic marshals. This will enable rapid emptying of the coach park, with plenty of opportunity for coaches to manoeuvre towards the exit, even if other coaches in front of them are still waiting for their last passengers.

80. Generally, very wide crossovers would cause concern with respect to pedestrian safety. However, a line of removable bollards and planters are proposed along the highway boundary across all three accesses to ensure the coach park, forecourt areas and security checkpoint lane cannot be accessed by vehicles on non-event days. On event days, access and egress will be closely marshalled to help maintain pedestrian safety.

81. As previously noted, there is a bus stop on South Way in front of the proposed lower coach park access, which will require high kerbs to be retained for passengers (esp. elderly and disabled passengers) to board and alight the vehicle safely. It is recommended that this be repositioned at the developer's expense to the eastern end of the site (in the vicinity of stair core 6), although any final location needs to be agreed with TfL/London Buses, Brent Council and the Police. Consideration should also be given to incorporating a shelter at the developer's expense if the stop is to be relocated.

82. As mentioned above, the upper floors are to be accessed via the existing car park access close to the centre of the site, using the existing 8.5m wide crossover from South Way about 15m west of its junction with Second Way.

83. The sightline eastwards from this existing access measures only about 2.4m x 30m though, which is substandard. This is not a concern on Wembley Stadium event days, when egress will be controlled by marshals and when it is expected that South Way would typically be closed to westbound traffic anyway. However, this would be a concern on non-event days and it is proposed to address this issue by diverting exiting cars across the paved forecourt area to a secondary egress point about 25m further west, where sightlines would meet standards. The means by which this will be enforced (e.g. barriers) and indeed, any proposals for regulating access into and out of the car park, will need to be clarified.

84. A two-way 8.4m wide curved ramp to a maximum 10% gradient (1:15 for the initial rise to the first floor) will then be provided to the upper floors. The layout of the ramps is not entirely clear and multi-storey car park design guidance recommends that the width should comprise 3.5m running lanes separated by a 500mm kerb island, with a 600mm wide margin on the outer edge of the ramp and a 300mm margin on the inner edge of the ramp.

85. Each floor is to be provided with 146 spaces (150 on the top floor), accessed via a 6m wide clockwise route circulating around each floor. Minimum headroom of 2.1m will be provided to each floor, which is fine for car access. No disabled parking spaces are proposed, as disabled parking for Wembley Stadium events will be retained within the 'Green' car park close to the Stadium. The Council's highways officers have specified that electric vehicle charging points should be provided to 40% of spaces (20% active and 20% passive) in line with London Plan policy. However, the applicant contends that electric vehicles will be directed to the Red Car Park where Electric Vehicle Charging Point have been provided. Advice is being sought from TfL regarding this approach and it is requested that the Planning Committee delegate authority to officers to determine whether the provision of charging points should be secured through condition following the receipt of further comment from TfL.

86. The proposed layout of the car park thus complies with design guidance (subject to further clarity on the ramps and access barriers). However, it is also essential that the car park gains Park Mark accreditation as a safe car park and this will require adequate lighting and security (cameras, staffing). Lighting details have not been provided at this stage, but it is noted that 12m high columns are proposed along the rear boundary of the upper coach deck. Care will need to be taken to ensure that these do not result in excessive light spillage towards the residential properties to the south.

87. Further details of the means of charging and enforcement are also sought as a condition of approval, both for event days and non-event days. In this respect, given the location of the entrance close to the bend in South Way, it is essential that access into the site can be achieved quickly so that traffic queues do not block back into South Way and any barrier system that is installed will need to take this into account.

88. As with the previously approved scheme, the main pedestrian access and egress for the coach park will be from South Way at the western end of the site, in order to minimise conflict with vehicles on Wembley Stadium event days. The access will have a minimum width of 12.5m and will lead directly into the upper level of the coach park. A 9m wide flight of steps and a lift will provide access to the lower level of the coach park.

89. The upper car park levels will be accessed via a 3m wide flight of stairs and three lifts within an access core adjoining the pedestrian access route to the coach park.
90. Crowd modelling has been undertaken to ensure the widths of the access routes, stair cores and lift capacity will not result in overcrowding after Wembley Stadium events. This exercise shows that plenty of spare width has been built into the design to minimise any risk of overcrowding and to cater for fire evacuation requirements.
91. Two further stair cores will be provided from the centre and eastern end of the car park decks, whilst two further stair cores are indicated from the eastern end of the upper deck of the coach park onto South Way. These provide additional fire escape routes in the event of an emergency, but would not act as the main car or coach park access routes.
92. To minimise travel distances for disabled persons, coaches carrying disabled passengers should be allowed access to reserved spaces at the western end of the coach park on the upper deck.
93. The previously approved scheme for coach parking on this site recognised a need to close all or part of South Way to traffic before or after events if the number of coaches parked on the site is significant. The relocation of 734 car parking spaces into a multi-storey car park above the coach park will increase pedestrian movement along South Way before and after events by an estimated 2,000 spectators (~2.7 per car). In relation to the volume of coach passengers for a fully utilised coach park (14,500), the increase in pedestrian movement is not particularly significant so would not require any alterations to the traffic and pedestrian management measures that were previously considered, although it may increase the occasions when they need to be implemented.
94. To recap, it was envisaged that for arrivals, pedestrians would be accommodated within a coned-off widened footway along South Way, but for dispersal, there would be occasions when South Way would need to be fully closed to vehicles for 30-40 minutes after the end of events.
95. To help address difficulties in accessing the area during Wembley event dispersal, proposals are set out within the Wembley Area Action Plan that include the removal of the one-way system from the Wembley Industrial Estate to allow two-way flow on First Way, Second Way, Fourth Way, Fifth Way and South Way. This more flexible arrangement would help to maintain access for local residents and businesses to and from the east after events, thus providing greater scope to close South Way to inbound traffic.
96. This proposal to relocate a significant proportion of the car parking away from the former 'Green' car park will perfectly complement the Wembley Area Action Plan strategy, by reducing the amount of traffic exiting the Stadium car parks onto First Way. Instead, cars will be able to egress the car park to the east of any road closure on South Way and turn right along South Way eastwards towards North Circular Road. This will avoid to current need for cars to circumnavigate the one-way system around Wembley Industrial Estate and thus allow a much quicker exit from the area.
97. With less car and coach parking located close to the Stadium, use of one exit lane along First Way, Fifth Way and Fourth Way for exiting traffic from the 'Green' coach park and disabled car park would be sufficient, until such time as South Way is able to be opened to exiting traffic after events.
98. This proposed scheme to relocate Wembley Stadium event day parking is therefore considered to offer benefits to event day traffic management when considered in conjunction with the proposals to amend the road network around Wembley Industrial Estate.
99. More detailed outline event day traffic management arrangements will need to be developed over time to suit the various event days scenarios coach parking and a condition is recommended requiring an overarching Event Day Parking Management Plan to be agreed for this site, which can be amended as necessary to suit each event.
100. Finally, as previously noted, the Wembley Area Action Plan scheme has identified a strip of land of up to 5m width as being required from the frontage of this site at its western end to allow the bend in South Way to be eased to accommodate parallel flow by two coaches in this area. The car/coach park structure has been set back sufficiently to accommodate this requirement and the safeguarding of the land is sought, with a requirement that it be dedicated as highway at no cost to the Council upon the serving of a notice.

101. There are no objections on transportation grounds to this proposal, subject to:-

(i) Safeguarding of land along the northwestern frontage of the site for highway widening in accordance with Map 20.4 of the Wembley Area Action Plan through the legal agreement;

(ii) Repositioning of the bus stop away from the eastern frontage of the site and provision of a new bus shelter, in order to facilitate safe egress from the proposed coach park, again secured through the legal agreement;

(iii) Submission and approval of a Stadium Event Car & Coach Parking Management Plan for the site, secured through condition, linked to the Stadium's Event Day Management Plan, setting out how traffic and pedestrians to and from the site and on the wider highway network will be safely managed before and after events at Wembley Stadium for various typical event day scenarios and how traffic management for vehicles entering and leaving the site will be set out;

(iv) Construction of the proposed site accesses and removal of all existing redundant site accesses at the developer's expense through an agreement under S38/S278 of the Highways Act 1980 prior to use of the site, again secured through the legal agreement;

(v) Submission and approval of further details of the car park design and management, secured through condition, including details of car park charging structures for Stadium event days and non-event days, means of payment and enforcement, electric vehicle charging points*, entry and exit barriers, lighting, security and management; and

(vi) Accreditation of the car park through the Park Mark scheme, again secured through condition..

*as discussed in paragraph 85, the applicant has proposed that electric vehicles are directed toward the Red Car Park where charging points have been installed and TfL's advice is being sought on this approach.

102. It is considered that issues (i), (ii) and (iv) could be addressed through the terms of a S106 legal agreement, and issues (iii), (v) and (vi) could be secured through planning conditions.

103. **Pedestrian Safety on Event Days**

104. A condition is proposed to require the submission and approval of a Stadium Event Car and Coach Parking Management Plan, linked to the Stadium's Event Day Management Plan, including the marshalling of vehicles and pedestrians during stadium access and egress. It would include details of access and egress routes and arrangements for pedestrians travelling between the parking areas and the Stadium, including proposed road closures such as the closure of part of South Way.

105. The applicants have confirmed that management staff would guide pedestrians when disembarking from coaches and exiting towards the Stadium and when re-entering and boarding coaches. Procedures would be in place to ensure that coaches with disabled passengers are given priority to park in the coach parking areas adjacent to the stadium and that cars with disabled passengers would be allocated disabled parking spaces within car parks closer to the Stadium. However, the Stadium Event Car and Coach Parking Management Plan would also be required to provide details of any management measures proposed to assist disabled visitors who arrive in vehicles parked at the VDC Careys car or coach park.

106. Advisory directional signage would be located on and off site. The proposals submitted include large scale signage on the car and coach park buildings to assist pedestrians in travelling safely around the area.

107. **Security considerations**

108. A condition is proposed to require the submission and approval of a Stadium Event Car and Coach Parking Management Plan, linked to the Stadium's Event Day Management Plan, which would include details of Event day management procedures. This would include details of the means by which parking spaces are booked and allocated. The system proposed is that coach operators and car drivers would be required to pre-book their parking space at a Wembley Stadium related car/coach park using the online booking system, which would enhance security. In addition, a security check point lay-by would be provided on South Way to enable checks of coaches.

109. The applicants have confirmed that the design incorporates features to enable it to achieve the Park Mark Scheme standard and that they will liaise with the Metropolitan Police Designing Out Crime Officer on

the scheme. The Park Mark scheme promotes the provision of safe car parking facilities through features such as appropriate lighting and security measures such as CCTV cameras and adequate staffing arrangements.

110. Sustainability issues

111. The proposed development is a Major Development and would therefore normally attract the sustainability and energy requirements set out within the Core Strategy and London Plan, including a 35% reduction in CO₂ from 2013 Building Regulations and targets for water use. However, the proposal is for a coach and car park which would be only partially enclosed and as such, there would not be significant energy use associated with the proposal. Conditions are recommended regarding the approval of details of lighting, including the use of low energy lighting. There are no toilets or bathrooms and as such, no significant water use. Surface water run-off is discussed within the Sustainable Urban Drainage section of this report. As such, the proposal is considered to be acceptable with regard to sustainability and energy requirements subject to the condition regarding low energy lighting.

112. Environmental issues

113. The previous planning application on this site (ref 15/5615) did not need to be accompanied by an Environmental Statement, primarily because the proposals were being considered cumulatively with the Wembley Park Masterplan and because it was proposed that the number of vehicles that can be accommodated across the three parking locations for a single Stadium Event is limited to the number approved under the Stadium's planning permission in 2002, i.e. to 2,900 cars or 458 coaches, 43 minibuses and 1,200 cars or a combination thereof. Following a formal screening opinion request, the Council have concluded that similarly, an Environmental Statement does not need to be submitted with the current planning application. However, site specific issues are dealt with through the material submitted with this planning application.

114. Noise

115. The site has an extant planning permission (ref.15/5615) for a 290 space dual level coach park. This previously consented scheme was considered cumulatively with the Wembley Park Masterplan and environmental effects were considered in the Wembley Park Masterplan EIA. On the eastern section of the site, the separation distance from the coach parking area to the nearest residential boundary would be approximately 38 metres, whilst the separation distance from the nearest residential rear elevation would be approximately 58 metres. On the western part of the site, the separation distance from the coach parking area to the nearest residential boundary would be approximately 47 metres, whilst the separation distance from the nearest residential rear elevation would be approximately 66 metres. The area in between the proposed development site and the residential properties is largely occupied by railway tracks. Whilst up to 734 cars (in addition to 290 coaches) could use the newly proposed facility, it is not considered that the new proposals would increase traffic movement to the extent that there would be an unacceptable impact on the residential amenities of neighbouring properties.

116. Measures to mitigate noise during construction could be agreed through a Construction Method Statement, and a condition is recommended requiring the submission and approval of a Construction Method Statement.

117. Lighting

118. The original plans submitted included 12 metre high lighting columns positioned around the perimeter of the external areas of both the VDC and Careys parts of the site. Residents of Park View on the other side of the railway tracks to the south of the site expressed concerns that this lighting may result in light spillage towards their properties. In response to these concerns, the applicants investigated alternative arrangements and subsequently amended their plans to show 8 metre high lighting columns replacing the original 12 metre high columns. This change is welcomed, in terms of both potential light pollution and as this reduction in height would also reduce the lighting columns' visual impact in views from the surrounding area. Details of the proposed lighting scheme are included in the Design and Access Statement (section 3.5), but it is recommended that if planning permission is granted, a condition be attached to require details of lighting to be submitted for approval prior to the commencement of works on the superstructure of the development, including luminance levels and details of measures to control light pollution, to ensure that an acceptable lighting scheme is achieved.

119. Air Quality

120. London Plan Policy 7.14 recognises the importance of tackling air pollution and improving air quality with regard to London's development and the health and wellbeing of Londoners. The GLA requested that the applicants consider any potential air quality impacts of the revised proposals for the site and provide further information demonstrating how the proposals meet London Plan Policy 7.14 - Air Quality.

121. The applicants have subsequently submitted further information to the GLA confirming that the proposals for VDC Careys provide no uplift in the parking provision for coaches and other vehicles above that considered in the Wembley Park Masterplan application (15/5550) and the original VDC Careys application (15/5615) which were received and assessed broadly concurrently and both of which were considered by the Council's Planning Committee on 11th May 2016. As part of the Masterplan application (15/5550) a full EIA was submitted which assessed the air quality impacts of the development and confirmed that these were not significant and the proposals met Policy 7.14 of the London Plan. Chapter 13 of the Environmental Statement submitted with the Masterplan concluded that the development proposed under 15/5550 (which included the erection of a ten storey car park on plot E05) was better than air quality neutral and was thus compliant with Policy 7.14 of the London Plan.

122. Information on the operation and management of coaches and cars using the site on event days is included within the submitted Transport Statement – see section 5 for details. The use of marshals is proposed who could ensure that vehicle engines are turned off when vehicles are stationary to minimise air quality impacts.

123. In the interests of air quality and public health in relation to the current proposals, a condition is recommended requiring that prior to the commencement of the use of the development, details of measures to minimise impacts of emissions from vehicles within the car and coach park shall be submitted to and approved in writing by the Local Planning Authority and any approved measures shall be implemented from the first use of the development and for the life of the development. Such measures are likely to include operating procedures to ensure that drivers turn off engines as soon as they are parked and, during egress, only start their engines once the coach is fully loaded and has free passage to leave the coach park.

124. It is also noted that the separation distance from the edge of the open coach parking area to the nearest residential boundary is approximately 47 metres for the VDC part of the site and 38 metres for the Careys part of the site, which would provide a buffer zone against the immediate pollution and air quality impacts of manoeuvring vehicles.

125. **Ecology and Trees**

126. The site adjoins a designated Wildlife Corridor and Grade I Site of Importance to Nature Conservation, with parts of the Wildlife Corridor projecting slightly into the southern element of the application site. As such, the application has been accompanied by an ecological assessment, dated December 2015.

127. This specifies that land adjoining the application site is dominated by butterfly bush, so this particular section is of limited ecological value.

128. The report notes that the site itself is dominated by hardstanding and butterfly bush, a non-native invasive species. It has been assessed as having negligible ecological value. No notable fauna species were encountered and the site was assessed as having negligible potential to support any species of a raised conservation status.

129. The assessment concludes that the site has negligible biodiversity value and the proposals would result in a negligible ecological impact. In order to ensure that the assessment is up to date, the site was reassessed in 2017, and the Consultant Ecologists concluded that, whilst the scrub on the embankments around the parking areas has matured slightly in the intervening 18 months, the ecological value attached to it has not altered. They therefore conclude that the findings and recommendations of the previous Ecological Assessment for the site are still relevant.

130. Given the new planting proposed within the current landscaping proposals, it is considered that this would result in a slight, long term positive impact on the biodiversity resource.

131. With regard to trees, there are no trees worthy of Tree Preservation Orders present on the site. A number of new trees are proposed within the landscaping scheme submitted with the application. Whilst some new planting is proposed along the southern boundary of the site to link in with existing on railway land, additional planting would be difficult owing to the proximity of the land to Network Rail assets.

132. Archaeology

133. No archaeological information is submitted because watching briefs have been undertaken on all the Quintain Ltd plot excavations to date, and no archaeology of interest has been found. Historic England have confirmed that investigations at other sites at Wembley Park have found negligible archaeological potential or interest, and therefore archaeology can be 'scoped out' of individual development proposals without the need for conditions.

134. Sustainable Urban Drainage

135. A Flood Risk Assessment (FRA) has been prepared in relation to these development proposals. The Environment Agency's (EA) flood mapping indicates that the Application Site is located within Flood Zone 1, and is therefore at a low risk of flooding from fluvial or tidal sources. The primary source of flooding is from surface water. The proposed development would have a separate foul and surface water drainage network that would connect into the Thames Water public sewer system. It is proposed that the development would provide permeable pavement and attenuation tanks as part of the sustainable drainage strategy. The attenuation strategy for the site area is to store and control up to the 1:100 year storm event on the site, with below ground storage and above ground storage within the site contours. In line with a design life of 10-40 years, climate change has been considered in the attenuation design for the VDC Careys site and an additional 10% has been applied to the peak rainfall intensities.

136. The Council's Lead Local Flood Officer has confirmed that the drainage details submitted are considered adequate and recommends a condition requiring a Flood Risk Assessment and drainage strategy to be submitted to and approved in writing by the Local Planning Authority and requiring the scheme to be implemented prior to the commencement of the approved use.

137. Contamination

138. A report has been submitted which provides a detailed desk study and risk assessment of the site. The report recommends further on-site investigation to determine the location, nature and extent of the contaminant sources and the possible migration pathways identified in the desk study. The Council's Environmental Health Officer is satisfied with the conclusions and recommendations for further site investigation. To this end, a condition is recommended requiring a site investigation to be carried out and remediation strategy prepared in accordance with a scheme, which shall be submitted to and approved by the Local Planning Authority prior to the commencement of works. A further condition is recommended to ensure that prior to the commencement of the use, a verification report is submitted to and approved in writing by the Local Planning Authority confirming that remediation has been carried out in accordance with the approved scheme and that the site is safe for end use.

139. Construction Logistics

140. A condition is recommended requiring the submission and approval of a Construction Logistics Plan (CLP) prior to the commencement of development, in the interest of highway and pedestrian flow and safety.

141. Conclusion

142. The proposed development would create a good quality, functional development that responds to its context and setting. It would ensure the provision of stadium coach and car parking, in line with the requirements of the original Wembley Stadium planning consent. The submitted scheme accords with the relevant planning policies and guidance and it is therefore recommended that planning permission is granted, subject to conditions and a Section 106 legal agreement.

S106 DETAILS

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

1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance;
2. Safeguarding of land along the north-western frontage of the site for highway widening in accordance with Map 20.4 of the Wembley Area Action Plan;

3. Works to enable the repositioning of the bus stop away from the eastern frontage of the site and provision of a new bus shelter, or the payment of contributions for this work to be undertaken, in order to facilitate safe egress from the proposed coach park;
4. Provision of funding towards a study of future arrangements for the one-way system within Wembley Industrial Estate; with the aim of introducing an alternative inbound route to the area from the North Circular Road via Fifth Way; widening and resurfacing of the southern footway of South Way to the front of Pop-In Centre and provision of enhanced variable message signing and CCTV coverage, to assist with the safe management of crowds between this site and Wembley Stadium;
5. The construction of the proposed site accesses and removal of all existing redundant site accesses at the developer's expense through an agreement under S38/S278 of the Highways Act 1980 prior to use of the site;
6. That the developer joins and adheres to the Considerate Constructors Scheme;
7. To work with the College of North West London, or other similar body as notified by the Council, to ensure that construction related and/or work based training opportunities target local students;
8. To submit details of the Construction Liaison Officer, or equivalent, and HR/Audit Officer, or equivalent, to the Council and to have these officers in position for the duration of construction of this development;

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

CIL DETAILS

This application is liable to pay **£2,832,767.17*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 29942 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Sui generis	29942	0	29942	£40.00	£35.15	£1,507,793.57	£1,324,973.60

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)	282	
Total chargeable amount	£1,507,793.57	£1,324,973.60

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

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

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



DECISION NOTICE – APPROVAL

Application No: 17/3151

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

I refer to your application dated **14/07/2017** proposing the following:

Coach park to provide 290 coach parking spaces (or up to 1,015 car parking spaces) (Sui-Generis Use) over two levels (lower ground and upper ground floor levels) and car park to provide 734 car parking spaces (Sui-Generis Use) over five levels above (first to fifth floor levels) on the western portion of the application site along with associated hard and soft landscaping and access arrangements.

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

at **Former VDC and Careys site, South Way, Wembley, HA9 OHX**

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

Date: 05/12/2017

Signature:

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

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:-
 - National Planning Policy Framework 2012
 - London Plan consolidated with alterations since 2011 (March 2016)
 - Brent Local Plan 2016
 - Wembley Area Action Plan 2015
 - Brent Local Development Framework Core Strategy 2010

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):
 - Site Location Plan, 3606_01_700
 - Existing Site Plan, 3606_01_701
 - Lower Level Plan, 3606_02_700
 - Upper Level Plan, 3606_02_701
 - MSCP Levels 01 to 04, 3606_02_702
 - MSCP Level 05 (Top Floor), 3606_02_703
 - MSCP Roof Plan of Cores, 3606_02_704
 - Elevations North & South, 3606_04_700 Rev 1
 - Elevations North Careys & VDC, 3606_04_701 Rev 1
 - Elevations South Careys & VDC, 3606_04_702 Rev 1
 - Elevations East & West Careys, 3606_04_703 Rev 1
 - Elevations East & West VDC, 3606_04_704 Rev 1
 - Sections Through VDC, 3606_04_705 Rev 1
 - Sections Through Careys, 3606_04_706 Rev 1
 - Cladding Panel Summary, dated 05.10.17, prepared by Potter & Holmes Architects
 - Cladding System: Panel Perforation Detail, A21-300 Rev D00
 - Illustrative Landscape Masterplan Ground Floor, 4898_PL_002
 - Landscape General Arrangements Basement, 4898_PL_003
 - Landscape General Arrangement Ground Floor, 4898_PL_004

Design and Access Statement, dated July 2017, prepared by Leslie Jones Architecture

VDC Careys Site (Pink Parking) Transport Statement, dated July 2017, prepared by WSP

VDC Careys Statement of Community Involvement, dated 07 July 2017, prepared by London Communications Agency

Flood Risk Assessment 034737 Rev.00 (dated 17.12.15) prepared by BuroHappold

Site Flood Risk & Drainage Strategy Addendum Statement Rev. 01 (revision dated 08.06.17) prepared by BuroHappold

VDC Careys Car Park, Wembley, Ecological Assessment dated December 2015, prepared by Derek Finnie Associates

VDC Careys Car Park, Ecological Assessment update dated 20.06.17 (letter from Derek Finnie Associates)

Wembley VDC Carey Site, Phase 1 Geoenvironmental Desk Study, 033770, dated 10 September 2015, prepared by BuroHappold

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

- 3 The management and operation of the car and coach park hereby approved shall be in compliance with the Stadium Event Parking Management Plan submitted to and approved in writing by the Local Planning Authority pursuant to condition number 22 of the Wembley Park Masterplan planning consent (reference 15/5550).

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

- 4 Prior to the commencement of works on the superstructure of the development hereby approved, details of external materials (with samples where appropriate to be made available for viewing on site or at another location as agreed) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details, unless alternative materials are agreed in writing by the Local Planning Authority and the development is thereafter implemented in accordance with those details.

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

- 5 Details of all lighting (both internal and external) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on the superstructure of the development hereby approved, unless otherwise agreed in writing with the Local Planning Authority. This shall include details of the lighting fixtures (which shall be low energy lighting fixtures), luminance levels, details of any automatic timers or sensors and details of measures to control light pollution. The approved details shall be implemented in full prior to the commencement of the use hereby approved and the lights shall not be installed or operated other than in accordance with the approved details.

Reason: In the interests of safety, sustainability and the amenities of neighbouring residential occupiers.

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

- a) a planting plan, (including species, plant sizes and planting densities);
- b) subsurface treatments, including details of root management systems for trees;
- c) proposed walls and fences, indicating siting, materials and heights;
- d) any proposed contours and ground levels;
- e) areas of hard landscape works and external furniture, and proposed materials;
- f) measures to enhance the ecological value of the site;
- g) Details of any Sustainable Urban Drainage Systems;
- h) Details of the proposed arrangements for the maintenance of the landscape works.
- i) Details of the proposed arrangements for the movement of the moveable planters and their storage when they are not in use.

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

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

- 7 Prior to the commencement of works, a Flood Risk Assessment and drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the Flood Risk Assessment. The scheme shall subsequently be implemented in accordance with the approved details prior to the commencement of the use hereby approved.

Reason: To minimise the risks and impact of flooding.

- 8 Prior to the commencement of works on the superstructure of the development hereby approved, further details of the car and coach park design and management, including details of car and coach park charging structures for Stadium event days and non-event days, means of payment and enforcement, entry and exit barriers, [electric vehicle charging points], arrangements for the use of the coach park for car parking, security and management shall be submitted to and approved in writing by the Local Planning Authority. These details shall demonstrate how the car and coach park management and design features will allow the accreditation of the car and coach park through the Park Mark scheme. The car park shall be completed and thereafter operated in accordance with the approved details.

Reason: In the interest of highway and pedestrian flow and safety, environmental sustainability and the efficient and effective functioning of the car and coach park, and to ensure that the development meets the standards required to achieve accreditation through the Park Mark scheme.

- 9 Prior to the commencement of the use of the development hereby approved, details of measures to minimise impacts of emissions from vehicles within the car and coach park shall be submitted to and approved in writing by the Local Planning Authority and any approved measures shall be implemented from first use of the development hereby approved and for the life of the development.

Reason: In the interest of air quality and public health.

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

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

- 11 Prior to the commencement of the development, a Construction Method Statement (CMS) shall

be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The CMS shall include details of a dust monitoring plan, to be implemented during construction and demolition works.

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

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

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

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

- 13 Prior to the commencement of the use of the development hereby approved, a verification report, written by a suitably qualified person, shall be submitted to and approved in writing by the Local Planning Authority demonstrating that remediation has been carried out in accordance with the remediation scheme approved pursuant to condition 13 and the site is safe for end use.

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

- 14 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

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

INFORMATIVES

- 1 Superstructure is defined the part of a building or structure above its foundations.
- 2 Chiltern Railways request that ongoing liaison takes place between Chiltern Railways and the developers during the construction phase to ensure that any works do not disrupt the flow of traffic and deliveries to the Chiltern Railways depot. The developers should contact Gary Hird, Wembley Depot Production Manager on 020 8902 1172 or by email on Gary.Hird@ChilternRailways.Co.uk to organise this liaison.
- 3 Thames Water advise that there are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be

over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit www.thameswater.co.uk/buildover.

- 4 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwgriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
- 5 Thames Water advise that with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
- 6 This is a phased development for the purposes of the CIL Regulations (2010 as amended). A phase can comprise: site preparation and demolition works, sub-structures, and/or buildings, plots or groups of plots. The extent of the CIL phase will be defined on the relevant phasing plan.
- 7 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 8 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 9 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.

Any person wishing to inspect the above papers should contact Colin Leadbeater, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 0208 937 2232

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