



Planning Committee

Wednesday 4 July 2018 at 6.00 pm

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

Membership:

Members

Councillors:

Denselow (Chair)

Johnson (Vice Chair)

Abdi

Colacicco

Hylton

Lo

Maurice

Sangani

Substitute Members

Councillors:

Ahmed, S Butt, Dar, Ethapemi, Gill, Kabir,
W Mitchell Murray and Patterson

Councillors

Colwill and Kansagra

For further information contact: Joe Kwateng, Governance Officer
0208 937 1354; joe.kwateng@brent.gov.uk

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democracy.brent.gov.uk

The press and public are welcome to attend this meeting

**Members' briefing will take place at 5.00pm in Meeting Room 003,
3rd floor, Civic Centre**

Please note this meeting will be filmed for live broadcast on the Council's website. By entering the meeting room you will be deemed to have consented to the possibility of being filmed and to the possible use of those images and sound recordings for webcasting.

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 significant enough to affect your judgement of a public interest and either it affects a financial position or relates to a regulatory matter then 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 of 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 or 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 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 is the subject of a registrable personal interest.

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 - 6 June 2018		1 - 8
APPLICATIONS FOR DECISION		
3. Land adjacent to Block 47-78 Frontenac, Donnington Road, London, NW10 3RA (Ref. 18/0533)	Brondesbury Park	13 - 26
4. Olympic Office Centre, 8 Fulton Road, Wembley, HA9 0NU (Ref. 17/5097)	Tokyngton	27 - 66
5. Land surrounding Wembley Stadium Station, South Way, Wembley (Ref. 18/0742)	Tokyngton	67 - 98
6. 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 60.		

Date of the next meeting: Wednesday 12 July 2018



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- 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 6 June 2018 at 6.00 pm

PRESENT: Councillors Denselow (Chair), Johnson (Deputy Chair), Abdi, Colacicco, Hylton, Lo, Maurice and Sangani

ALSO PRESENT: Councillors Saqib Butt, Knight and Tatler

1. **Declarations of interests**

None.

Approaches.

Kings Drive Garages

Councillor Maurice declared that he had been approached by a resident in connection with the application but referred her to officers.

2. **Minutes of the previous meeting - 11 April 2018**

RESOLVED:-

that the minutes of the previous meeting held on 11th April 2018 be approved as an accurate record of the meeting.

3. **Kings Drive Garages, Kings Drive, Wembley (Ref. 17/5416)**

PROPOSAL: Demolition of garages and erection of 4 bungalows with associated car parking spaces, cycle storage, refuse storage and amenity space, 25 communal parking spaces and associated landscaping (Amended description 16.12.18).

RECOMMENDATION: That the Head of Planning be granted delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out within the report.

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.

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.

Victoria McDonagh (Area Team Leader) introduced the report and answered members' questions. She clarified that the scheme for 4 bungalows in place of the garages would provide external amenity space and car parking space for each dwelling unit in addition to 25 car parking spaces and a further 5 informal car parking spaces. With reference to the supplementary report, she clarified issues relating to affordable rent, impact on trees, fire safety and potential damage from retained trees and the bin storage. In reiterating the recommendation for approval, Ms McDonagh drew members' attention to amended and additional conditions as set out in the supplementary.

Ms Dawn Condouriodise (objector) raised concerns about the parking situation in the area which she added would be exacerbated by the proposed development.

Mr Manish Bakhda (objector) alleged that as 14 days' notice had not been given for the meeting, the legal status of the meeting was void. He continued that there was fire risk and inadequate protection for tree roots, causing risk.

Kerry Radford (applicant's agent) stated that the proposed infill development would provide the much needed affordable homes with ample amenity spaces and car parking spaces on a site that was under-utilised. He added that all trees proposed to be removed were of low quality and were within the applicant's site.

In responding to issues raised by the objectors, officers stated that the publication of the report was in compliance with the legal requirements. In respect of the fire risk, members heard that the proposal would not make the situation materially worse off than at present, that fire safety was covered by Building Regulations and that the turning head at the site could be accessed by fire engines. Additionally, details of the trees had been reviewed by the Council's Tree Protection Officer who recommended appropriate conditions as set out in the supplementary report.

John Fletcher (Highways Officer) added that although the parking survey undertaken showed that Kings Drive was heavily parked, the parking situation would be marginally improved by the proposed development.

DECISION: Granted planning permission as recommended subject to amended condition 9, additional conditions 13 and 14 and restrictions on;

- i) permitted development rights (extensions and alterations and conversion to
- ii) houses in multiple occupation (HMO).

(Voting for approval was carried as follows: For 6, Against 2, Abstain 0)

4. 40 Sudbury Court Road HA1 3SH (Ref. 18/0354)

PROPOSAL: Demolition of existing residential building and erection of a four storey building to provide 8 self-contained flats (4x 2bed and 2x 3bed and 2x studios) with associated alterations including dropped kerb, provision for car parking spaces, bicycle store, bin stores, hard and soft landscaping and fencing

RECOMMENDATION: That the Head of Planning be granted delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out within the report.

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.

Victoria McDonagh (Area Planning Team Leader) introduced the report. Members were informed that as Sudbury Court Road was not a heavily parked street there would be sufficient width to accommodate parking along both sides, and therefore could safely absorb some overspill parking from the site. She added that the proposed development was considered to accord with relevant policies and guidance and would result in the provision of additional homes within the borough.

DECISION: Granted planning permission as recommended.

(Voting for approval was unanimous as follows: For 8, Against 0 and Abstain 0)

5. 253A Ealing Road, Wembley, HA0 1ET (Ref. 17/1104)

PROPOSAL: Demolition of the existing buildings on the site and the erection of 20 residential units comprising four 2 storey terraced houses (4 x 2bed houses) and two 4 storey residential blocks providing 16 flats (8 x 2bed and 8 x 3bed units), together with 5 associated car parking spaces, cycle storage, landscaping and access.

RECOMMENDATION: To grant planning permission subject to conditions and 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 Human Resources.

That the Head of Planning be granted delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out within the report.

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.

That, if the legal agreement has not been completed by the statutory determination date for this application (including determination dates set through agreement), 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.

Ms. Victoria McDonagh (Area Team Leader) introduced the report and answered members' questions. Members heard that a Construction Management framework had been prepared to address loading and delivery issues and that the applicant had offered a 3 year free car club membership to residents. She drew members' attention to an amended condition 2 as set out in the supplementary report and the applicant's agreement to a post implementation viability review.

Mrs. Debbie Clements (objector) stated that due to problems with parking, the residents of Carlyon Close objected to any proposal for cycle lane in the close and strongly asked for the entrance to the site to be retained in Ealing Road, to protect the quiet and safe character of the Close. Councillor Sangani, a local ward resident in the area endorsed the views expressed by the objector.

Mr. Kieran Wheeler (applicant's agent) stated that the issues for which the application was deferred had been addressed, resulting in high quality residential development which responded to Alperton Growth Area Allocation. He referenced the applicant's agreement to a post implementation review and the 3 year free car club membership and added that due to access problems, the Council's Highways had not accepted the entrance to the site from Ealing Road.

Ms McDonagh then responded to members' queries regarding parking and anti-social behaviour and added that issues relating to infrastructure including school places to support the scheme were discussed as part of the Alperton Growth Area policy. She added that officers were in discussion with CCG to ascertain the demand for services for a medical centre in the area. Following Ms McDonagh's summary of the salient aspects of the application, members voted by a majority to approve the application as set out below.

DECISION: Granted planning permission as recommended and as amended in condition 2 and additional conditions on car club scheme and s106 contribution to mitigate against parking overspill as set out within the supplementary report.

(Voting for approval was as follows: (For 5, Against 3 and Abstain 0)

6. Parking Spaces, York House, Empire Way, Wembley (Ref. 18/0204)

PROPOSAL: Reserved matters application for the access, appearance, landscaping, layout and scale for Plot YH1, comprising the construction of a 630 place three form entry (3FE) Primary School and 60 place Nursery subject to approval under condition 1 of outline planning permission ref: 15/5550. This application has been submitted in pursuant to conditions 1 (Layout, Scale,

Appearance, Access and Landscaping) of Outline planning permission reference 15/5550 in relation to plot YH1:

RECOMMENDATION: That the planning committee resolve to approve the Reserved Matters pursuant to condition 1 of Outline Planning Permission in relation to the York House Car Park (Plot YH1).

That the Head of Planning be granted delegated authority to issue the decision and impose conditions and informatives to secure the matters set out within the report

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.

Victoria McDonagh (Area Planning Team Leader) introduced the report and answered members' questions. She clarified that the school in this location already had outline consent and the matters before the Committee related to access, appearance, landscaping, layout and scale.

Mr Patrick Daly (applicant's agent) stated that objections to the application following various consultations had been addressed to achieve an exemplary scheme. He clarified the sustainable means of transport, the Travel Plan and the use of the Red Car Park via Royal Route to facilitate pick up and drop off of school children. In response to a member's query, Mr Daly stated that parents would be allowed 20 minutes grace period for parking.

Ms Victoria McDonagh clarified that at the outline stage air quality assessment was undertaken by the Environment Officers and appropriate conditions were imposed. She added that below 4.5metres, all windows would not be openable.

DECISION: Approved the reserve Matters pursuant as recommended.

(Voting for approval was as follows: For 7, Against 1 and Abstain 0)

7. Former Palace of Arts and Industry, Engineers Way, Wembley, HA9 (Ref. 18/0968)

PROPOSAL: Minor Material Amendment to vary Condition 4 (Approved Drawings) of planning permission reference 14/3054 (dated 21 October 2014) for an outline application for the demolition of existing buildings and redevelopment of the site to provide up to 160,000sqm of mixed use floorspace. (See previous application record for full description of development).

RECOMMENDATION: That the planning committee resolve to grant permission for the proposed minor material amendments through a variation of condition 4 of Outline Planning Consent reference 14/3054 pursuant to Section 73 of the Town and Country Planning Act 1990, as amended.

That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out within the consent reference 14/3054.

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.

This permission, if granted, would also be bound by the Section 106 legal agreement associated with the Outline Consent, including the subsequent Deed of Variation.

Ms Victoria McDonagh (Area Planning Team Leader) introduced the report and answered members' questions. She summarised the key changes and added that the proposed uses would be as per the consented application in 2011. She referenced the supplementary report and highlighted in particular, the revision to condition 4 and an additional informative.

Mr Brett Harbutt (applicant's agent) stated that the proposed minor material amendments to the previously approved parameters plans would enable a revised scheme to be delivered which would provide a number of benefits including jobs over the originally approved outline plans. The scheme would offer a range of public realm improvements which would improve pedestrian circulation in the vicinity, in keeping with the vision for the Wembley regeneration area.

DECISION: Approval subject to the conditions set out in the Committee report, with an amendment to condition 4 (approved drawings and documents) to change drawing P11 from Rev 02 to Rev 03 and the addition of a further Supporting Document within Informative 4, as detailed in the reports.

(Voting for approval was as follows: For 7, Against 1 and Abstain 0)

8. Land rear of 25 to 30 Stonebridge Park (Ref. 17/4203)

PROPOSAL: Development to provide 2 x 2 bedroom houses and 3 x 3 bedroom houses, with car parking, cycle storage, refuse storage, amenity space and landscaping.

RECOMMENDATION: To grant planning permission subject to conditions.

That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out within the Committee report.

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

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

Damian Manhertz (Area Planning Team Leader) introduced the report and answered members' questions. With reference to the supplementary report, he corrected the typographical error in the main report.

Ms. Amanda Ruth Witham (objector) raised concerns about lack of residents' engagement by the applicants for the scheme which in her view would result in parking chaos, detrimental impact on the safety of children in the current play area and an increase in crime due to overcrowding.

Councillor Knight, ward member, stated that she had been approached by her residents in connection with the application. Councillor Knight, although affirmed her support of the principle of development of the site and the provision of affordable homes, expressed some concerns on behalf of her constituents. She called for measures which would maintain residential and neighbouring amenity including elimination of potential overlooking and maintenance of adequate separation distances. Councillor Knight also requested that adequate measures be put in place to prevent parking overspill in the area which was characterised by heavily parked streets and added that the applicant be advised by an informative to strengthen community engagement.

Ms. Kerry Csuka (applicant's agent) explained that the proposed development would maintain a separation distance of 18m, adhere to the 30 – 45 degree principle and result in improved amenity space provision. He added that the resulting natural surveillance from the development would enhance children's safety in the area.

In the ensuing discussion, members invited officers to shed light on the issues raised by the speakers in respect affordable homes, privacy, parking and protection of trees. Mr Manhertz clarified the above mentioned issues. He continued that the presence of homes in the vicinity would itself help to discourage any potential anti-social behaviour. In respect of consultation, he added that as a scheme of that size would not warrant an exhibition, some 161 letters of consultation were sent to local residents and interested parties.

DECISION: Granted planning permission as recommended.

(Voting for approval was unanimous as follows: For 8, Against 0 and Abstain 0)

9. Any Other Urgent Business

None.

The meeting closed at 8.55 pm

COUNCILLOR J. DENSELOW
Chair

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

4 July, 2018
03
18/0533

SITE INFORMATION

RECEIVED	10 February, 2018
WARD	Brondesbury Park
PLANNING AREA	Brent Connects Kilburn
LOCATION	Land adjacent to Block 47-78 Frontenac, Donnington Road, London, NW10 3RA
PROPOSAL	Erection of a 4 storey residential building comprising four flats (3 x 3 bed and 1 x 2 bed) with associated car parking spaces, cycle storage, refuse storage, amenity space, provision of a drying area and landscaping (new block to be built at north-west drying area of the Frontenac Estate)
PLAN NO'S	See condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_138503</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 "18/0533" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

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

Conditions

1. Time
2. Built as per the approved drawings
3. (Further details of Landscaping)
4. Cycle parking (secure and covered)-compliance
5. Parking and roads to be completed etc (compliance)
6. Further details of Refuse
7. Construction management plan
8. No C4 HMO permitted development rights
9. Any other planning conditions considered necessary by the Head of Planning

Informatives:

1. Party Wall
2. Building near boundary
3. Fire safety
4. Living wage
5. Any other informatives considered necessary by the Head of Planning

SITE MAP



Planning Committee Map

Site address: Land adjacent to Block 47-78 Frontenac, Donnington Road, London, NW10 3RA

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This map is indicative only.

PROPOSAL IN DETAIL

Construction of a four storey building comprising 3 x 3-bed flats and 1x 2-bed flat, in the drying area to the north-west of the Frontenac estate, constructed in 1949. The proposal is part of the Brent Council Housing Strategy to deliver a mixture of affordable rent homes to be rented at 100% affordable social rent by Brent Housing Partnership. The programme makes use of existing under-utilised Council land on existing estates such as garages and drying areas.

The landscaping of the estate would be refurbished to include 5 additional parking spaces, including 3 for the new development, resurfaced paths, refreshed soft landscaping, new bicycle parking, and a childrens' play area. The plan also includes a replacement drying area.

Details of the proposed units:

-Ground floor three-bedroom, 5-person flat with private garden to rear and small private area to front ('Flat A'): 88m²

-1st floor 3-bedroom, 5-person flat with balconies totalling 15.7m² ('Flat B'): 86m²

-2nd floor 3-bedroom, 5-person flat with balconies totalling 15.7m² ('Flat C'): 86m²

- 3rd floor, 2 bedroom, 3 person flat with balconies totalling 16.3m²: ('Flat D'): 66m².

Landscaping for flat A is to consist of a larger decked area to the rear and smaller decked area to the front to include the cycle store specifically for that flat. Cycle storage for other flats (6 cycles) is to be in a store within the envelope of the building accessed from the frontage. A communal amenity space is to be landscaped to the frontage. Trees and shrubs are to be planted.

The first floor would be set in 2.95m /4.38m from the envelope of the ground floor on the east side. This would allow light to travel through to the rear amenity space for the ground floor flat, and also minimise impact of the higher floors on the existing adjacent Frontenac block.

EXISTING

The wider Frontenac site extends to 0.61 hectares and is comprised of 3 residential buildings; a 10 storey tower to the North, 4 storey block to the East facing Peter Avenue, and a 6 storey block fronting Donnington Road. The three existing blocks front onto a central courtyard space, which provides communal amenity space and parking. The western boundary is formed of a brick wall with another residential development, Donnington Court, behind. Donnington Court is formed of 7 - 10 storeys above a ground floor car park. Peter Avenue is to the east and is predominantly formed of semi-detached houses before the road falls toward Donnington Road, and Frontenac becomes the dominant feature of the junction.

Along Donnington Road, there is a primary school, church and lower buildings to the south. Further to the west is another high rise development. There are two access roads into the site: controlled access from Peter Avenue which provides vehicle access to 6 garages and a substation, and this is also the main route for pedestrians accessing the 10 storey block. The second vehicle access point is from Donnington Road and is along the western boundary. This provides access for refuse collection, emergency vehicles, and residential parking (10 spaces).

The part of the site to be developed with the new building is the area currently designated as a drying area, to the north-west of the site, which is approximately 250m² in size, with large areas covered by moss on the ground indicating infrequent footfall. At the time of the site visit (a dry and sunny day) the site was totally unused as a drying area.

AMENDMENTS SINCE SUBMISSION

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. 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:

- The proposal would provide four high quality social housing units for 100% affordable rent, three of which would be family sized, as part of the Council's strategy to deliver 1000 council homes by 2021/22.
- The units meet national and London Plan standards for internal and external space, with balcony space to the top three floors supplemented with the communal amenity space to the frontage. A replacement drying area to the rear of 49-78 Frontenac (tower block) would be provided.
- The scheme would see re-landscaping of the estate to make it more pleasant and liveable for all residents, including new paths, shrubs and grassed areas and a children's play area.
- All existing authorised parking spaces would be retained and re-marked out to discourage obstructive and unauthorised parking. An additional five parking spaces would be provided to account for the new block, including one disabled-sized space, plus internal cycle storage. An additional twenty covered cycle spaces would be provided for use of all residents. The development satisfies London Fire Brigade requirements for turning space and access distance.
- The development makes use of a corner plot which is currently used as a drying area. This is not an attractive amenity space; it is under-used and the surfacing is degraded. The site lends itself to the provision of additional much-needed housing. Officers request that the Committee considers the information below in support of a recommendation to grant permission.

RELEVANT SITE HISTORY

No relevant planning history

CONSULTATIONS

The Council sent 201 letters to adjacent and nearby occupiers. Borough Transport, Urban Design, Landscape, Tree and Waste officers were also consulted on the proposal, and their feedback is considered within the assessment.

Six specific objections were received raising the issues in the table below. Some objections raised more than one issue hence the number of instances in the table is a higher total. A petition was received simply asking for refusal of 'any four-storey construction built on a small piece of land' and asking for refusal, but with no specific matters raised. In total therefore, 62 objections were received, six with content. Local councillors were consulted, and two requests for call-in were received, one with objections regarding parking on the estate.

Nature of objection	No. of instances	Paragraph reference
Emergency access is not sufficient	5	11, 12
Parking issues would be exacerbated	5	11
Lack of consultation	4	4.1, 4.2
Loss of open space	2	8
Construction impacts	2	Conditions
Loss of view (from direction of Donnington Court)	1	10.2
Lack of space between buildings	1	9, 10
Petition	56	

POLICY CONSIDERATIONS

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

The following are also relevant material considerations:

- The National Planning Policy Framework (2012)
- Supplementary Planning Guidance No. 17 (Design Guide for New Development) and emerging guidance SPD1

London Plan 2016: Policy 3.5, Policy 6.9 and table 6.3

Core Strategy (2010): CP17 – Protecting and Enhancing the Suburban Character of Brent, and

CP21 – A Balanced Housing Stock

Development Management Policies (2016): DMP1 – Development Management General Policy; DMP12 – Parking; DMP19 – Residential Amenity Space

Brent refuse guidance

DETAILED CONSIDERATIONS

Key considerations

1 The main issues of relevance in regard to this application are:

Principle of the development;
Design, impact on street scene and locality;
Quality of accommodation;
Impacts on neighbouring amenity;
Parking provision, access and highway safety
Emergency Access
Refuse storage and collection
Trees
Conclusion

2.0 Principle

2.1. Four units are proposed in the north-west corner of the Frontenac estate, in an area currently laid to tarmac and designated as a drying area. Three x 3B5P units and one x 2B3P units would be provided, to be 100% social housing. The Council's Core Strategy 2010 policy CP21 seeks to safeguard and promote housing in line with the Borough's identified need of which family sized accommodation is the identified housing type in Brent.

2.2. The application site is located within an existing residential area, and as such officers consider there is no objection in principle to the development of the site for additional residential accommodation subject to the relevant material planning considerations set out below.

3.0 Design and impact on character of the area

3.1. The basis of the block would be brick construction in a selection of neutral to beige and brown tones.

The design would include a variety of contemporary materials to add texture such as steel railings and full eight louvers to balconies. Materials are kept neutral to ensure timeless design in the new London vernacular. Balconies are recessed to provide weather cover and a compact building envelope. The set-in at first floor level to the east, as well as allowing light to travel to the rear amenity area for the ground floor flat, gives articulation to the building.

3.2 The design would not mimic, however would complement, the existing blocks in the locality. The scale is modest and proportionate to the site in terms of height. Overall the design approach taken is considered acceptable and will not harm the character and appearance of the existing buildings or wider area.

3.3 Landscaping plan includes renewed surfacing, planting, seating and childrens' play area. The site proposed for the new block is not an open space of amenity value, being little-used as a drying area and not landscaped for amenity use. It is not therefore considered that 'open space' in the usual sense of an amenity space of some attractiveness, is being lost.

4.0 Standard of accommodation

4.1 The proposed Gross Internal Area (GIA) for the dwellings meet the London Plan floor space standards as stipulated within table 3.3 of Policy 3.5 and DMP policy DMP 18.

4.2 The internal layouts result in regularly shaped rooms and logical layout. The constraints of the site and requirement to avoid overlooking to flanking blocks is acknowledged, and this has been achieved with the design of four double-aspect units with central bathrooms to maximise light and ventilation to habitable rooms. Kitchen are integral to living room/ dining room however are located adjacent to windows to assist in ventilation whilst cooking.

4.3 Policy DMP 19 stipulates that family housing should normally have a minimum of 50sqm of private amenity space and the proposed 3-bedroom ground floor flat provides 88m². The other two 3-bed flats and the 2-bed flat have around 16m² private amenity space each, however this is supplemented by the provision of a communal landscaped amenity space to the frontage of the block, of 126m². It is acknowledged that some of the private amenity space to the ground floor flat may be in shadow especially during winter months, due to orientation, however this is partly mitigated by the set-in at first floor level which would allow light to travel through to the rear.

4.4 It is not considered that the new properties would be overlooked by the adjacent dwellings due to their orientation in relation to each other, distance apart, and the location of habitable room windows on the new building.

4.5 The proposed dwellings are considered to provide an acceptable standard of accommodation and amenity for future occupiers whilst complying with policy 3.5 of the London Plan and policies cited above in the Brent Development Management Plan.

5.0 Impact on neighbouring amenity

5.1 In relation to Frontenac, as regards the SPG17 45 degree guidance, and 30 degree guidance rule to 2m height at nearest habitable room windows, the proposal complies. It is noted that the ground floor of 49-78 Frontenac (the tower block adjacent) does not contain residential accommodation. As there would be no habitable room windows facing that block, there are also not considered to be any significant concerns regarding overlooking. In any case the separation distance is 13.3m, which complies with SPG17 and emerging guidance SPD1.

5.2 The building line would be offset from the corner of Donnington Court and therefore although at the corner there is an infringement of the 30 degree rule, this is not considered to be significant as the new block would be diagonally offset to Donnington Court rather than adjacent to it. Loss of view from Donnington Court is cited as one objection. The loss of a private view is not a material planning consideration. When considering the impact on the outlook from the neighbouring properties, the proposal would not appear overbearing or result in any excessive increase in sense of enclosure.

5.3 55 St Peter's Ave to the rear is 20m away from where the building would be sited. In addition it is on higher ground and shielded by some established trees that would not be affected by construction, therefore there is not considered to be any significant overlooking or overbearing impacts to that property.

5.4 A daylight and sunlight report compiled in accordance with the Code of Practice for Daylighting, BS 8206-2, and BRE guidelines. This concluded that of the 67 windows assessed in nearby buildings, 64 would not have a material impact on the Vertical Sky Component. The three windows that would be affected by more than 20% were examined to ascertain their function and whether the rooms they served had other windows serving them. W17 is a ground floor living room on the north-east corner of Donnington Court. This room has another window serving it to the north. W21 is a similar room in a first floor position. Therefore due to the dual aspect nature of the rooms that have windows which would be materially affected, the impact on these rooms would not be excessive and they would retain good access to daylight and acceptable living conditions overall. W40, within Frontenac block 49-78, is a room to the ground floor and serves the office used by the block's cleaning contractors. This is not residential accommodation and therefore the impact is not of significance.

In summary it is not considered that there would be any significant detrimental impacts with regards to overshadowing, privacy impacts or overlooking, and the case is considered acceptable with regards to neighbour amenity.

6.0. Parking

6.1 As the site does not have good access to public transport services, the higher residential car parking allowance set out at Appendix 1 of the adopted DMP 2016 applies.

The maximum allocation for the site would be 78 car parking spaces, and therefore the existing provision of 16 spaces within the site is therefore well with the maximum allowance. This is an existing situation, and leads to parking outside of marked bays within the site, as highlighted by objections received.

6.2 To help assess the current parking situation, overnight surveys were undertaken on behalf of the applicant on two weekdays in March 2017. These identified 16-19 cars parked on hardstanding areas within the estate, occupying all of the marked spaces, plus additional parking in unmarked areas such as on fire access routes or in the garage court. The survey also covered surrounding roads, which were 55-60% on average. However, the survey did note that the length of Peter Avenue closest to the site was heavily parked.

6.3 The surveys therefore indicate that the existing estate experiences high levels of parking stress within the site, which appears to overflow onto Peter Avenue. Given the low ratio of parking spaces per flat, this is unsurprising. It is therefore considered essential that this proposal does not add to parking stress within the site and on adjoining roads.

6.4 The provision of four additional flats (1 x 2-bed & 3 x 3-bed) would increase the maximum parking allowance by 5.5 spaces to 83.5 spaces. The proposed enlargement of the existing parking areas to increase provision by 5 spaces from 16 to 21, and would therefore still accord with maximum parking allowance.

6.5 Policy DMP12 also requires that any on-street parking generated can be safely accommodated on-street. In this respect, the amount of additional parking proposed meets the maximum standard for the new flats, so additional on-street parking from the development is considered unlikely.

6.6 Parking demand for social rented housing is assumed to average about 50% of maximum parking standards, suggesting 2-3 cars would be likely to be owned by future residents of these four flats. This compares well with 2011 Census data for the site, which shows average car ownership of 0.62 cars per flat (2-3 cars for these four flats). As five new marked spaces are proposed, a surplus of 2-3 spaces would become available for use by existing residents, which should help to marginally ease the existing parking problems in the estate.

6.7 In conclusion, it is acknowledged that there are existing difficulties with parking for the estate due to the low ratio of available parking spaces per flat and unauthorised parking in undesignated areas. However, this is an existing situation and the proposed provision of additional parking over and above the likely needs of the new flats will help to ease the parking situation slightly. The proposal can therefore be supported in car parking terms.

6.8 Brent's parking standards also require two spaces to be widened and marked for Blue Badge holders. (Amended landscape plan to be provided)

6.9 In terms of bicycle parking, the London Plan requires eight secure spaces for the proposed new flats. An internal storage room with capacity for six bicycles is shown for the upper floor flats, whilst the ground floor

flat will have its own private amenity space within which bikes can be stored. In addition, a new covered cycle store for 20 bikes is proposed for existing residents and this is welcomed.

6.10 Pedestrian access to the new flats will be via existing segregated pedestrian paths through the estate, so that pedestrians do not need to share the narrow driveways with vehicles. These paths are also proposed to be resurfaced in concrete block paving to improve the quality and appearance of the surfaces as part of the development, which is welcomed.

6.11 In summary, the revised landscaping and parking arrangements would help prevent the unplanned and unauthorised parking currently taking place along the access road and to the area to the south of the intended development, and in real terms the revisions constitute an increase in bona fide parking spaces, and an improvement overall to the accessibility and parking provision on the site.

7.0. Emergency Access and servicing

7.1. Fire access is currently provided to the rear of the estate to ensure all blocks are also accessible from the rear in the event of a fire. However, the existing car park layout means that fire access relies on an area of the car park being kept clear, with road markings provided to this end. From the evidence of aerial photographs, site visit and other photographs sent by objectors, these markings are routinely ignored.

7.2 The revised car park layout will avoid the need for 'keep clear' markings, thus incorporating unhindered emergency services access to within 45m of the new block: 32m from the Peter Avenue side; 18m from the Donnington Rd side. As well as emergency access being sufficient for the new block, the revised layout with additional authorised parking would assist in ensuring that the existing blocks can be accessed more easily in an emergency. Tracking diagrams have been submitted to demonstrate that fire appliances would be able to turn within the car park and measurements above are taken from these.

7.3. Comments were received raising comparisons with Grenfell Tower. Regarding emergency access, this is discussed above. Other than that, Building Control colleagues were consulted for their feedback on this comparison. The Grenfell Tower issue relates to high rise buildings over 18m that have combustible cladding / modules. This block is not over 18m and the brick cladding is not combustible.

Similarly, other smaller delivery vehicles (on-line shopping delivery vans etc.) would also be able to turn within the car park.

7.4. In terms of access, the existing vehicular accesses to the site (via Peter Avenue) was previously only wide enough to accommodate one vehicle at a time. Amendments to the accesses were requested and obtained, to provide a space for two cars to pass clear of the public highway to help prevent the situation of vehicles reversing onto the highways when they enter to find someone else coming out. This would be another improvement on the existing situation.

7.5 Refuse facilities for the new residents would be provided using the brick housing to the south of the block which would house two bulk bins, one for refuse and one for recycling. These would be moved to the current collection site by the existing block management prior to collection times. The refuse arrangements are considered sufficient and suitable.

8.0. Trees

8.1. The applicant has submitted an Arboricultural Impact Assessment and Tree survey due to the presence of a number of trees within the site and also in the rear gardens of 55 Peter Avenue. This has been reviewed in full by the Council's Tree Officer who is satisfied with the proposal. Four trees would be removed to facilitate works, all except one of which are of low quality/ value as assessed by the arboricultural report. The trees to be removed are all within the Council's ownership. The Council's Tree Officer is satisfied with the protective measures recommended for working in proximity with tree roots. The officer recommends adherence to the report and also a tree protection plan as a condition of any permission.

9.0. Conclusion

9.1. The application is recommended to be granted subject to suitable conditions.

CIL DETAILS

The proposal may be eligible for social housing relief. The figures quoted here do not include any discount for relief because an application for relief must be made after planning permission has been issued and be received in the proper form and decided before any works commence.

This application is liable to pay **£134,717.86*** 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): 410 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	410	0	410	£200.00	£35.15	£114,580.36	£20,137.50

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)	313	
Total chargeable amount	£114,580.36	£20,137.50

*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: 18/0533

I refer to your application dated **09/02/2018** proposing the following:

Erection of a 4 storey residential building comprising four flats (3 x 3 bed and 1 x 2 bed) with associated car parking spaces, cycle storage, refuse storage, amenity space, provision of a drying area and landscaping (new block to be built at north-west drying area of the Frontenac Estate)

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

at **Land adjacent to Block 47-78 Frontenac, Donnington Road, London, NW10 3RA**

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: 22/06/2018

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:-

Development Management Policies (2016)
Core Strategy (2010)

- 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 also pre-planning application advice service is offered. This was not used. Amendments were obtained to assist in achieving a positive outcome.

- 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 and documents:

Received 14/2/18: OS; SA_AA_BB; EL_NE; EL_NW; EL_SE; EL_SW; GA_00; GA_01; GA_02; GA_03; GA_RL; 0006 revA02; 0011 revA01; DFCP3983; DFCP3983TRP; FIRE ACCESS STATEMENT [BWC FIRE LTD, DECEMBER 2017]; ARBORICULTURAL IMPACT ASSESSMENT [DF CLARK BIONOMIQUE LTD- DEC 2017] Received 1/3/18: GA_S_EX; Received 15/6/18: SK_R&R; GA_S REVB; GA_S_01 REVA; GA_S_02 REVA; GA_S_03 REVA.

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

- 3 The area designated as 'communal terrace' within the site shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before any works commence on site, the landscape work to be completed during the first available planting season following completion of the development hereby approved. Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

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

- 4 Any external lighting is required to meet with CIBSE and ILE criteria of a maximum 2 lux at the nearest neighbouring residential window.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to neighbouring properties.

- 5 The refuse and recycling facilities and cycle parking facilities as approved, for both the retail and residential elements of the development shall be provided in full prior to occupation of the relevant part of the development and shall thereafter be permanently retained and maintained.

Reason: In order that the local planning authority may be satisfied with the provisions for refuse

storage and cycle parking and in the interests of safeguarding the amenities of occupiers and the area in general.

- 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 and in view of the restricted space in the front garden to accommodate additional bin or cycle storage

- 7 Details of materials for all external work, in the form of good quality keyed colour photo-montage for all materials to include but not limited to window frames, terrace materials, balustrades, and brick panel to be inspected on-site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality and which enhances the visual amenity of the conservation area.

INFORMATIVES

- 1 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 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
- 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, 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 Michele Katzler, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5231

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

4 July, 2018
04
17/5097

SITE INFORMATION

RECEIVED	29 November, 2017
WARD	Tokynghon
PLANNING AREA	Brent Connects Wembley
LOCATION	Olympic Office Centre, 8 Fulton Road, Wembley, HA9 0NU
PROPOSAL	Redevelopment of the Olympic Office Site and erection of a part-21 and part-15 storey building comprising 253 residential units (12 x studios, 91 x 1-bed, 107 x 2-bed and 43 x 3-bed), 1,051m ² of flexible retail uses (A1, A2, A3, D1, D2), car parking at basement level, with associated landscaping, plant room and amenity space
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_137473</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 "17/5097" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction
 - C. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Payment of legal and professional costs
 - b) Notification of commencement
 - c) Provision of affordable housing
 - 34 units for affordable rent (at London Affordable Rent levels, in accordance with the Mayor of London's Affordable Housing Programme 2016-2021 Funding Guidance (dated November 2016), and subject to an appropriate Affordable Rent nominations agreement with the Council, securing 100% nomination rights on first lets and 75% nomination rights on subsequent lets for the Council) and
 - 43 units for Shared Ownership, (as defined under section 70(6) of the Housing & Regeneration Act 2008, subject to London Plan policy affordability stipulations that total housing costs should not exceed 40% of net annual household income, and subject to an appropriate Shared Ownership nominations agreement with the Council, that secures reasonable local priority to the units).
 - d) Pre-implementation review mechanism for affordable housing provision if development commences more than three years into the period of consent
 - e) Post-implementation review mechanism for affordable housing provision
 - f) Carbon offset contribution to be paid – or an opportunity to resubmit an improved energy statement and reduce the offset payment
 - g) Contribution of £125,000 towards the expansion of controlled parking zones
 - h) Contribution of £112,500 (paid to TfL) towards local bus capacity improvements
 - i) Training and employment of Brent residents
 - j) Travel plan to be implemented and monitored including funding of subsidised membership of the Car Club for three years for all new residents
 - k) Adoption of specified parts of the footway surrounding the development following completion of works
 - l) Requirement to enter into a s38/278 agreement for the following highway works:
 - Widening of the highway along the site frontage with edging and a drainage channel
 - Resurfacing of the existing footways in modular paving
 - Provision of raised entry tables across the Rutherford Way arm of the Fulton Road junction and at the southern end of the site frontage
 - Provision of two speed cushions on the southern part of Rutherford Way
 - Provision of bollards fronting the site and confirmation of the details of the exact design of the bollards
 - Provision of appropriately designed loading bays
 - Repositioning of the southernmost crossover onto Rutherford Way and associated alterations to the adjoining bus stop
 - Planting of 12 street trees, (7 along Rutherford Way and 5 along Fulton Road), details of species, size and tree pit design to be agreed by Local Planning Authority
 - m) Any other planning obligation(s) considered necessary by the Head of Planning
2. That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.
3. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions


1. Time Limit for commencement (5 years)
2. Approved drawings/documents
3. Car free agreement to be applied to development
4. Basement car park to not be used other than for blue badge holders resident at or visiting the approved development
5. Specific non-habitable windows to be obscure glazed for privacy
6. Specific balcony elevations to be screened for privacy
7. Highway works and parking spaces, cycle and bin storage to be laid out prior to occupation
8. Flood risk and drainage plan to be secured
9. 10% Wheelchair Accessible Units to be secured
10. Electric Vehicle Charging Points to be provided
11. Water consumption to be limited in line with regulations
12. A communal satellite/aerial to be provided so as to prevent multiple satellite dishes
13. Plant noise levels to be limited
14. Considerate Constructors' Scheme membership to be joined
15. Land contamination report to be secured
16. Arboriculture report to be secured
17. Ecology report to be secured
18. Microclimate report to be secured
19. Air Quality report to be secured
20. Removal of C4 permitted development rights for the flats
21. Sound insulation and noise reduction measures to be secured
22. Material samples to be submitted
23. Piling method statement to be submitted
24. Details of connection to district heating network to be submitted
25. Construction method statement to be submitted
26. Construction logistics plan to be submitted
27. Delivery and Servicing Management plan to be submitted
28. Details of landscaping to be submitted
29. Details of odour extraction to be submitted and implemented prior to A3 use commencing
30. Second waste collection details to be submitted
31. Building management plan to be submitted
32. BREEAM pre assessment for the commercial floor space to be submitted
33. BREEAM post assessment for the commercial floor space to be submitted
34. Any other planning condition(s) considered necessary by the Head of Planning

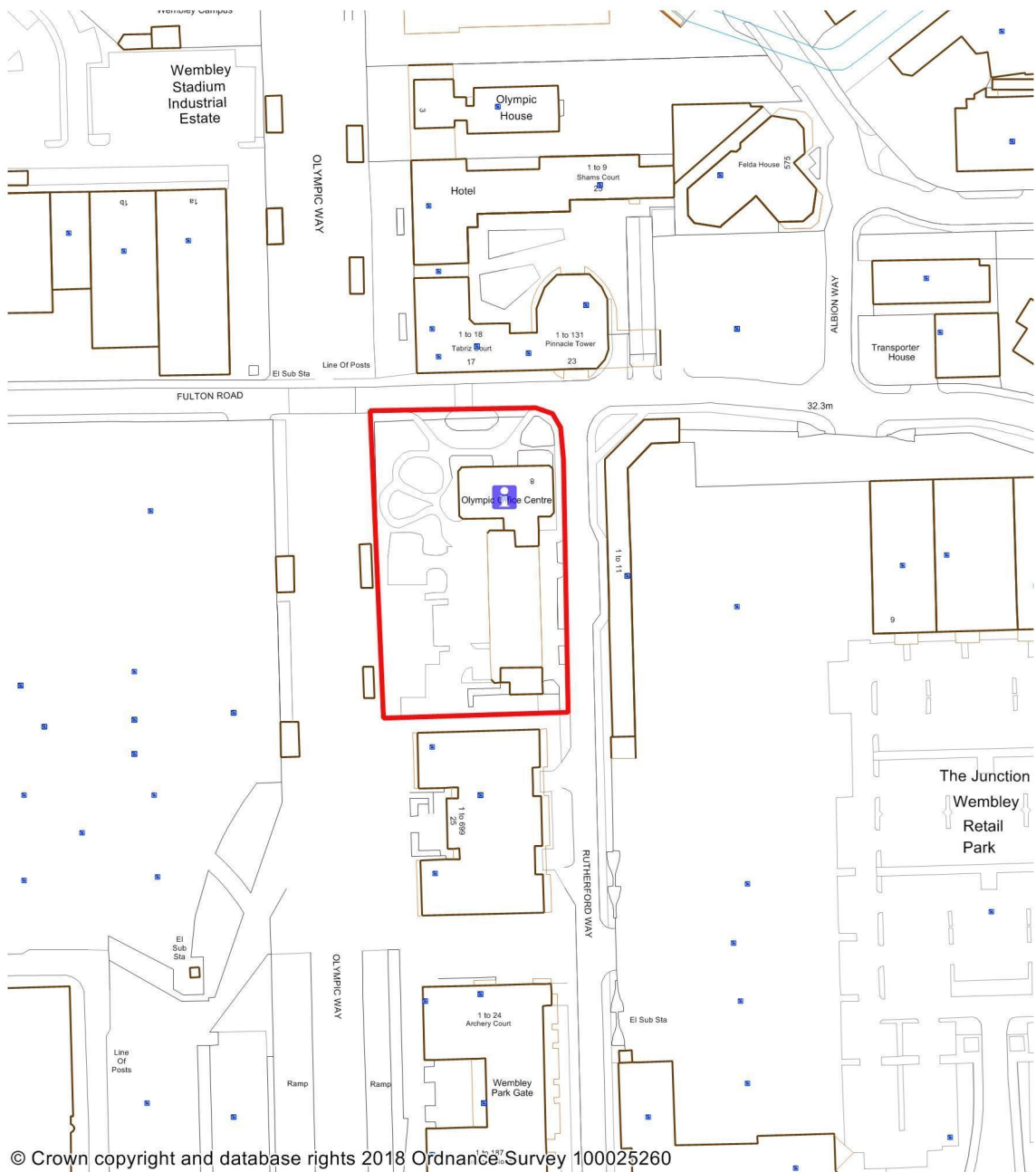
Informatives

1. CIL liability
2. Party wall information
3. Building near boundary information
4. Contact information for carrying out highway works

5. Notify highways service of intent to commence works
 6. Guidance notes from Thames Water
 7. Fire safety advisory note
 8. Any other informative(s) considered necessary by the Head of Planning
-
1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 2. That, if by 3 months of the committee date the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.
 3. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: Olympic Office Centre, 8 Fulton Road, Wembley, HA9 0NU</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

EXISTING

The subject site located in Wembley and it sits within Site Proposal W17 – Olympic Office Centre Site, It is situated between Rutherford Way, Olympic Way and Fulton Road and is directly to the north of Plots B and C which have been developed, implementing planning permissions 14/0363 and 14/4981. These plots have been redeveloped for residential and student accommodation with mixed uses at ground floor. The site is within a designated Opportunity Area (London Plan) and Growth Area (Brent LDF Core Strategy). The site is within Flood Risk Zone 1 (low risk of flooding).

The site covers an area of approximately 0.44ha with a high PTAL rating of 4/5 due to its close proximity to Wembley Park Underground station. There is an existing eight storey office building on the site, occupied by the applicant, Network Homes.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

1. **Provision of new homes and provide additional commercial amenities along Olympic Way:** Your officers give great weight to the viable delivery of private and affordable housing and new commercial floor space, in line with the adopted Development Plan.
2. **The impact of a building of this height and design in this location:** The proposal replaces a dated office building with a taller modern block of flats of high density. However, the development utilises good architecture with quality detailing and materials in order to maximise the site's potential whilst respecting surrounding development and the protected view of the Wembley Stadium arch.
3. **Quality of the resulting residential accommodation:** The residential accommodation proposed is of sufficiently high quality. The mix of units is in accordance with the standards within the London Plan and reasonably well aligned with the Wembley Area Action Plan mix, and the flats would generally have good outlook and light. The amenity space is below our standard, but not to a significant extent and is high for a tall building.
4. **Affordable housing:** The maximum reasonable amount has been provided on a near policy compliant tenure split. This includes 35% affordable housing provision with a tenure split of 34 affordable rented units and 43 shared ownership (45:55). The viability has been tested and it has been demonstrated that this is the maximum reasonable amount that can be provided on site. The requirements of affordable housing obligations are considered to have been met.
5. **Neighbouring amenity:** There would be a loss of light to some windows of surrounding buildings, which is a function of a development on this scale. Most windows affected would serve student accommodation and the impact is considered to be acceptable given the urban context of the site. The overall impact of the development is considered acceptable, particularly in view of the wider regenerative benefits.
6. **Highways and transportation:** The alterations to the public highway as required in the S106 would be acceptable, considering the needs of pedestrians, cyclists and motorists. The highway works will include (i) widening and resurfacing the footways fronting the site, (ii) repositioning the crossover in line with the basement access (and any required amendments to the local bus stop) and (iii) installing traffic calming measures in Rutherford Way to allow it to be incorporated into adjoining 20mph zones. To encourage sustainable travel patterns, the scheme will be 'car-free' with the exception of blue badge parking spaces. A financial contribution of £125,000 towards extending XCPZ's into the area is proposed with the removal of rights for residents within the development to apply for parking permits. A contribution of £112,500 is also to be secured for bus service enhancements in the area.
7. **Trees, landscaping and public realm:** Some low quality trees are proposed to be removed but they are not considered worthy of retention. The proposal is likely to substantially improve on the existing situation with the high quality street tree planting proposed and the wider landscaping strategy. This will be assured through conditions.
8. **Environmental impact, sustainability and energy:** The measures outlined by the applicant

achieve the required improvement on carbon savings within London Plan policy. Conditions will require further consideration of carbon savings prior to implementation.

MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Businesses and offices	8398	0	8398	0	-8398
Dwelling houses	0	0	0	25939	25939
Shops	0	0	0	1052	1052

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Social Rented)										
PROPOSED (Flats û Market)	73	88	15							
PROPOSED (Flats û Intermediate)	18	10	15							
PROPOSED (Flats û Social Rented)	12	9	13							

RELEVANT SITE HISTORY

The building originally included a large car parking area to the South of the existing office building. Outline planning permission (ref:13/1522) was approved in January 2014 for the redevelopment of the surface car park to provide two buildings, referred to in that application as Plots B and C. The existing building that is the subject of this proposal was known as Plot A.

Permission was granted for extensions to Plot A (the existing building) to provide car parking under and to the side of the building, and retail units fronting Olympic Way (reference 13/1512). This consent was not implemented and it expired in January 2017.

The Unite student accommodation block is situated within Plot B and the southern plot (Plot C) contains the Barratt London residential building. Both buildings are fully implemented and occupied.

CONSULTATIONS

Press Notice published on 14/12/2017

Site Notice displayed on 18/01/2018

The owner/occupier of 1369 nearby properties were notified of the application 05/12/2017.

No representations were received.

Statutory/External Consultees

Transport for London (TfL)

Transport for London raised concerns about the trip rates data, considering that a more modern local example should inform the likely trip rates. Concerns were also raised regarding the delivery and servicing movements for these units, and clarification was sought on how they will be catered for in the loading bays proposed. TfL requested a contribution of £112,500 towards bus capacity improvements in Wembley. A condition was requested seeking Electric Vehicle Charging Points in line with London Plan requirements. Finally, additional cycle parking, in line with draft London Plan requirement was requested.

The above points have been addressed in a formal response to TfL relating to the above points.

Greater London Authority (GLA)

The GLA supported the development although made the following comments:

The GLA requested a change in approach to the viability assessment and considered that different assumptions regarding costs and profit should be made to reflect the fact that the developer is a registered provider. Brent do not consider that this is a reasonable requirement (more information below with the affordable housing section).

The GLA requested a management plan detailing day-to-day servicing and delivery arrangements and long-term maintenance implications, as detailed in paragraph 3.6.8 of the draft London Plan. The agreed maintenance plan should be secured by condition as a part of any permission. Furthermore, an informative is suggested prescribing the submission of a fire statement, produced by a third party suitably qualified assessor. This is not within planning remit, but an informative will advise the applicant to maximise fire safety standards.

The GLA suggest that the Brent Council secure an open space contribution to mitigate the shortfall of policy compliant amenity space within the development.

The GLA also raised concerns about the energy and sustainability aspects of the proposal. The GLA requested further consideration of overheating, connection to the Wembley Masterplan heating network being prioritised and the feasibility of photovoltaic technology installation being made. These aspects have been picked up by the applicant in an energy report addendum.

Finally, the GLA raised concerns about transport, mirroring concerns raised by TfL (as detailed above). These aspects have been picked up by the applicant in a formal response to the GLA.

The GLA otherwise supported the scheme.

Thames Water

Thames Water has provided information relating to the requirements for connecting the development to the public sewer, minimising groundwater discharge during construction, installing fat traps and petrol / oil interceptors. This information will be communicated to the applicant by way of informative. Thames Water confirm that they have no objection to the application in terms of sewerage infrastructure capacity. Thames Water recommend a condition requiring the applicant to submit a piling method statement demonstrating that subsurface Thames Water assets will not be damaged as a result of the piling operations.

Wembley National Stadium Limited (WNSL)

WNSL did not comment on the planning application

Metropolitan Police - Borough Commander

The Metropolitan Police did not comment on the planning application

Police Crime Prevention Design Advisor

No formal comments were received as part of the application, however it is understood that the proposal has been through a number of design improvements as a result of consultation with crime prevention designers prior to submission

Wembley Stadium Residents' Advisory Committee (WSRAC)

WSRAC did not comment on the planning application

Internal Consultees

Environmental Health

Environmental health supports the application subject to a number of conditions relating to internal noise levels, construction noise and dust and air quality impact.

Local Lead Flood Authority

The Council's Local Lead Flood Authority was consulted and is satisfied with the drainage design. The surface water discharge from the proposed site will be greatly reduced from the existing discharge and this will reduce the flood risks in the area. The developer will provide storage tanks and suitable SuDS to reduce the discharge in the existing sewer network.

Community Involvement

The applicants held a public exhibition on 22nd March and 25th March 2017 to raise local awareness of the development proposal. The exhibition was held at the Yellow Pavilion community centre in Wembley. The hired out space was close to the subject site chosen for ease of access to visitors. Local people were informed of the consultation events by a flyer, distributed to 1,160 households and businesses. Eight people attended the exhibition across the two days that it was held. Some of those in attendance filled out a questionnaire to share their views of the proposal. The applicant's statement of community involvement indicates that the responses, whilst mixed, were generally positive of the scheme.

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of relevance to the determination of the current application. Planning applications are required to be determined in accordance with the development plan (inclusive of all below documents) unless there are material considerations that would warrant other considerations being reasonably made.

National

National Planning Policy Framework 2012

Regional

The London Plan consolidated with alterations since 2011 (March 2016)

Local

Brent Development Management Policies 2016

DMP 1 – General Development Management Policy
DMP 9b – On Site Water Management and Surface Water Attenuation
DMP 11 – Forming an Access on to a Road
DMP 12 – Parking
DMP 13 – Movement of Goods and Materials
DMP 15 – Affordable Housing
DMP 18 – Dwelling Size and Residential Outbuildings
DMP 19 – Residential Amenity Space

Wembley Area Action Plan 2015

WEM 1 - Urban Form
WEM 2 - Gateways to Wembley
WEM 3 - Public Realm
WEM 5 - Tall Buildings
WEM 6 - Protection of Stadium Views
WEM 7 - Character of Olympic Way
WEM 15 - Car Parking Standards
WEM 18 - Housing Mix
WEM 19 - Family Housing
WEM 21 - Wheelchair Housing and Supported Housing
WEM 24 - New retail development
WEM 30 - Decentralised Energy
WEM 32 - Urban Greening
WEM 38 - Play Provision
Site Specific Allocation W 17 - Olympic Way Office Site

Brent Local Development Framework Core Strategy 2010

CP 1 - Spatial Development Strategy
CP 2 - Population and Housing Growth
CP 5 - Placemaking
CP 6 - Design and Density in Place Shaping
CP 7 - Wembley Growth Area
CP 15 - Infrastructure to Support Development
CP 19 - Brent Strategic Climate Change Mitigation and Adaptation Measures

Brent Supplementary Planning Guidance Documents

Brent Supplementary Planning Guidance
SPG17 Design Guide for New Development
Draft SPD1 Design Guide for New Development

DETAILED CONSIDERATIONS

1. The planning application is referable to the GLA by the Mayor of London Order (2008). This requires that the GLA is consulted during the application (Stage 1), and following the Council's resolution (Stage 2). Stage 1 has been undertaken, but stage 2 can only come after the committee has resolved to either approve or refuse planning permission.

Principle of redevelopment

2. The proposal would result in 1,052sqm of commercial floorspace in a flexible A1/A2/A3/D1/D2 use class. The residential would be 24,702sqm including covered car parking spaces.
3. The site is allocated within the Site Specific Allocations (SSA) of the Wembley Area Action Plan (WAAP), which was adopted in 2015. It is listed as Olympic Way Office Site and includes all of the western part of Olympic Way between Fulton Road and Engineers Way, most of which has already been redeveloped through the Unite and Barratt Homes buildings. The allocation is described in the document as:
4. This site lies within the Strategic Cultural Area where leisure, tourism and cultural uses are particularly encouraged. The redevelopment of this site should largely mirror the development pattern on the western side of Olympic Way in scale and form – these are detailed and illustrated in the Wembley Masterplan. This requires the pulling back of taller elements to secure an 80m zone with maximum projections of 25m separated by 'outdoor rooms'. Office and hotel development would be acceptable throughout the development, while residential development should be confined to upper floors as set out in the Wembley Masterplan. The council will strongly encourage active ground floor uses such as cafés, restaurants and bars on the Olympic Way side. The building at the southern end should complement the park and the plot should provide a generous open space connecting to the new public open space on Engineers Way. Development of this plot should also ensure that buses can be accommodated on Rutherford Way, turning in and out of Engineers Way and Fulton Road.
5. The indicative capacity for the site specific allocation is listed as 250 units and the neighbouring Unite and Barratt buildings have already delivered a significant number of units exceeding this – 211 residential flats within Barratt and 699 student rooms within Unite. This proposal would increase delivered residential units within the allocation although this is not considered to be of concern given the increased requirements and pressures for housing within the borough since the adoption of the policy; furthermore the development is shown to be acceptable in terms of other material planning considerations in discussions below.
6. Overall, the primary use of the proposed building as residential accommodation is in accordance with this policy. The inclusion of such a use is also in accordance with adopted planning policy which seeks the provision of residential homes (Use Class C3) on brownfield land. The Area Action Plan refers seeks cafes, restaurants and bars fronting Olympic Way and the inclusion of significant flexible retail floorspace at ground floor would deliver this as well as provide activity along Olympic Way and Fulton and Rutherford Roads, appropriate for this site within a major town centre.
7. The applicant has requested a consent that allows development to commence within 5 years of planning approval, even though the general standard for such consents is 3 years. Network Homes (the applicant) have requested this to allow sufficient time for relocation of their business to premises currently being built out as part of the Quintain Masterplan. Network Homes expects to implement the development within the first three years but the longer permission ensures that the scheme can be delivered before permission expires in the event of any unforeseen circumstances. In requesting an extended timeframe for implementation, the applicants have agreed to submit a pre-commencement viability review in the event that the development begins later than 3 years after the consent is given. This would be secured within the Section 106 agreement. Nonetheless, the LPA do not consider that the additional timeframe for implementation would be negatively impactful subject to the appropriate mechanism as discussed above.

Design in the context of surrounds

Document Imaged

8. The site layout is arranged so that the new building fronts onto Olympic Way to the west, Fulton Road to the north and Rutherford Way to the east. A new pedestrian route will be created between the subject site and the Unite building to the south. The main residential accesses are to be located on Rutherford Way, but there will be means of access from Olympic Way too. New commercial units at ground level will be accessed from Olympic Way with secondary access from Fulton Road and the new pedestrian route to the south. There is a basement car park proposed with access from Rutherford Way.
9. The building will be formed of a single building articulated through two separate massings connected by a link block. The northernmost massing, on the corner of Olympic Way and Fulton Road is to be 21 storeys in height (approx. 69m above ground level to roof level and approx. 73m to the highest part of the building) whilst the southernmost massing is to be 15 storeys in height (approx. 50m to roof level and 54m to the highest part of the building). The building will be rectilinear in form and will have a building line which adheres to the Olympic Way Design Code contained in the Wembley Masterplan SPD, which requires a 20m clear no-build zone along Olympic Way from its centre line. Like its neighbours (Unite and Barratt Homes), the building will provide a strong active frontage to Olympic Way and then recess away to form external rooms, keeping an open vista along Olympic Way above ground level – this is an approach encouraged within the WAAP and thus supported.
10. The WAAP identifies key views of Wembley Stadium Arch which are protected. The key view to consider in this instance is the view towards the stadium from both the main entrance to Wembley Park station and from Bobby Moore Bridge. The eastern side of the arch has already been obscured from view to an extent by the existing Novotel development to the north and the applicant's view analysis shows that the proposed building will obscure a small segment of the arch as currently seen above the Novotel building from Wembley Park station. As seen from the Bobby Moore Bridge however, the perspective changes and the currently visible extent of the arch will not be reduced. The development went through a series of significant changes to minimise visual impingement of the arch during the pre-application process with the Council which included working to offset the distance of the main extent of the building's massing away from Olympic Way to limit impact. The offset distance has been increased by 11m since the initial pre-application discussion and has resulted in a far less harmful impact on the stadium view. Considering the benefits of the scheme, it is considered that the small reduction in the visibility of the eastern part of the arch is an acceptable consequence of this development and it is noted that the western part of the arch is already obscured to broadly the same extent, helping to bring symmetry to the view of the Stadium along the Olympic Way corridor.
11. The overall approach to the building's placement builds upon the established development rhythm along this part of Olympic Way and also reinforces the establishment of Rutherford Way as a residential street, as is to be brought about as part of the wider Wembley Masterplan.

Scale

12. The site is designated as 'appropriate for tall buildings' within the WAAP, which in policy terms means that buildings greater than 30m in height (10 storeys) are acceptable in principle. The development responds to a number of height and massing principles established within the emerging context. The single storey ground floor reflects the low rise, human scale development on the eastern side of Olympic Way, doing so by establishing 'commercial drawers' at the bottom of the building as are already present at Barratt and Unite. The smaller of the building's two main massings (15 storeys) is of an equivalent height to that of the neighbouring Unite and Barratt development line, responding well to this context and establishing a strong roof line along this part of Olympic Way. Finally, the larger of the building's two massings (21 storeys) is located at a key activity node along Olympic Way, where vehicular traffic along Fulton Road crosses Olympic Way. The importance of this location justifies additional prominence for the corner massing and it is also considered that the massing integrates well with and acts as a subordinate member of the emerging highrise cluster of buildings to the east (including the completed Apex House – 28 storeys - and the consented 'Avocado Building' – 34 storeys). Overall, the approach to scale and massing is accepted in this location and is considered to accord with all relevant constraints in the WAAP.

Architecture and Materiality

13. The development has a consistent vertical emphasis across its façades, expressed through double height banding and vertical format openings to create a strong sense of proportion. The openings are large and generally cover each level from floor to ceiling, providing a good level of articulation and leaving very few places of unanimated façade. Offset brick piers over balcony openings have been used as well

as contrasting coloured brickwork panels to provide some additional design interest. Contrasting brickwork panels are to be used on the gable elevations to provide some additional interest.

14. At ground floor, the commercial frontages will be heavily glazed to maximise street activity. Above this, the building is proposed primarily as a brick construction, with the use of a primary pale brick and a contrasting dark brick. A more striking brick (glazed yellow) will be used sparingly to provide additional interest in places (particularly in the link block) whilst bronze coloured metal will line the window frames, balcony railings, fascias and soffits, spandrel panels, shading/ventilation screens and copings/flashings. The overall effect as shown in CGI images looks to create a high quality building with a soft, residential visual appearance provided by the predominant use of a light coloured brick appropriately contrasted with darker colours to provide an appropriate level of interest. A condition will require that material samples are presented to the Council prior to their use within the construction, this is to ensure that visually pleasing, high quality materials are proposed.

Layout

15. The ground floor of the building is by far the largest floor of the building since the rest of the building is recessed back from Olympic Way. The largest land use on the ground floor is commercial, within three separate units. The largest commercial unit (544.5sqm) is contained in the south-western corner of the building fronting onto Olympic Way (with secondary access onto the south pedestrian route), the second commercial unit (372.4sqm) is located in the north-western corner of the building fronting onto Olympic Way and Fulton Road and the third commercial unit (134.5sqm) is located in the north-eastern corner of the building fronting Fulton Road and Rutherford Way.
16. Between the first and second commercial units, an open landscaped area fronts onto Olympic Way (with the means to be gated at times, such as on local event days). The landscaped area provides a secondary means of access to the building's main entrance lobby within the recessed part of the building. The residential part of the building is primarily accessed from Rutherford Way along the eastern side of the building. There are two separate entrance lobbies with the first being accessed at the bottom of the link building and the second being accessed towards the southern edge of the building. The entrances are clearly legible as glass fronted inset parts of the building along this elevation. Entrance lobby A (providing access to the building for residents in the private and shared ownership tenures) is slightly wider than entrance lobby B (which provides access to the building for residents in the affordable rent tenure), which is logical given that this entrance will serve a greater number of residents. The entrances are otherwise designed with the same visual appearance. Entrance lobby A will include a concierge office fronting the road as well as provide access to both the building's cores (two lifts for each) whilst entrance lobby B will provide access to core B only with a single lift providing access to the floors of affordable rented tenure. In accordance with the Housing SPG there is only a requirement for one lift to serve units upto fourth floor level, and for two lifts to serve residential units at eight floors and above. The ground floor will also include cycle storage centrally and refuse storage rooms on the eastern edge of the building (fronting Rutherford Way) to enable direct access to these rooms from those carrying out refuse collection. Finally plant rooms will be provided, one in the central northern part of the building and some in the south-eastern corner of the building mainly fronting onto the southern pedestrian walkway.
17. The ground floor layout is considered to be rational and it is welcomed that the active frontage has been maximised where possible in the key places (all along Olympic Way, significant stretches of Fulton Road and Rutherford Way). The GLA has recognised that as a result of pre-application discussion, the ground floor layout has maximised the proportion of active frontages on Olympic Way, Fulton Road and Rutherford Way. In particular it is welcomed that the applicant has treated Rutherford Way as a new neighbourhood residential street in context of the development opposite. The proposals have adopted the suggested relocation of the concierge office to be adjacent to the building's primary entrance to increase areas of glazing and improve street surveillance.
18. The basement level is mostly located under the 15 storey massing (Core B) and is accessed from Rutherford Way via a vehicular ramp to the south of the affordable entrance lobby at the south-eastern corner of the building. The basement provides disabled parking provision as well as a water tank room and small fan room.
19. The first floor marks the start of the recessed part of the building and provides the lowest level of the residential accommodation as well as access to large communal roof terraces above the 'commercial drawers' below. Within core A, floors 1 – 20 provide private residential accommodation whilst within core B, floors 1 – 4 provide accommodation within affordable rent, floors 5 - 8 provide accommodation within the shared ownership tenure, floor 9 provides accommodation for shared ownership and private units,

and floors 10 – 14 provide private tenure accommodation. The smaller entrance (serving the affordable rented accommodation) will be served by one lift which would allow access for affordable rent occupiers to go between the basement and the fourth floor of core B (the highest floor which includes accommodation in this tenure). The larger entrance would provide access for private and shared ownership occupiers to two lifts serving all the floors in core A (all private tenure) and two lifts serving the basement and all floors of core B. Shared ownership accommodation is contained across floors 5 - 8 of core B, a mix between private and shared ownership is provided on floor 9 of core B and floors 10 - 14 of core B are solely within the private tenure. Whilst there is only one lift routinely provided for affordable rent occupiers within the southernmost entrance, the overall core has three lifts and a door is shown on the plan linking the two separate entrance areas which could be opened to allow affordable rent occupiers to use other lifts on occasions when the primary lift is out of service.

20. The floorplate of the building splits at the 13th floor, at the point where the link building tops out. Overall, there are three reductions in the building's floorplate as the building ascends, the first being above the ground floor where all parts of the building higher than this remain recessed behind the 'commercial drawers', the second being above the 12th floor, beyond which the corridor link is no longer present and the final instance is above the 14th floor where the main massing of core B tops out, leaving the 21 storey corner massing reaching the building's maximum height on the north side.

Density

21. The proposal contains 253 units and 730 habitable rooms across a site that measures 0.44ha. Given this, the density of the development equates 1659 habitable rooms per hectare and 575 units per hectare. Whilst this exceeds the density ranges specified within the London Plan (215-405 units/hectare and 650-1100 habitable rooms/hectare), London Plan Policy 3.4 and Policy D6 of the draft London Plan seek to optimise housing density, with the draft London Plan placing greater emphasis on a design-led approach to density assessments.
22. The area has a PTAL rating of 5 and is considered to be within a central setting, given its location along a prime pedestrian thoroughfare within a major town centre. It therefore considered that it lends itself to high density mixed use development. The scheme has been subject to a design review by CABE and further review by GLA and Brent officers which have secured qualitative improvements to the design. This has resulted in a scheme that provides a good design response, good mix of affordable housing and high quality of accommodation for the residential occupiers, as further discussed within this report. In line with draft policy D6, the GLA have recommended that the applicant submits a management plan detailing day-to-day servicing and delivery arrangements and long-term maintenance implications. This is recommended to be secured as a condition.

Amenity

Privacy and Outlook

23. The impact on neighbours is a significant consideration, and policy DMP1 seeks to ensure that this is acceptable. The established buildings to the north (across Fulton Road) include a hotel and residential developments at Tabriz Court and Pinnacle Tower, whilst the established building to the south is student accommodation. To the west, outline consent has been approved for residential buildings to line the east side of Rutherford Way as part of the Quintain Masterplan, immediately across from the proposed development on the west side of Rutherford Way. All of these neighbouring buildings have/will have windows facing towards the development and consideration of the potential impact to these windows in terms of daylight and sunlight is important.
24. The development (minus the 'commercial drawers' on the ground floor) achieves appropriate separations from neighbouring buildings and plots in line with relevant SPG17 and draft SPD1 guidance, this includes a 53m separation from the emerging residential buildings on the western side of Olympic Way, a 20m separation from the hotel and Tabriz Court and Pinnacle Tower to the north and a separation of 18m to the edge of the private land plots along the east side of Rutherford Way. However, a 9m separation from the Unite student accommodation block to the south is achieved which is substantial enough to retain suitable outlook to the facing windows but about half of the standard generally expected for protecting privacy between facing windows within draft SPD1 guidance. It should be noted that the proposed building mirrors the existing building footprint and therefore the relationship with the Unite building already exists, even with the existing buildings in situ.

25. At upper levels, the proposed development will contain two windows per floor in this south elevation facing the Unite student halls. These windows will serve bedrooms. The windows will be opposite student bedroom windows at a distance of 12m and face projecting shared student flat kitchen windows at an indirect angle and at a distance of 9m. Overall, it is considered that the relationship between windows on this elevation is acceptable – the character along the pedestrian route on the southern side of the building will be far more enclosed than the other sides of the building, resulting in a quieter and more intimate setting which would warrant good levels of natural surveillance from windows. Whilst the bedroom windows on this side of the development would see a lesser standard of privacy than other windows in the development, the windows on to which they face serve student flats occupied by transient populations not warranting the same level of protection as permanent residences. Furthermore, it is conceded that the general scale of development in this highly urban part of Wembley would inevitably necessitate some tighter relationships between buildings in places and given that this is the only relationship between another building and the proposed development which falls short of standards, the relationship is considered to be acceptable. The proposed Olympic Office Centre building line is in the same place as the existing and the Unite student building has been built up to the boundary. It was therefore not considered to be at an inappropriately close distance when the Unite development was given planning permission.

Daylight and Sunlight

26. The applicant has submitted a daylight, sunlight and overshadowing analysis of the impact of the development. The analysis indicates that there will not be a significant impact on surrounding properties arising from the proposed development.
27. A total of 308 windows from existing buildings surrounding the site were highlighted as being potentially affected by the development – these windows belonging to Unite Student Halls, Pinnacle Tower, Hotel Novotel and Tabriz Court. The first test carried out assessed the Vertical Sky Component (VSC) from each affected window. The VSC analysis, in broad terms, identifies how much of the sky is visible at present and how much of the sky would be visible with the new development being present. This is expressed in percentage terms. The tests are taken from the centre of windows tested. The BRE guidance considers windows whose VSC value remains above 27% to retain good levels of daylight.
28. The analysis shows that of the 308 windows tested, 133 passed the VSC test of 27% or were unaffected by the proposal, 62 windows were likely to be affected only to a negligible extent (their VSC range remained above 21.6%) and that 113 windows were likely to be affected to a noticeable extent. Of the windows that were likely to be noticeably affected, 81 served rooms within the student halls at Unite, 16 served windows in the Pinnacle tower residential building and 16 served windows in the Tabriz Court residential building.
29. Many rooms are served by more than one window and therefore the VSC impact for the surrounding rooms has also been tested. The test has established 211 rooms that are potentially affected by the development and analysis has found that 83 of the rooms pass the VSC 27% level or are unaffected by the development, another 55 rooms are only likely to be affected to a negligible extent (their VSC range remained above 21.6%) and 73 rooms were likely to be affected to a noticeable extent. Of the rooms likely to be noticeably affected, 41 are rooms within Unite student halls, 16 are rooms within the Pinnacle Tower residences and 16 are rooms within Tabriz Court residences. The report highlights that most of the rooms affected to a noticeable degree are believed to be bedrooms, which the BRE recognise as less important than other habitable rooms in terms of protecting daylight.
30. The sunlight levels have also been tested with 163 windows which are likely to be affected by the development in this respect. 147 windows pass the relevant criteria for Annual Probable Sunlight Hours (APSH) and 16 fail the test, the failed windows include 1 window in Pinnacle Tower and 15 in Tabriz Court. Many of the windows pass the sunlight test (particularly those in the Unite Student Halls) because these windows face within 90 degrees of due north and already experience very limited sunlight as a result.
31. It should be noted that although the numerical values stated in the BRE guide provide useful guidance, they should be considered in their local context. High density urban areas, for example, may often experience greater site constraints when compared to low-rise suburban areas, and thus some detrimental impact can be unavoidable. In this instance, it is considered that the results are positive given the high density and heavily urban character of the surroundings. The majority of windows and rooms will meet BRE standards and most of those which do not, affect the north facing windows in the Unite student

halls. Student rooms are occupied by transient populations and do not generally warrant the same levels of protection of daylight as permanent residential units that BRE methodology is designed to protect.

32. An emerging development on the east side of Rutherford Way also warrants consideration. This development forms part of the outline consent for the Quintain Masterplan. Since detailed plans and elevations have not yet been finalised for this location, an overview of the western façade of this building has been taken into consideration by the applicant in their daylight/sunlight analysis. The proposed building within this plot is proposed at eighteen storeys, three less than the proposed development. Naturally, the applicant would anticipate a reduction in the daylight levels given the increase in height proposed to the Olympic Office Centre site, however given the design is stepped, the southern windows will suffer a smaller loss of daylight compared with those to the northern part of the plot.
33. Overall, the impact of the proposal on surrounding daylight and sunlight levels for existing and emerging buildings is considered acceptable. There are instances where reductions would be felt (and they would be noticeable in some cases). However, the overall number of discrepancies is considered to be relatively minor considering the scale of the development. Your officers are of the view that given the benefits associated with the development of this site (the provision of a number of new homes in the borough) and the dense urban nature of the subject site and surrounding sites, the benefit of the proposed development was considered to outweigh the harm associated with the loss of daylight and sunlight. It is not considered that the matter would warrant a reason for refusal.

Quality of Accommodation

Daylight

34. An Average Daylight Factor (ADF) test has been carried out for the new dwellings which identifies that 587 of the 687 rooms in the development will pass relevant BRE standards for good average daylight levels throughout the year and that only 64 rooms will fall short of BRE standards to a degree that would be noticeable to residents.
35. An Annual Probably Sunlight Hours (APSH) test has been carried out for the new dwellings, testing all rooms that have windows within ninety degrees of due south. The test identifies that 255 out of 387 rooms will comply with the relevant BRE criteria for good sunlight, 36 will fail to a negligible extent and 96 will not achieve good levels of sunlight. The overall proportion that achieves BRE standard is 65% and this is considered to be a high proportion given the heavily urban nature of the surroundings.
36. The BRE guidance recommends that at least half of amenity space within a development receive at least two hours of sunlight on the 21st March. The applicant's overshadowing diagrams confirm that the majority of amenity spaces will achieve this which is welcomed, particularly in the highly urban surrounds.

Overheating

37. An overheating report has been submitted which includes the results of internal heat level modelling. The Mayor's London Plan seeks to avoid overheating and excessive heat generation within Policy 5.9. The heat modelling identified solar gain as a major factor which would contribute to overheating and potentially uncomfortable living conditions for residents in this development. To reduce the impact of solar gain, the windows g-value and use of blinds has been refined to limit solar gains. Modelling the windows with blinds and a window g-value of 0.3 resulted in the relevant criteria being passed and solar gains being appropriately limited.
38. Given the height of the building, windows (except those opening onto a balcony or terrace) are limited to only 100mm of opening distance for safety reasons. As such, inward opening windows with external louvre/perforated panels have been incorporated into the façade design to enable secure and safe ventilation of the rooms, further preventing the potential for overheating.

Layout and Outlook

39. The residential units within the development are considered to be of high quality. On the lower floors, the development will contain 7 flats per floor within core A and 8 flats per floor within core B (the only exception to this is floor 1 where core A will contain 6 larger flats). From floor 3 to floor 12, core B will contain 9 flats per floor whilst core A retains 7. The two flats at the northern end of Core A will be true double aspect flats. The other flats in Core A are single aspect units although two of the flats will achieve a second aspect from their private inset balcony. The two flats at the southern end of Core B achieve true

double aspect whilst a third flat located centrally in the building has both east and west facing aspect, achieving front-to-back dual aspect outlook.

40. Above the 13th floor where the link block ends, each core separates and reduces to 6 flats per floor in core A and 8 flats per floor in core B. The loss of the link building enables additional dual aspect flats on the south side of core A and the north side of core B. Following the loss of the 15 storey massing containing core B above the 14th floor, the remaining 6 floors are served exclusively by core A at 6 flats per floor. 10 out of 14 floors within core B have 9 units per floor which is slightly higher than the recommended London Plan standard for a maximum of 8 units per core per floor in the interests of encouraging community cohesion. Nonetheless, it is noted that this standard is achieved across all of core A and in across nearly a third of core B and that the breach of this guidance is otherwise minor. In addition, in accordance with the Mayor's Housing SPG a concierge office is provided.
41. The overall scheme will deliver 100 units which will have true dual aspect outlook representing about 40% of the total. Given the constraints of the site and its deep length this is considered to be a reasonable provision and it is not clear how this total could be notably increased without losing a significant amount of accommodation. Given the orientation of the building, all of the single aspect flats have either east or west facing outlook which is considered to be ideal as there are often problems associated with the provision of units that are solely north facing (lack of direct sunlight) or solely south facing (problems with overheating).
42. The development has secure entrances in locations which are overlooked so as to maintain security, and in turn would overlook public areas in a more positive way than the existing buildings do. The units generally accord with the minimum room sizes within the London Plan, are logically laid out and would have good outlook in line with SPG17 standards. The tightest relationship between proposed windows of this development and other buildings is the south facing windows of the two southernmost flats in core B on each floor. These windows, serving one bedroom in each flat have an outlook of between 9m and 12m to the Unite Student Accommodation to the south. This is acceptable for achieving good outlook in line with Brent's SPG17/Draft SPD1 but does not satisfy requirements for mitigating privacy breaches where guidance would seek at least an 18m separation between facing windows. Overall, it is considered that the relationship between windows on this elevation is acceptable – the character along the pedestrian route on the southern side of the building will be far more enclosed than the other sides of the building, resulting in a quieter and more intimate setting which would warrant good levels of natural surveillance from windows. Whilst the bedroom windows on this side of the development would see a lesser standard of privacy than other windows in the development, the windows on to which they face serve student flats generally occupied by transient student populations not warranting the same level of protection as permanent residences. Furthermore, it is conceded that the general scale of development in this highly urban part of Wembley would inevitably necessitate some tighter relationships between buildings in places and given that this is the only relationship between another building and the proposed development which falls short of standards, the relationship is considered to be acceptable. As with the above, the existing Olympic Office Centre footprint matches that which is proposed, and this separation distance was therefore accepted when granting planning permission for the Unite building.
43. In terms of facing windows within the development, the only close relationship between windows is on floor 14 of the development, between flats A92 and B119 and between flats A93 and B118. In these instances, secondary kitchen/living space windows and secondary bedroom windows of separate units face one another at a distance of about 9m, falling short of the guidance standard for good levels of privacy (18m). Given this, a condition will require that the secondary bedroom windows are obscure glazed and non-opening at low levels. A condition will also require that the facing shared flat access corridor windows serving both cores of floor 14 are obscure glazed and non-opening at low levels to protect the opposite living/bedroom windows that they overlook.

Accessibility

44. The development has been designed so as to be step-free with level access from the external environment for residents and visitors through clearly visible and identifiable entrances from the public realm. Level access is also achieved from the basement car park through the lift to the upper floors of core B.
45. 25 of the 253 flats have been designed with the appropriate circulation space to enable use by wheelchair users. This is in line with policy 3.8 of the London Plan which seeks 10% of homes in major developments being adaptable for use by disabled residents. The adaptable units comprise 5 x 1 bed units and 20 x 2 bed units and are all located in core B which has direct and level lift access to the

basement car park. The adaptable rooms are located close to the lift lobbies to maximise accessibility.

46. A condition will secure the 10% adaptability requirements to ensure that the 25 proposed units adaptable for disabled people are built with the appropriate measures.

Amenity Space and Play Space

47. Private inset balconies are a feature of the development, and are provided for all flats, generally of about 5sqm-14sqm in size depending on the flat. Four of the flats on level 13 will, in addition to their balcony, have a private terrace atop the roof of the link building. These terraces are between 25sqm and 30sqm in size and serve large 2b4p flats. At first floor level, atop the 'commercial drawers' of the building, two large roof terraces are provided for the communal use of residents. The first floor roof terrace serving core A is 289.3sqm in size whilst the first floor roof terrace serving core B is 455.4sqm in size. Finally, a large terrace is provided on the main roof of Core A measuring 395.8sqm. Brent's SPG17/draft SPD1 guidance would generally seek 20sqm of amenity space per flat with at least London Plan compliant provision for all flats. All flats have reasonably sized balconies that achieve a depth of at least 1.5m and therefore meet London Plan amenity space requirements, with no flats losing out on a good private amenity space provision. The applicant's shadow casting studies confirms that the development will achieve good quality amenity spaces, most of which will receive at least 2 hours of direct sunlight as stipulated as good practice in BRE guidance.
48. The development overall delivers 2,542.6sqm of private balcony space and approximately 1,140sqm of communal rooftop amenity space. There will also be a large landscaped courtyard space at ground floor level, between the 'commercial drawers', fronting onto Olympic Way and providing a secondary entrance to the main residential foyer of the building. Your officers have not counted this towards the overall amenity space quantum as the space functions primarily as a means of access rather than an amenity space; nonetheless the value of the space is acknowledged as beneficial to the development. The total quantum of amenity space (rooftops + private balconies) equates to approximately 14sqm per flat which does fall short of the 20sqm sought within Brent guidance. Nonetheless, the dense, urban surrounds of the proposal are noted and it is acknowledged that the development has maximised its use of available roof space in providing good quality amenity spaces for residents. Furthermore, the large park consented on the eastern side of the Wembley masterplan area will be within 150m walk for residents, providing another large and easily accessible recreational space.
49. The proposal is to provide approximately 280sqm of child play space on site, across both the first floor courtyards and the roof terraces. The proposed development, within the agreed tenure split of the development, is predicted to accommodate 58 children (28 (under 5), 19 (5 to 11) and 11 (12+)). The London Plan seeks a benchmark for 10sqm of dedicated play space per child within the development being delivered. The 280sqm of playspace proposed achieves approximately 4.8sqm of dedicated play space per child and therefore falls short of the London Plan target. The applicants have considered this shortfall and highlight that 280sqm of play space proposed more than meets the requirements for the 28 under 5s proposed in the development. Given the high number of open spaces nearby to the development, there is to be a focus on the existing local provision of play areas and open spaces for older children. These open spaces include the covered children's play area at the London Designer Outlet, the 7-acre park forming part of the Quintain masterplan, the 2-acre garden square forming Elvin Gardens which is also part of the Quintain masterplan, Chalkhill Park within a 10-15 minute walk and Kinia Football Club and Sherrins Farm sports facilities.
50. The LPA agree that the availability of nearby open space and emerging social infrastructure will be numerous and that such provisions would justify a shortfall in total provision of play space. The lack of full onsite adherence to playspace is to be expected with the high density of the scheme proposed.

Unit Mix

51. The mix of units is:

	Studio	One Bed	Two Bed	Three Bed
Affordable Rent	0	12	9	13
Shared Ownership	0	18	10	15
Private	12	61	88	15

Total	12 (4.7%)	91 (36.1%)	107 (42.5%)	43 (16.7%)
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52. Only 16.7% of the units would be family sized, with the others being studios and 1 and 2 bedrooms. Policy CP2 seeks 25% to be family sized units (with 3 bedrooms or more). However, there is a greater weight of three bedroom units being proposed for the affordable rent (38.2%) and shared ownership (34.8) tenures which exceed the target set out in policy CP2. In particular within the affordable rent tenure, there is an identified need for family sized units. The overall mix of units is considered acceptable taking into account the tenure mix that is proposed, and the context of this site within a dense urban environment.
53. Overall, the quality of the accommodation is considered to be high. The units would be well laid out with good outlook, and would not be subjected to unacceptable environmental impacts with the conditions which are suggested by Environmental Health.

Affordable Housing

54. The Council's policy requirement for affordable housing (within DMP15) is for 50% affordable housing provision within a major residential development or the most viable level as demonstrated in a Financial Viability Assessment.
55. Network Homes originally proposed 77 affordable units consisting of 52 shared ownership units and 25 affordable rented units. The total offer equated to 30.4% affordable housing by unit and 35% on a habitable room basis. The applicant submitted a Financial Viability Assessment (FVA) drawn up by DS2 to demonstrate that the proposal actually put the scheme into a financial deficit and therefore this affordable housing offer represents more than the maximum reasonable and viable amount the scheme can deliver, in line with planning policy.
56. The FVA assumed a Benchmark Land Value (BLV) of circa £18.12m. Assuming the inclusion of affordable housing grant the initial scheme generated a negative residual land value of -£1.27m which (when compared to the BLV) generated a final deficit of -£19.39m.
57. The Greater London Authority (GLA) provided a response to the FVA and contested several assumptions used in the initial appraisals. The GLA argued that as the applicant Network Homes is a Registered Provider, the FVA should not assume the developer is a private developer but reflect that Registered Provider status instead. Registered Providers typically achieve lower borrowing rates and use profit on market housing to cross subsidise affordable housing in mixed tenure schemes. The GLA commentary suggested that the appraisal therefore reduce finance rates from 7% to 5% and the profit on private housing from 20% of gross development value to 10%.
58. Officers appointed BNP Paribas to carry out an independent review of the FVA and they produced their assessment in March 2018. BNP Paribas disagreed with multiple assumptions that were used within the FVA appraisals, in particularly the BLV which BNP Paribas reduced from £18.12m to £16.79m. BNP Paribas' revised appraisals also resulted in a total scheme deficit when measured against their own BLV but the deficit (with grant) was significantly reduced from -£19.39m to -£4.39m. Following DS2's written response which opposed the BNP Paribas points of difference, BNP Paribas in their second report adopted the DS2 BLV of £18.12m. BNP Paribas' appraisals resulted in a deficit of -£7.54m with grant.
59. Officers had always shown concern with the proposed tenure split of the affordable housing provision which was weighted heavily towards intermediate/shared ownership and not in line with Brent's Policy DMP15 ratio of affordable rent to intermediate of 70:30. In light of the BNP Paribas analysis showing a significant reduction in DS2's proposed deficit Officers recommended that Network Homes consider a revised tenure split that would provide a higher proportion of affordable rented accommodation whilst seeking to maintain or increase the overall affordable housing numbers.
60. It is important to note that BNP Paribas stated in their report that they did not agree with the GLA comments or their special assumptions based on the Network Homes being a Registered Provider. The RICS guidance notes on viability state that "in undertaking scheme specific viability assessments, the nature of the applicant should normally be disregarded as should benefits or disbenefits that are unique to the applicant. The aim should be to reflect industry benchmarks having regard to the particular circumstances in both development management and plan making viability testing." Following RICS

guidance notes BNP Paribas disregarded the GLA special assumptions and based their appraisal on a conventional approach assuming a private developer was involved and not from a Registered Provider's perspective.

61. DS2 provided a written response to the BNP Paribas report on the 11th April 2018. This response opposed all points of difference put forward by BNP Paribas and DS2's position on viability remained unchanged since the initial FVA submission.
62. On the 15th May 2018 DS2 provided a further letter (prior to any formal response from BNP to their last submission). This letter put forward a revised affordable housing offer on a without prejudice basis that proposed to maintain the total 35% existing affordable housing provision but altered the tenure split to 43 shared ownership and 34 affordable rented units. The revised offer changed the ratio of affordable rent to shared ownership from 30:70 to 45:55. BNP Paribas has subsequently carried out a further appraisal of this revised offer and it still generates a deficit on both a with and without grant basis.
63. BNP Paribas also carried out a sensitivity test which considered the GLA assumptions of reduced profit and finance rates. This appraisal resulted in a surplus of £1.49m which could theoretically be put back into the scheme to convert 8 shared ownership units into further affordable rented accommodation. Officers are however inclined to follow BNP Paribas' advice that the GLA special assumptions are unreasonable and this appraisal should be disregarded.
64. The current offer of 35% affordable housing per habitable room falls below the 50% Local Plan target. However, it is a strong offer and Network Homes have improved the affordable rented provision as requested while maintaining the total original provision despite it being agreed by all parties that the scheme results in a financial deficit. Officers and BNP Paribas view this revised offer as the maximum reasonable amount of affordable housing the scheme can deliver, in line with planning policy, subject to securing an appropriate post-implementation financial review mechanism in the s106 agreement.
65. The plans have been updated since submission to reflect the additional affordable rent flats and the reduced shared ownership flats that have been proposed. This equates to the fourth floor of Core B reverting from a floor comprising 9 shared ownership flats to a floor comprising 9 affordable rented flats. The lift within the secondary access, providing dedicated access across the affordable rented units will now serve one additional floor and the lift overrun (and top of the lift shaft) will now be located on floor 5 of core B rather than floor 4.

Highways

Parking

66. The scale of this proposed development is large enough to have a potentially significant impact on the local transportation network. As such, a Transport Assessment is required and this has been prepared by RPS Ltd. and submitted with the application.
67. In terms of parking, the site lies within the Wembley Masterplan area, so the maximum parking allowances set out in the Wembley Area Action Plan apply.
68. The existing offices would therefore be permitted up to one space per 400m² under current standards, so the existing provision of 51 off-street parking spaces exceeds the maximum allowance.
69. The proposed residential units are allowed up to 0.4 spaces per 1-/2-bed flat and 0.6 spaces per 3-bed+ flat, whilst the retail units are allowed up to a maximum of one space per 100m² for non-food uses, depending upon use (at present, a food retail unit, a restaurant and a gym are anticipated). This gives a maximum allowance of 109.8 spaces for the 253 proposed flats, whilst the three proposed retail units (135m², 372m² & 545m²) would be permitted a further 10.5 spaces, giving a total allowance of 120 spaces.
70. The proposed provision of 26 spaces (25 of which are wide bays for disabled parking) would therefore accord with maximum standards, whilst meeting the lifetime homes requirements for disabled parking. Please note that Blue Badge holders that require parking space within the basement must not be denied access (as has happened with other nearby residential development) unless all 25 spaces are already let to other Blue Badge holders, whilst a condition ensuring the car park is not made available to visitors to

Wembley Stadium is also recommended.

71. At least six of the basement spaces will also need to be provided with electric vehicle charging points at the outset, with a further six requiring passive provision. This has been confirmed in the Design & Access Statement and Transport Assessment.
72. A fleet of Car Club vehicles operated by Zipcar are already stationed nearby in Brent's Civic Centre building, which would help to support the low level of parking provision. Funding of subsidised membership of the Car Club for three years is to be provided for all new residents through the Travel Plan and this is welcomed.
73. Policy DMP12 requires that any overspill parking that is generated can be safely accommodated on-street. In this case though, there is little scope for on-street parking along the site frontage, particularly on Wembley Stadium event days. It is therefore essential that the right of future residents and businesses to on-street parking permits (both for the existing Stadium Event Day CPZ and any future year-round CPZ that is introduced) be withdrawn through a legal agreement (in line with Policy DMP12) and that suitable funding is also provided to help to introduced new Controlled Parking Zones in the area to cover all weeks of the year, not just Wembley Stadium event days. A sum of £125,000 is recommended to this end.
74. For visitors to the commercial units, the very good access to public transport will make car use largely unnecessary and for those that do drive, public car parking is available within the wider redevelopment area.
75. The London Plan requires at least one secure bicycle parking space per 1-bed flat and two spaces per 2-/3-bed flat, whilst the retail units require long-term parking at a rate of one space per 175m². This gives a total long-term parking requirement for 409 spaces. Five internal storage rooms for 410 bicycles have been indicated, which satisfies this standard.
76. For short-term parking, six spaces are required for visitors to the flats and 26 spaces for customers of the retail units (based on food retail and restaurant standards) and this has been noted in the Transport Assessment. The plans indicate 15 bicycle stands (30 spaces) around the site, with four on Fulton Road, three on Rutherford Way and eight along the southern pedestrian route which is likely to satisfy visitor requirements.

Servicing, refuse and fire access

77. In terms of servicing, three internal refuse stores are shown along the Rutherford Way frontage of the building, providing space for 25 Eurobins and 15 wheeled bins. However, this provides a total storage capacity of just 31,100 litres, against a requirement for 63,778 litres. The applicant has confirmed that a second weekly collection will be arranged to ensure that the half provision of the necessary bin storage is fit for purpose. It is important that the second collection is detailed and secured within a section 106 agreement in accepting this arrangement.
78. The location of the stores at the front of the building within easy reach of Rutherford Way is welcomed, meeting recommended maximum refuse carrying distances.
79. Fire access requirements are also met, with access available around all sides of the building as recommended for a development of this height and scale. This includes the southern, pedestrian side of the building, where the length of the pedestrian passage would be sufficient for access at all points by a fire hose and a sprinkler system being provided. An informative will advise the applicant to maximise fire safety standards within the development.

Layout and access

80. The retail units generally need to be serviced by transit sized vans and in the case of the largest unit, 12m rigid lorries. No off-street loading area is proposed for this to take place from and instead, three footway loading bays are indicated – one along the Fulton Road frontage and two along the Rutherford Way frontage. These would be sufficient to satisfy retail servicing requirements, subject to the approval of a Delivery and Servicing Plan to manage and co-ordinate delivery schedules between the three units. Each of the loading bays on Rutherford Way are 12m in length whilst the bay on Fulton Road is 10m in length. The loading bays have been provided with 45° tapered kerbs at either end. Suitable short-term

loading restrictions will be required for the loading bays to deter use for parking.

81. Unobstructed footways offered for adoption are appropriately retained to the rear (at least 3m along Rutherford Way and 3.5m in front of all retail units), which will allow free pedestrian movement when the loading bay is in use. Edgings and a drainage channel are appropriately indicated along the adopted boundary line. Highway works will also need to include resurfacing of the existing footways in modular paving and a joint S38/S278 Agreement will therefore need to be secured.
82. In terms of on-site parking and access, the layout of the basement car park provides ample turning space and suitable headroom (2.8m) is proposed for high-top conversion vehicles for wheelchairs. The ramp to the basement car park is wide enough to allow two-way flow along its length, with suitable margins incorporated on either side. The gradient of 14% is a little steeper than usually recommended for a ramp of this length, but 3m long transition lengths have been included at either end to prevent grounding and for a small private car park, this is fine. Entry gates with key-fob control are shown at the top of the ramp, and this is set 5m from the existing highway boundary to allow a vehicle to wait clear of the highway whilst it opens and closes.
83. The southernmost crossover onto Rutherford Way will need to be repositioned to suit the new access and it is noted that this would then require the shortening or repositioning of the adjoining bus stop. With Rutherford Way being straight, visibility splays from the access will meet standards. All crossover works will need to be undertaken at the applicant's expense, along with the resurfacing of all footways along the site frontages in modular paving and removal of existing redundant crossovers.
84. The S278 highway works required above should also be extended to require a raised entry treatment (speed table) across the Rutherford Way arm of the Fulton Road junction (with associated amendments to the existing tactile paving at the junction) and a speed table on Rutherford Way at the southern end of the site frontage, plus a pair of speed cushions further south. This would then allow Rutherford Way to be incorporated into the existing 20mph zones along Fulton Road and Engineers Way, benefitting the safety of residents and visitors to this building.
85. There are also future proposals to install vehicle barriers in Fulton Road fronting the site. A line of bollards is proposed within the landscaping fronting the site to ensure the barrier cannot be circumvented and these are welcomed, subject to further approval of their exact design through the S38/S278 process.

Transport assessment

86. With regard to trip generation, the Transport Assessment has used data held on the national TRICS database for 15 similar housing developments in London (11 private housing development and four affordable) to derive likely numbers of journeys to and from the proposed development and likely modes of transport.
87. As no parking is proposed for the commercial units, they are assumed to attract only local, linked or pass-by trips by people already present in the wider area, which is accepted.
88. The results of this exercise indicate likely movements totalling 33 arrivals/161 departures in the morning peak hour (8.30-9.30am) and 93 arrivals/56 departures in the evening peak hour (5-6pm) by all modes of transport.
89. As just 25 car parking spaces are proposed, just 3% of trips are assumed to be by car driver, so only 5 vehicular movements in the morning peak hour and 3 movements in the evening peak hour into and out of the car park are expected.
90. The above estimated flows have been compared to the results of a survey of trips into and out of the existing office building undertaken in July 2017, which showed 171 arrivals/9 departures in the morning peak hour and 5 arrivals/177 departures in the evening peak hour by all modes, of which 80 and 74 trips in the morning and evening peak hours respectively were by car.
91. As such, as long as parking controls are in place in the surrounding area, the proposal will result in a very significant fall in vehicle trips on the surrounding road network. There is therefore no requirement to undertake any assessment of junction performance in the immediate area.
92. In terms of non-car trips, 60% of journeys are expected to be by rail or Underground, leading to 116 movements in the morning peak hour and 89 movements in the evening peak hour to and from the

residential flats. About 40% of trips to the offices are currently made by rail, so there is predicted to be an increase in patronage through local stations as a result of this proposal. However, the additional numbers amount to less than one additional passenger per rail/tube service in each peak hour, so TfL have confirmed that the impact on their services is not significant enough to warrant further study.

93. For bus journeys, mode share is estimated at 21%, giving rise to 41 movements in the morning peak hour and 31 movements in the evening peak hour to and from the flats. Again, this is an increase above existing totals (5-10% of trips to the offices are currently made by bus). In this case, Transport for London have confirmed that services in the vicinity are at or near capacity and have therefore indicated that a contribution to bus service enhancements would be likely to be required. Further refinement of the trip generation has been provided and reviewed by TfL. They have requested a contribution of £112,500 towards improved bus services. This will be secured within the Section 106 Agreement.
94. Total walking and cycling trips to and from the site are estimated to remain at similar levels to the existing offices and with the site fronting the pedestrianized Olympic Way, such trips would be very well catered for.
95. The road accident history in the area has been examined for the two year period from January 2013 to December 2015. This did not show any accidents along the site frontage during the period considered.
96. However, the data is now dated and a more recent analysis that includes 2016 and 2017 shows a serious accident involving a motorcycle at the junction of Fulton Road and Rutherford Way. However, no accident trend is suggested that would be likely to be worsened by this proposal and there is no record of pedestrian or cyclist accidents close to the site.

Travel plan

97. To help to mitigate transport impact, a Residential Travel Plan has been submitted with the application. This aims to reduce car use amongst residents from 3% of journeys to 1% of journeys over a five year period from opening.
98. A wide range of measures are set out to achieve this, from travel information welcome packs, to participation in national walking and cycling promotional campaigns, to personalised journey planning, to promotion of car sharing and Car Clubs (including the offer of three years' membership of a local Car Club).
99. The management of the Travel Plan will be undertaken by a Travel Plan Co-ordinator and success will be monitored biennially for five years, with remedial measures being identified should targets fail to be met. The Travel Plan is considered to be of a very good quality and would comfortably pass an assessment using TfL's former ATTrBuTE programme. It is therefore recommended that its implementation is secured through the S106 Agreement.

Construction logistics

100. Finally, the Transport Assessment confirms that a Construction Logistics Plan will be provided for the development, addressing issues such as delivery of materials, lorry routeing, staff parking etc., whilst also minimising lorry movements by recycling on site and backloading spoil and aggregates. Any such plan must comply with TfL's guidance on Construction Logistics Plans and in specific relation to this site, will need to carefully consider co-ordination with other development projects in the area (particularly the Quintain development) and avoiding activity on Wembley Stadium event days. A condition is recommended to secure the approval of the CLP before demolition or construction works start.

Summary

101. The development is acceptable on highways grounds subject to planning obligations/conditions to secure: (i) a parking permit restriction; (ii) a financial contribution of £125,000 towards extending CPZ's into the area; (iii) a £112,500 financial contribution towards bus service enhancements in the area (as agreed with TfL); (iv) highway works under S38/S278 of the Highways Act 1980 to widen and resurface the footways fronting the site, to reposition the crossover in line with the basement access (and any required amendments to the local bus stop) and to install traffic calming measures in Rutherford Way to allow it to be incorporated into adjoining 20mph zones; (v) implementation of the submitted Travel Plan; (vi) submission and approval of a Construction Logistics Plan; (vii) submission and approval of a Delivery & Servicing Management Plan; (ix) prohibition of the use of the basement car park other than for Blue

Badge holding residents of the development.

Environmental Health Considerations

Air Quality

102. An air quality assessment considering the impacts of the proposed redevelopment of the site on air quality has been submitted.
103. The report has considered the impacts that would be incurred during the construction phase, impacts that would be incurred by traffic generated by the development and impacts incurred by emissions from the operation of the CHP, boiler plant and emergency generator. The report has also considered the potential impacts from approved energy schemes in neighbouring Wembley developments, to provide a robust assessment of the local baseline. The report confirms that impacts are to be 'negligible' with regards to local air quality during both the construction and operational phases.
104. 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.
105. The report also identifies a range of best practice mitigation measures for managing dust emissions during construction in reducing harm to the surroundings.
106. In reviewing the application, Brent's regulatory services team recommend a condition to secure the mitigation measures outlined in the report and to submit a revised version of the report that incorporates an Air Quality and Dust Management Plan (AQDMP) in line with London Plan best practice guidance.

Noise

107. A noise impact assessment considering the noise impact on the residential units has been submitted as part of the proposal.
108. The report shows that the tested surrounding environment results in a low to medium noise risk for occupants. There is also an acknowledgement of short term uplifts in noise disturbance during Wembley event days. The findings of the testing necessitates the provision of acoustic design mitigation measures to prevent potential adverse impacts. The acoustic design measures proposed are as follows:
- External walls, roof structure and associated ceilings to be fitted with high performance thermal insulation
 - High performance, sound insulating glazing within all windows.
 - Mechanical ventilation systems with high outside to inside sound insulation performance.
109. The report ultimately concludes that planning permission should not be rejected on the grounds of noise and that the measures proposed would improve sound impact to within acceptable levels.
110. Brent's regulatory services team, who have reviewed the application, recommend a condition requiring the development to achieve the relevant British Standard for sound insulation and noise reduction. A condition is also recommended requiring all plant installed on the development to not exceed 10dB(A) below the background noise level when measured at the nearest noise sensitive premises.
111. These conditions are considered reasonable and the LPA will also impose a condition requiring that the scheme of noise insulation measures within the acoustic/noise report are adhered to throughout the development in achieving the relevant British Standard for sound insulation and noise reduction.

Construction Management

112. A construction management plan has not been provided with the application. Brent's regulatory services request that a condition requires such a report to be submitted and approved prior to commencement of the development (including demolition).

Contaminated Land

113. A contaminated land ground investigation report has been submitted. The report draws a number of geotechnical engineering conclusions and makes recommendations relating to processes of site excavation, foundation solutions, gas protection and subsurface concrete to mitigate the potential for soil

contamination.

114. In reviewing the application, Brent's regulatory services do not object to the methodology or recommendations within the report. A condition will therefore require that the recommendations within the ground investigation are adhered to throughout construction.

Sustainability

115. The applicant has included an Energy and Sustainability Statement.

116. The proposed regulated development with 'Be Lean', 'Be Clean' and 'Be Green' measures incorporated is confirmed to emit 251.2 tonnes of Carbon Dioxide per annum, which is down from a baseline emissions of 389.2 tonnes per annum. This equates to a 35.46% reduction on the minimum building regulations (2013) as required within the London Plan, although does not achieve the zero carbon goal and as such requires an offset payment. The offset payment shall cover a 30 year period of emissions, with the payment being equivalent to £60 per tonne per annum. This payment will be secured through the Section 106 agreement.

117. The details of the energy efficiency improvements are as follows:

Be Lean (total savings from 'be lean': 19.6 tonnes / 5.0%)

Using building fabric which significantly improves on the thermal performance of a building regulation compliant building.

- The use of mechanical ventilation with a continuous mechanical extract.

- The use of lighting controls measures are proposed to save energy relating to lighting.
- The use of heating control measures.

Be Clean (total savings from 'be clean': 112.7 tonnes / 29.0%)

- The development will include a means of connecting to a future district heating network.
- Confirmation that there is sufficient capacity for this development to connect to the district heating network proposed as part of the Quintain masterplan once it is implemented.
- Provision of gas boilers for heat supply, to be used until a connection is made to the Wembley Masterplan heat network (this is likely to be 3-5 years after occupation). This therefore does not include the use of an on-site Combined Heat and Power (CHP) source, in line with GLA guidance.

Be Green (total savings from 'be green': 5.6 tonnes / 1.46%)

- Review of wind turbines, photovoltaics, solar thermal energy, heat pumps and biomass heating technologies.
- Considered that these technologies are not appropriate in the context of this development, although an air source heat pump is considered for implementation to naturally ventilate the commercial units.
- Photovoltaics were not considered viable as the rooftop space was needed to provide a good standard of amenity space for residents.

118. The GLA has reviewed the energy and sustainability aspects of the proposal. They consider that further consideration of overheating, connection to the Wembley Masterplan heating network being prioritised and the feasibility of photovoltaic technology installation should be made. These aspects have been picked up by the applicant in an energy report addendum.

Flooding and Drainage

119. The site falls within flood zone 1 of the Environment Agency's flood designations (the lowest flood risk). Nonetheless, given the scale of the proposal the applicant has submitted a report addressing flood risks of the development. The report also outlines a drainage strategy for the site which would significantly reduce surface water discharge rates of the site from their existing levels, in line with the requirements of London Plan policy 5.13. The developer will achieve this by providing rainwater storage tanks and suitable sustainable urban drainage (SuDS) measures which will result in a reduction in the existing rate of discharge to the sewage network.

120. The document has been reviewed by Brent's Local Lead Flood Authority and it is confirmed that the approach to flood risk and sustainable drainage for this development is acceptable and in line with Brent and London Plan standards. A condition will require that the measures as outlined in the flood risk and drainage assessment are adhered to throughout the development.

121. Thames Water has also reviewed the application and has provided information relating to the requirements for connecting the development to the public sewer, minimising groundwater discharge during construction, installing fat traps and petrol / oil interceptors. This information will be communicated to the applicant by way of informative. Thames Water confirm that they have no objection to the application in terms of sewerage infrastructure capacity. Thames Water also recommend a condition requiring the applicant to submit a piling method statement demonstrating that subsurface Thames Water assets will not be damaged as a result of the piling operations.

Trees and Landscaping

122. An arboriculture report has been submitted that identifies the existing trees of which there are 39 individual trees and 3 shrub groups on-site or immediately adjacent to the site boundary. The trees are mostly within category B and C, four trees are within the U category and none are in the highest category of A. The trees are located around the northern, western and eastern boundaries of the site, contributing to the streetscenes of Fulton Road, Olympic Way and Rutherford Way respectively.

123. In terms of facilitating the development, fourteen category B and nineteen category C trees are proposed to be removed, which amounts to all trees within the site itself. The project arboriculturalist confirms that every effort has been made to reduce the number of trees removed from the site but the development footprint in the context of the existing trees' root protection areas (RPAs) does not make this possible. Four of the trees (all Cat B) to be retained just outside the site boundary have RPAs that will be encroached upon by the development site and thus could potentially be damaged by surface processes associated with the development (e.g. storage of heavy materials). These trees are located south of the site, between the proposal site and the UNITE student development. As a result, protective fencing around each of these trees is proposed to protect the root system areas from being encroached upon by building processes.

124. Whilst a majority of the existing trees on site are required to be removed, these are generally of low landscape significance and are adequately mitigated by the proposed landscaping of the site which includes an extensive tree replacement planting scheme. The replacement planting scheme includes five new mature trees along the footway fronting Fulton Road and seven new mature trees along the footway fronting Rutherford Way, resulting in a significant visual improvement along the street in these locations. Within the Quintain masterplan outline site, new street tree planting is consented along both sides of Olympic Way, which includes six large trees which will front the Olympic Office Centre development. In terms of the south side (pedestrian path alongside UNITE building), the UNITE scheme has six trees consented along the north side of their site immediately adjoining the boundary with the Olympic Office Centre development and which would form a key visual feature of the pedestrian route. Overall, when taking the current proposal, Quintain's approved outline masterplan and the approved UNITE development into account, the Olympic Office Centre development will be surrounded by significant new, high quality street trees along all its elevations. The planting of 12 street trees is to be secured through the Section 106 agreement and delivered through the Section 278 highway works.

125. This is considered to be a major improvement on the existing situation and the approach to trees is welcomed, with the loss of the 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. The tree officer notes that fastigiate oak has been used very commonly in local tree planting and would therefore recommend that the condition specifies proposed species not to include fastigiate oak.

126. The Design and Access statement details an in depth landscaping strategy for the proposal. The landscaping strategy includes the abovementioned tree planting and detailed planting and layout plans for the four large communal terraces within the development.

127. The strategies have been reviewed by Brent officers and are considered to be of a high quality. Further details will be secured by condition.

Ecology

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

129. 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 applicant's 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.

130. The report clarifies that the buildings on site show potential to support nesting birds within the trees and shrub but that there is no other habitat on or immediately adjacent to the site that shows potential to support any other protected flora or fauna. In order to comply with relevant legislation, the report recommends that removal of the trees and shrub should ideally be undertaken outside of the breeding season (generally thought to be March-August) or a nest search should be undertaken by an ecologist immediately prior to works commencing.
131. The report identifies opportunities to enhance and improve the ecology of the site post development. This enhancement could be achieved through:
 132. Implementation of a landscape scheme that incorporates both native and wildlife friendly plant species.
 133. The inclusion of bird and bat boxes within the future development, which could be integral boxes within the walls of the altered structures.
 134. The use of a specific green and/or biodiverse roof on the upper levels of the building. The applicant confirms that the planting scheme will contain native flora and fauna and the final details of the landscaping will be secured by condition.
 - The inclusion of multiple artificial refugia within the landscape features for invertebrates and small mammals at ground level and on the green roofs.
135. A condition will require that the ecology report recommendations are adhered to throughout development.

Microclimate Assessment

136. A microclimate assessment has been provided which considers the impact of the development in the context of its existing and consented surrounding buildings on wind conditions.
137. At pedestrian level, eighty eight sensitive points have been assessed in and around the site for wind conditions. The testing identifies a few of these points as achieving higher than comfortable wind velocities during the windiest periods. A few of these points are on Olympic Way and the remainder are to the east of the site on Rutherford Way. However, testing also shows that similar results are achieved without the proposed building in place, indicating that the presence of the development will not have a negative impact on the current situation. Historically, Wembley has been windier than London as a whole and this results in additional acceptability of some of the higher velocities.
138. Wind conditions on the first floor podium level of the development have been tested through seven receptors with all showing microclimate conditions suitable for the expected activity, both with and without the surrounding consented schemes being implemented.
139. Wind conditions on the balconies of the development have been tested at 24 key receptor points. It is only the ten receptors on the highest floor tested (20th) that indicated windy conditions that could potentially be uncomfortable for residents. The balconies for this part of the building are therefore proposed as enclosed winter gardens rather than exposed balconies, which would negate the impacts of the wind in these locations.
140. Wind conditions on the rooftop terraces were tested at 45 key receptor points. The rooftop terraces at the top of the building were shown to experience windy conditions at times that could be to the discomfort of residents. Mitigation measures have been adopted to mitigate the and buffer this wind. This includes trees and shrubs as shown in the drawings and a pergola. Planting and other landscape enhancements have been designed and placed so as to reduce the wind speed and consequently absorb part of it. This is especially true during the late spring and summer seasons, when the trees are in full leaf and the spaces would experience calmer conditions.
141. The report confirms that all receptors tested at both pedestrian level and within the building are classified as 'safe' in terms of microclimate conditions. A condition will require that all wind mitigation measures outlines in the conclusion (section 7.4) of the report and implemented within the development in full

accordance with the report.

Social Infrastructure

142. In addition, the LPA acknowledges the large amount of social infrastructure that is currently being delivered in the local area as part of the Quintain Masterplan, this includes a new primary school, community facility (D1) floorspace as well as millions of pounds of community infrastructure funding from consented developments. The Olympic Office Centre development alone will contribute approx. £4m towards the CIL for spending on infrastructure.

Conclusion

143. Officers consider that the scheme meets planning policy objectives and is in general conformity with local, regional and national policy. The proposal would make a positive contribution to the area, whilst having an acceptable impact on and relationship with the existing surrounding development. Officers recommend the application for approval subject to the conditions and obligations set out in this report.

CIL DETAILS

This application is liable to pay **£5,947,272.71*** 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): 8398 sq. m.

Total amount of floorspace on completion (G): 26991 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	25939		17868.3200 696528	£200.00	£35.15	£4,993,557.31	£877,617.70
Shops	1052		724.679930 347153	£40.00	£35.15	£40,504.43	£35,593.27

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)	313	
Total chargeable amount	£5,034,061.74	£913,210.97

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

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

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



DECISION NOTICE – APPROVAL

Application No: 17/5097

I refer to your application dated **29/11/2017** proposing the following:

Redevelopment of the Olympic Office Site and erection of a part-21 and part-15 storey building comprising 253 residential units (12 x studios, 91 x 1-bed, 107 x 2-bed and 43 x 3-bed), 1,051m² of flexible retail uses (A1, A2, A3, D1, D2), car parking at basement level, with associated landscaping, plant room and amenity space

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

at **Olympic Office Centre, 8 Fulton Road, Wembley, HA9 0NU**

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: 22/06/2018

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 five 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):

OLY-HTA-A-0001 1:1250 A3 Existing Site Location Plan
OLY-HTA-A-0010 1:200 A1 Existing Site Plan
L7786-1 1:200 A1 Existing Floor Plans Rev 0
L7786-2 1:200 A1 Existing Elevations Rev 0

OLY-HTA-A-0050 1:200 A1 Proposed Site Plan Rev E

OLY-HTA-A-0099 1:100 A1 Proposed Basement Plan Rev J
OLY-HTA-A-0100 1:100 A1 Proposed Ground Floor Plan Rev K
OLY-HTA-A-0101 1:100 A1 Proposed 1st Floor Plan Rev L
OLY-HTA-A-0102 1:100 A1 Proposed 2nd Floor Plan Rev K
OLY-HTA-A-0103 1:100 A1 Proposed 3rd Floor Plan Rev K
OLY-HTA-A-0104 1:100 A1 Proposed 4th Floor Plan Rev L
OLY-HTA-A-0105 1:100 A1 Proposed 5th Floor Plan Rev L
OLY-HTA-A-0106 1:100 A1 Proposed 6th Floor Plan Rev K
OLY-HTA-A-0107 1:100 A1 Proposed 7th Floor Plan Rev K
OLY-HTA-A-0108 1:100 A1 Proposed 8th Floor Plan Rev K
OLY-HTA-A-0109 1:100 A1 Proposed 9th Floor Plan Rev K
OLY-HTA-A-0110 1:100 A1 Proposed 10th Floor Plan Rev K

OLY-HTA-A-0111 1:100 A1 Proposed 11th Floor Plan Rev K
OLY-HTA-A-0112 1:100 A1 Proposed 12th Floor Plan Rev K
OLY-HTA-A-0113 1:100 A1 Proposed 13th Floor Plan Rev K
OLY-HTA-A-0114 1:100 A1 Proposed 14th Floor Plan Rev K
OLY-HTA-A-0115 1:100 A1 Proposed 15th Floor Plan Rev K
OLY-HTA-A-0116 1:100 A1 Proposed 16th Floor Plan Rev J
OLY-HTA-A-0117 1:100 A1 Proposed 17th Floor Plan Rev J
OLY-HTA-A-0118 1:100 A1 Proposed 18th Floor Plan Rev J
OLY-HTA-A-0119 1:100 A1 Proposed 19th Floor Plan Rev J
OLY-HTA-A-0120 1:100 A1 Proposed 20th Floor Plan Rev J
OLY-HTA-A-0121 1:100 A1 Proposed 21st Floor Plan Rev F
OLY-HTA-A-0122 1:100 A1 Proposed Roof Plan Rev A

OLY-HTA-A-0200 1:200 A1 Proposed Elevations A-C Rev D
OLY-HTA-A-0201 1:200 A1 Proposed Elevations D and E Rev D
OLY-HTA-A-0202 1:200 A1 Proposed Elevations F and G Rev D
OLY-HTA-A-0203 1:50 A1 Proposed Detail Elevation Block A Rev B
OLY-HTA-A-0204 1:50 A1 Proposed Detail Elevation Link Rev B

OLY-HTA-A-0250 1:500 A1 Proposed Site Sections 1-3 Rev H
OLY-HTA-A-0251 1:200 A1 Proposed Section 4 Rev H
OLY-HTA-A-0252 1:200 A1 Proposed Sections 5-6 Rev H

OLY-HTA-A-0300 1:50 A3 Unit Plan - 1b2p-A1 Rev I
OLY-HTA-A-0301 1:50 A3 Unit Plan - 1b2p-A2 Rev I
OLY-HTA-A-0302 1:50 A3 Unit Plan - 1b2p-A3 (WCH) Rev I
OLY-HTA-A-0303 1:50 A3 Unit Plan - 1b2p-B Rev H
OLY-HTA-A-0313 1:50 A3 Unit Plan - 2b4p-D (WCH) Rev G
OLY-HTA-A-0314 1:50 A3 Unit Plan - 2b4p-E Rev H
OLY-HTA-A-0315 1:50 A3 Unit Plan - 2b4p-F1 Rev H
OLY-HTA-A-0316 1:50 A3 Unit Plan - 2b4p-F2 Rev H
OLY-HTA-A-0317 1:50 A3 Unit Plan - 3b5p-A1 Rev I
OLY-HTA-A-0318 1:50 A3 Unit Plan - 3b5p-A2 Rev I
OLY-HTA-A-0319 1:50 A3 Unit Plan - 3b5p-B Rev H
OLY-HTA-A-0321 1:50 A3 Unit Plan - 3b6p-A Rev H
OLY-HTA-A-0322 1:50 A3 Unit Plan - 3b5p-D Rev H
OLY-HTA-A-0324 1:50 A3 Unit Plan - 1b1p-A Rev D
OLY-HTA-A-0325 1:50 A3 Unit Plan - 3b5p-F1 Rev E
OLY-HTA-A-0326 1:50 A3 Unit Plan - 3b5p-F2 Rev E
OLY-HTA-A-0327 1:50 A3 Unit Plan - 2b4p-B1 (WCH) Rev E
OLY-HTA-A-0328 1:50 A3 Unit Plan - 2b4p-B2 (WCH) Rev E
OLY-HTA-A-0329 1:50 A3 Unit Plan - 2b4p-B3 Rev B

OLY-HTA-A-0700 NTS A3 Design & Access Statement
OLY-HTA-A-0701 NTS A3 Design & Access Statement - Addendum June 2018

OLY-HTA-L-0900 1:200 A1 Ground Floor Landscape GA Plan Rev B
OLY-HTA-L-0901 1:200 A1 Ground Floor Illustrative Plan Rev A
OLY-HTA-L-0902 1:200 A1 Land Dedication Plan

OLY-HTA-L-0910 1:200 A1 First Floor Landscape GA Plan
OLY-HTA-L-0911 1:200 A1 First Floor Illustrative Plan A

OLY-HTA-L-0920 1:200 A1 Roof Level Landscape GA Plan
OLY-HTA-L-0921 1:200 A1 Roof Level Illustrative Plan Rev A
OLY-HTA-L-0922 1:200 A1 Illustrative Aerial View

OLY-HTA-L-0960 1:100 A1 Illustrative Landscape Sections Sheet 1
OLY-HTA-L-0961 1:100 A1 Illustrative Landscape Sections Sheet 2
OLY-HTA-L-0962 1:100 A1 Illustrative Landscape Sections Sheet 3

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

- 3 Occupiers of the residential and commercial 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.

- 4 With the exception of one parking space marked as 'contractor use' on drawing OLY-HTA-A-0099 Rev J, which may be used by staff or contractors for the specific purpose of carrying out works or maintenance at the development, the basement car parking spaces hereby approved shall only be occupied by disabled persons resident at or visiting the development hereby approved.

Reason: In the interests of ensuring car parking spaces are provided only for those with the greatest need and to ensure the development operates successfully car free.

- 5 The three north facing windows serving the fourteenth floor of Core B, two of which serve bedrooms in flats B118 and B119 and one of which serves the communal access corridor within the core, shall be constructed with obscure glazing and shall not have openings below a height of 1.8m measured from the floor level of the rooms which the windows serve. The three windows shall be maintained in accordance with the above requirements for the lifetime of the development, unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To protect privacy between facing windows of different flats in the development.

- 6 Prior to works above ground level details of screens to the south side of the balconies for the residential units on the south eastern and south western corners of the development shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved plans.

Reasons: In the interests of the amenities of the adjoining occupiers.

- 7 The parking spaces, cycle storage facilities and visitor cycle stands, and refuse storage 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.

- 8 The development hereby approved shall be carried out in full accordance with the details stipulated in the approved Flood Risk and Drainage Assessment (Tully De'Ath Flood Risk and Drainage Assessment – Issue 2 – dated November 2017).

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

- 9 The development hereby approved should be built so that 90.12% of the residential units achieve Building Regulations requirement M4(2) – ‘accessible and adaptable dwellings’ and that the remaining 9.88% of the residential units (25 units) achieve Building Regulations requirement M4(3) – ‘wheelchair user dwellings’.

Reason: To ensure that the development achieves an inclusive design in accordance with London Plan Policy 3.8

- 10 Prior to first occupation of the development hereby approved, electric vehicle charging points shall be provided and made available for use within at least 20% of the approved car parking spaces within the site. The provision of electric vehicle charging points shall be in accordance with London Plan standards, providing both active and passive charging points.

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

- 11 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.

- 12 A communal television aerial and satellite dish system shall be provided, linking to all residential units within the development 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.

- 13 Any plant shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to installation of such plant. All plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of the neighbours

- 14 Prior to any works commencing on site, the developer or constructor shall join the Considerate Constructors Scheme and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction.

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

- 15 (a) Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local

Planning Authority prior to the commencement of building works, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

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

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

- 16 All tree protection measures as recommended within the submitted Arboricultural Impact Assessment (Landscape Planning Limited – Arboricultural Impact Assessment – dated October 2017 – Ref: 64513) shall be adhered to throughout the construction of the development.

Reason: To protect trees surrounding the site from damage associated with construction processes.

- 17 All recommendations contained within the submitted Ecology study (Landscape Planning Limited - Updated Preliminary Ecological Appraisal – dated October 2017 – Ref: 64513) shall be adhered to throughout the construction of development.

Reason: To protect and enhance local ecosystems that would otherwise be unduly harmed by the development.

- 18 All wind mitigation measures outlined in the conclusion (section 7.4) of the submitted microclimate assessment (HTA Design – Microclimate Assessment Issue 02 – dated November 2017) shall be implemented in full accordance with the submitted report prior to first occupation of the development hereby approved.

Reason: To ensure that the development appropriately mitigates harm associated with internal or external microclimate conditions brought about by the development.

- 19 The development hereby approved shall be carried out in full accordance with the mitigation measures stipulated in the approved Air Quality Assessment (Air Quality Consultants – Air Quality Assessment – dated November 2017).

Reason: To appropriately mitigate air quality impact.

- 20 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 within the site to accommodate additional bin or cycle storage.

- 21 The development hereby approved shall be constructed to provide sound insulation against internally generated noise. This sound insulation scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the residential part of the development.

The proposal must comply with BS8233:2014 'Guidance on sound insulation and noise

reduction for buildings' to attain the following internal noise levels: For daytime (0700 - 2300) noise levels for living rooms and bedrooms the maximum noise levels are 35 dB LAeq (16hr). Outside of this time (2300 - 0700) the standard for bedrooms is 30 dB LAeq (8hr), 45 dB Lmax.

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the residents by reason of undue noise emission and/or unacceptable disturbance, in accordance with Brent's Noise Policy

- 22 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 prior to any works commencing above ground level. 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.

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

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

- 24 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

- 25 Prior to the commencement of the development, a Construction Method Statement which incorporates a dust management plan shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise, construction traffic and other environmental impacts of the development. The approved statement shall be implemented throughout the duration of construction.

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

- 26 Prior to the commencement of the development, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to address issues such as delivery of materials, lorry routeing, staff parking etc., whilst also minimising lorry movements by recycling on site and back loading spoil and aggregates. The plan will need to comply with TfL's guidance on Construction Logistics Plans and in specific relation to this site, will need to carefully consider co-ordination with other development projects in the area (particularly the Quintain development) and avoiding activity on Wembley Stadium event days. The approved statement shall be implemented throughout the duration of demolition and construction.

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

- 27 Prior to the first occupation of the commercial part of the development hereby approved, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority outlining details of servicing for the commercial units and the effective management and coordination of delivery schedules between the three commercial units that form part of the development (including arrangements on Wembley Stadium Event Days to take in account event day traffic management plans). The development shall thereafter operate in accordance with the approved delivery and servicing management plan unless an alternative arrangement is first agreed in writing by the Local Planning Authority.

Reason: To minimise negative impacts associated with servicing demand of the commercial units.

- 28 Within six months of commencement of works above ground level, a scheme shall be submitted to and approved in writing by the Local Planning Authority that provides details of all landscaped areas of the development. Such approved landscaping works 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) details of playspace provision
- 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.

- 29 Prior to the commencement of an A3 use within any of the commercial units at ground floor level, details of an appropriate means of extracting odour/effluvia associated with cooking processes shall be submitted to and approved in writing by the Local Planning Authority. This shall apply to all instances of A3 uses being established within any of the commercial units. The approved odour extract shall be implemented in accordance with the approved details and continue to be operational for the full duration of the A3 use.

Reason: To ensure that an A3 use does not result in environmental health issues relating to odour nuisance given the close proximity of residential premises.

- 30 The collection of refuse and recycling for the private and shared ownership residential units hereby approved shall be undertaken by a private refuse collection operator at the expense of the owners/occupiers of those units. The units shall not be occupied unless details confirming that a private operator has been commissioned to collect the waste for those units together with arrangements for twice weekly collections have been submitted to and approved in writing by the Local Planning Authority.

Reason: The waste storage facilities for the private residential units within the development do not comply with the Council's Waste Guidance in relation to the capacity of the refuse storage areas or the carry distances from those areas to the collection point. As such, the Council cannot collect the waste for the private units.

- 31 Prior to first occupation of the development hereby approved, a management plan shall be submitted to and approved in writing detailing day-to-day servicing and delivery arrangements and long-term maintenance implications, as detailed in paragraph 3.6.8 of the draft London Plan.

The development shall operate at all times in accordance with the details of the approved management plan.

Reason: To ensure sustainable management of the building that would minimise detrimental impacts on the surroundings, in line with London Plan draft policy D6.

- 32 Prior to commencement of the development (except for demolition and site clearance) hereby approved, a BREEAM pre-assessment relating to all of the commercial floor space within the development, which targets a rating of 'excellent', or an alternative rating to be agreed in writing by the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

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

- 33 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 commercial floor space within 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 this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 The 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
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the highway works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 5 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.

- 6 Thames Water wishes to advise the applicant of the following:
- 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.
 - 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.
 - There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit www.thameswater.co.uk/buildover.
 - A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
 - Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.
 - Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- 7 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.
- 8 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

4 July, 2018
05
18/0742

SITE INFORMATION

RECEIVED	23 February, 2018
WARD	Tokynghon
PLANNING AREA	Brent Connects Wembley
LOCATION	Land surrounding Wembley Stadium Station, South Way, Wembley
PROPOSAL	<p>Reserved matters application relating to condition 1 (layout, scale, appearance, access and landscaping) of outline planning permission 14/4931 dated 23/12/16 (subsequently amended by non-material amendment application 17/4755 dated 27/11/17). This application relates to Plots SW01, SW02 and SW07 and sets out the proposed details for the construction of three buildings ranging from 6 to 18 storeys in height, providing 156 residential units (affordable rent and shared ownership), with ground floor units in retail/commercial/community use (use classes A1-A4, B1, D1 and D2) and a permanent rail facility (use class B1) along with associated amenity space, car parking, cycle storage, plant and associated infrastructure.</p> <p>The application seeks to discharge the following conditions relating to Plots SW01, SW02 and SW07:</p> <p>13(h) (wind), 13(k) (internal layout of buildings), 13(l) (access), 13(m) (daylight levels), 13(n) (private external amenity space), 22 (play space) and 23 (accessible and easily adaptable units).</p>
PLAN NO'S	Please see condition 1.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_138735</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 typing "18/0742" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

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

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

Conditions

 1. Approved drawings/documents
 2. Details of privacy screens and green roof
 3. Any other conditions considered necessary by the Head of Planning

Informatives

 1. S38/S278 works
 2. Landscaping treatment of the safeguarded land along South Way
 3. Sustainability Assessment
 4. Any other informatives considered necessary by the Head of Planning

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

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

SITE MAP



Planning Committee Map

Site address: Land surrounding Wembley Stadium Station, South Way, Wembley

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This map is indicative only.

PROPOSAL IN DETAIL

This reserved matters application seeks approval for the details of layout, scale, appearance, access and landscaping for plots SW01, SW02 and SW07 of the South West Lands development site in Wembley. Outline planning permission for the development of these plots was granted planning permission on 23 December 2016 under reference number 14/4931. A non-material amendment planning application was subsequently approved on 27 November 2017 under reference number 17/4755.

The current scheme comprises three buildings ranging from 6 to 18 storeys in height, providing 156 residential units (affordable rent and shared ownership), with ground floor units in retail/commercial/community use (use classes A1-A4, B1, D1 and D2) and a permanent rail facility (use class B1) to be used by Chiltern Rail to provide a new office and facilities for the use of Chiltern Rail staff. Details are also provided of private communal residential landscaped gardens, other amenity space, car parking, cycle storage, plant and associated infrastructure.

The application seeks to discharge the following conditions relating to Plots SW01, SW02 and SW07:

- 13(h) - wind
- 13(k) - internal layout of buildings
- 13(l) - access
- 13(m) - daylight levels
- 13(n) - private external amenity space
- 22 - play space, and
- 23 - accessible and easily adaptable units.

The applicant, Network Homes, is a Registered Provider of affordable housing.

EXISTING

The subject site for the hybrid planning consent (14/4931) comprises approximately 2.65 hectares of land and is situated within the Wembley Opportunity Area as designated within the London Plan and the Wembley Growth Area as identified within the Brent Core Strategy and Wembley Area Action Plan (WAAP). This wider consent comprises plots SW01 to SW07. Plots SW03 to SW05 are currently under construction on the eastern section of the wider site.

This reserved matters application relates to a 0.456 hectare element of the site, referred to as plots SW01, SW02 and SW07 within the hybrid planning consent. The planning application site is situated on both sides of the railway and Wembley Stadium Station (Chiltern Railway), although the majority of the development would be on land within the site situated to the north of the railway cutting.

The site of plots SW01 and SW02 is previously developed land which is currently largely cleared of development, but a private access road runs through the middle of the plot linking South Way to the northern platform of Wembley Stadium station at a lower level. The site slopes down from the north to the south. The plot is bordered to the north by South Way and the site to the north of this, previously 'Mahatma Gandhi House' is currently being redeveloped for a mixed use residential led scheme featuring two towers which would be 12 and 23 storeys high. To the east of the plot is the public open space known as 'Wembley Stadium Station Square' or 'White Horse Square'. The railway line runs to the south of the site, and to the west is Wembley Hill Road along which is a row of 2-3 storey properties with ground floor level shops and residential accommodation above, which face towards the development site.

Plot SW07, on the southern side of the railway is a broadly triangular plot which is largely cleared of development. There are a number of mainly small, self-seeded trees on the plot. Its north western edge runs adjacent to the southern pedestrian approach to White Horse Bridge from Wembley Hill Road. To the east are the three storey terraced houses of Juniper Close and the two storey houses of Oakington Manor

Drive. To the south of the site is the Jehovah’s Witnesses Hall and the sides and rears of the predominantly three storey commercial and residential properties of Neeld Parade. A pedestrian access route currently runs through the plot providing step-free access between Wembley Hill Road and the southern platform of Wembley Stadium Station.

A 5m zone extending out from the rear of the station platforms has been defined as a ‘no-build zone’ by Network Rail. Parts of this lie within the site boundary, however, any landscape or foundation works in this area would be subject to agreement by Network Rail.

In addition, a strip of land within the site boundary along the southern edge of South Way has been safeguarded by Brent for potential future widening works to the road. These potential plans are acknowledged and accommodated by the current proposals.

With regard to the Wembley Area Action Plan Site Proposals, the site falls within the Comprehensive Development Area. Site Proposal W6 is applicable to the proposed development. There are no conservation areas or Listed Buildings within or adjoining the application site.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

Outline Planning Permission: Application reference 14/4931 granted outline consent for mixed use redevelopment to provide up to 85,000sqm of floorspace. This reserved matters application is considered to be in material compliance with the parameters and principles established under the outline consent, as amended by subsequent non-material amendment planning application 17/4755.

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

Proposed Uses: The residential and commercial proposed uses are in compliance with the parameters and principles established and approved under the outline consent.

Housing Mix and Affordable housing: 100% of the residential dwellings provided would be affordable housing, totalling 156 units. Of these, 66 would be Affordable Rent (AR) and 90 would be Shared Ownership (SO) units. The scheme comprises 36% 1-bedroom units, 46% 2-bedroom units, and 18% 3-bedroom units. These dwellings form part of the affordable housing provision agreed under the outline planning application for the wider South West Lands site (14/4931) and secured through a section 106 legal agreement.

Scale, Layout and Appearance: The scale and massing of the proposed scheme is within the heights and extents identified on the parameter plans approved under the outline planning permission, as amended by subsequent non-material amendment planning application 17/4755. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms.

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

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

Highways: The car parking, access and servicing arrangements are considered to be acceptable and there are no objections on transportation grounds to these reserved matters details.

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)
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Businesses and offices									200	200
Dwelling houses									13673	13673
General business use									1234	1234

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Affordable Rent Flat)										0
EXISTING (Flats û Intermediate)										0
PROPOSED (Affordable Rent Flat)	21	17	28							66
PROPOSED (Flats û Intermediate)	35	55								90

RELEVANT SITE HISTORY

14/4931 Granted 23/12/2016

A hybrid planning application, for the redevelopment of the site to provide seven mixed use buildings up to 19 storeys in height accommodating:

- outline planning permission for up to a total of 75,000sqm to 85,000sqm mixed floor space including
 - up to 67,000sqm of C3 residential accommodation (approximately 725 units);
 - 8,000sqm to 14,000sqm for additional C3 residential accommodation,
 - C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units; or 200-250 bed hotel; or approximate 500 student units; or approximate 35 residential units and 200 bed hotel);
 - 1,500sqm to 3,000sqm for Classes B1/A1/A2/A3/A4/D1/D2;
 - together with associated open space and landscaping; car parking, cycle storage, pedestrian, cycle and vehicle access; associated highway works; improvements to rear access to Neeld Parade; and associated infrastructure
- full planning permission for a basement beneath Plots SW03 - SW05 to accommodate 158 car parking spaces and 9 motor cycle spaces; Building 3A within Plot SW03 to accommodate 188 residential units and 150 cycle spaces; and associated infrastructure, landscaping, open space, vehicular access and servicing and subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended

17/4755 Granted 27/11/17

Non-material amendments to planning permission (ref: 14/4931)

“A hybrid planning application, for the redevelopment of the site to provide seven mixed use buildings up to 19 storeys in height accommodating:

- outline planning permission for up to a total of 75,000sqm to 85,000sqm mixed floor space including up to 67,000sqm of C3 residential accommodation (approximately 725 units); 8,000sqm to 14,000sqm for additional C3 residential accommodation, C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units; or 200-250 bed hotel; or approximate 500 student units; or approximate 35 residential units and 200 bed hotel); 1,500sqm to 3,000sqm for Classes B1/A1/A2/A3/A4/D1/D2; together with associated open space and landscaping; car parking, cycle storage, pedestrian, cycle and vehicle access; associated highway works; improvements to rear access to Neeld Parade; and associated infrastructure;
- and
- full planning permission for a basement beneath Plots SW03 - SW05 to accommodate 158 car parking spaces and 9 motor cycle spaces; Building 3A within Plot SW03 to accommodate 188 residential units and 150 cycle spaces; and associated infrastructure, landscaping, open space, vehicular access and servicing”

The proposed amendments would consist of various changes to the form and layout of buildings at SW01

and SW02, and alterations to the public route between SW07 and Neeld Parade.

CONSULTATIONS

Press Notice: 09/03/2018

Site Notice: 14/03/2018

The owners/occupiers of 225 nearby and neighbouring properties were notified of the development on 14/03/2018. No representations were received from neighbouring residents at the time of writing this report.

External consultees:

Network Rail

Network Rail are currently liaising with the developer. Any construction issues will be dealt with under the BAPA (Basic Asset Protection Agreement) agreed between the relevant parties.

Chiltern Railways

Agreed in principle with the step free access to the platform reverting to Wembley Hill Road. Raised issues regarding passenger information, a locking gate, signage and power and cabling for a potential oyster card reader. These matters are currently being considered by the applicants.

Thames Water

With regard to both surface water network infrastructure capacity and foul water sewage network infrastructure capacity, no objections raised, based on the information provided.

TfL

No strategic transport comments to make on proposals.

Environment Agency

No comments to make.

Internal Consultees:

Environmental Health

Generally satisfied with information submitted to date. See Noise section of report for further details.

Lead Local Flood Officer

Generally satisfied with the Flood Risk management, but some points of clarification requested.

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)

London Mayor's Housing Supplementary Planning Guidance (SPG) (2016)

In addition, the first draft of the Brent Design Guide SPD1 (July 2017) has been subject to public consultation. The second draft (May 2018) is open for public consultation until 5 July 2018. Once adopted, this will supersede SPG17. The May 2018 draft of the Guide is afforded weight in the determination of planning applications as it is based on and supersedes the July 2017 draft version which has been improved following the consultation process.

DETAILED CONSIDERATIONS

1. Context

Hybrid planning application 14/4931

2. On 23 December 2016, planning permission was granted, (ref: 14/4931), for the redevelopment of the South West Lands in Wembley. The scheme approved was in outline for the whole South West Lands site, with the exception of Building SW03A within Plot SW03 and the basement beneath Plots SW03 – SW05, along with associated infrastructure, landscaping and open space, for which full reserved matters details were submitted. Work is currently underway on the development of plots SW03, SW04 and SW05.

Non-material amendment planning application 17/4755

3. Subsequent to outline planning permission being granted, a section 96a non-material amendment planning application was submitted under application reference 17/4755. This was approved on 27 November 2017. The amendments approved consisted of various changes to the form and layout of buildings at SW01 and SW02, and alterations to the public route between SW07 and Neeld Parade. In summary, these changes were designed to improve the massing and appearance of blocks SW01 and SW02 and their relationship with their setting and surrounding developments. Furthermore the changes created a more generous public route between SW07 and the gable end of the Neeld Parade buildings.

The current reserved matters application

4. In conformity with the approved outline planning approval, this current reserved matters application seeks to deliver ground floor commercial units and residential housing on the floors above in three blocks – SW01, SW02 and SW07. In summary, the current scheme would provide:
 - 156 new homes as a mixture of 1, 2 and 3 bedroom units;
 - 100% affordable housing, in both Affordable Rent (AR) and Shared Ownership (SO) tenures;
 - 28 (18%) of the units as family-sized dwellings;
 - 17 (11%) of the units as wheelchair adaptable units;
 - 12 secure car parking spaces for Blue Badge holders;
 - 266 cycle parking spaces (256 secure private spaces and 10 visitor spaces);
 - 1,234 sqm of commercial retail floorspace providing active frontages on the ground floor of each block;
 - A 200 sqm Permanent Rail Facility (PRF) for use by Chiltern Railways on the ground floor of SW07; and
 - Landscaping and pedestrian public realm improvements at ground floor level.
5. The scheme is designed to be compatible and integrate well with the wider Wembley Masterplan.
6. **Proposed use**
7. As set out above, the SW Lands planning permission (ref: 14/4931) granted approval for a number of residential and non-residential uses across the SW Lands site.

8. The table below provides a summary of the floorspace of the different uses proposed under the current scheme:

Use	Use class	Floorspace GIA (m ²)
Residential	C3	13,673m ²
Retail/Commercial/Community Use	B1, A1-A4, D1 and D2	1,234m ²
Permanent Rail Facility	B1	200m ²

9. The ground floors of the units would be permitted for uses falling within use classes B1, A1-A4, D1 and D2 (Retail/Commercial/Community Use). This is in accordance with the Wembley Area Action Plan guidance on this site – site W6 – which notes that the location of the site means that it “is ideally suited for major mixed use development, with a limited scale of development on the south side of White Horse Bridge. A retail component will be important in providing a link between the High Road and Wembley Park Boulevard”. Floorspace in these uses will provide active frontages on the ground floor of all blocks, which will add visual interest and enhance the vitality of the area.

Residential

10. 156 homes are proposed as a mix of 1, 2 and 3 bedroom homes distributed across plots SW01, SW02 and SW07. The proposal is 100% affordable and all homes would be either Affordable Rent (AR) or Shared Ownership (SO). The table below indicates the range of different unit sizes which would be provided by the scheme:

	Affordable Rent (SW01)	Affordable Rent (SW07)	Total (Affordable Rent only)	Intermediate (SW02)	Total (Affordable Rent and Intermediate)
1 bed / 2 person	14	2	16	35	51 (33%)
1 bed / 2 person (wheelchair)	4	1	5	0	5 (3%)
2 bed / 3 person	1	2	3	35	38 (24%)
2 bed / 3 person (wheelchair)	0	1	1	0	1 (1%)
2 bed / 4 person	6	7	13	10	23 (15%)
2 bed / 4 person (wheelchair)	0	0	0	10	10 (6%)
3 bed / 5 person	12	15	27	0	27 (17%)
3 bed / 5 person	0	1	1	0	1 (1%)

(wheelchair)					
TOTAL	37	29	66	90	156 (100%)

Retail/Commercial/Community Use

11. In accordance with the outline planning approval, a total of 1,234m² of Retail/Commercial/Community floorspace is provided in units on the ground and lower ground floors of the three blocks. As the end users of these spaces are not yet known and to provide maximum flexibility, a flexible range of uses is applied for. This will maximise the letting potential of these spaces to minimise possible voids thereby maintaining a vibrant and active frontage around this development. The table below shows how this floorspace would be distributed between the three blocks:

Block	Range of uses	Floorspace GIA (m2)
SW01	B1, A1-A4, D1 and D2	294m2
SW02	B1, A1-A4, D1 and D2	701m2
SW07	B1, A1-A4, D1 and D2	239m2

Permanent Rail Facility

12. The outline planning approval required the provision of a 200m² Permanent Rail Facility for the use of Chiltern Rail, to provide a new purpose built office and facilities for the use of Chiltern Rail staff. This is proposed on part of the lower ground floor and ground floor of Block SW07. Further details of this space will need to be submitted and approved in writing by the Local Planning Authority in consultation with the Railway Undertaker in due course.

Car parking

13. In view of the site's excellent public transport links, car parking provision has been limited to the provision of disabled spaces only, which would encourage sustainable travel patterns.

14. Layout, scale and appearance

Layout

15. The parameter plans approved under the outline planning permission established key principles for the scheme including the general height and massing of the buildings, the location of the permanent access route (PAR) through the SW01/02 site and the location of the communal external amenity spaces including a podium garden between buildings SW01 and 02 above the PAR.

16. All the buildings would have active street frontages allowing natural surveillance and creating a more attractive, vibrant and safer public realm.

SW01 and SW02

17. SW01 and SW02 have a unified form, comprising one block at lower levels creating active frontages along the street edge with a first floor podium deck spanning between them. Above this level, the blocks would be separated. The north-south orientation of the buildings would allow units to face east or west, giving good levels of daylight. Furthermore, the buildings enclosing the podium garden have been shaped to maximise the amount of southern light reaching this amenity space.

18. The height of the block at the northern end of the podium retains a sense of enclosure within the garden, but the tall ends of SW01 and 02 are given expression and respond directly to the form of the

proposed two-tower block on the Mahatma Gandhi site opposite. Retaining a gap between the two blocks at upper levels creates a greater sense of openness, with better views from flats and increased daylight at street level.

19. Block SW02 is situated on the east facing side of Wembley Stadium Station Square and would, along with SW03 to the east, enclose and overlook the square. The ground floor commercial space of SW02 would front on to the square, providing animation and activity at the western side.
20. SW01 and SW02 would have a basement level accommodating plant, refuse and recycling and car parking. The ground floor level would feature commercial spaces fronting onto the main access routes of Wembley Hill Road, South Way and White Stadium Station Square along with communal residential entrance areas and cycle stores. Stairs from the communal residential entrances would lead up to landings from which the podium garden can be accessed. Residential units are located to three sides of the podium garden providing both a pleasant outlook for the units and natural surveillance for the amenity space. Extra commercial space is also located on this level. At upper levels, in a typical residential floor, larger family units are located at the ends of the blocks to take advantage of a dual aspect whilst smaller units are located to the centre of the plan. Cores would be naturally lit and would have a visual connection to the podium garden.

SW07

21. The siting of the building allows the building form to provide an attractive street edge to the approach to White Horse Bridge.
22. On the western edge of the block, the building is set back to provide a public route between the new building and the gable end of the Neeld Parade buildings, encouraging a feeling of openness rather than enclosure. This also forms a more usable area of public realm on this key corner of the site - which is proposed for use as a terrace in connection with the ground level commercial unit. The block steps down in height at either end in response to the heights of the adjacent three-storey properties.
23. The primary communal residential entrance for SW07 is situated at lower ground floor level, where access is gained through the communal garden. Wheelchair accessible units are located at this level so as to be easily accessible from the garden entrance and close to designated parking spaces. Ancillary residential spaces including plant and refuse stores are located to the northern edge of the plan which is below ground at this level owing to the sloped nature of the site. The lower level of the Permanent Rail Facility (PRF) is also accessed from a private yard at this level.
24. At ground floor level, commercial spaces would front onto the approach to White Horse Bridge activating this façade. This façade would also accommodate a secondary communal residential entrance and the primary entrance to the PRF. At upper levels, in a typical residential floor, larger family units are located to the ends of block where possible to take advantage of a dual or triple aspect. There would be recessed balconies to units that face White Horse Bridge approach and projecting balconies to the ends of the block and on the southern façade. Cores would be naturally lit and would have a visual connection to the White Horse Bridge approach.

Scale

25. The Planning Statement submitted with the application confirms that the scale and massing of the proposal is within the heights and extents identified on the parameter plans approved under planning permission (ref: 14/4931) and subsequent s96a Non Material Amendment application (ref: 17/4755). 'Parameter Plan 09: Proposed Heights, Rev P3' approved under ref. 17/4755 sets out the AODs approved at key positions across the development.
26. SW01 and SW02 are two linked blocks on the northern side of White Horse Square. SW02 would rise up to 18 storeys in height (+105m AOD) at its tallest point on the south-eastern end of the building, then step down to 12 storeys (+86.7m AOD) to the north and west. SW01 would be 8 storeys high (up to +73.2m AOD at its highest point), providing a step down adjacent to the lower existing buildings.
27. Between blocks SW01 and SW02, there would be a townhouse block to the north of the podium. This building, would be two storeys in height above the podium (three storeys above the street) and would have a height relationship with the podium of the new Mahatma Gandhi development opposite and

whilst retaining activity along this street edge.

28. SW07 would extend up to 5 storeys in height above street level (6 storeys above garden level) which equates to +61m AOD at its highest point for the solid part of the elevation. It would step down one storey (to +57.9m AOD) adjacent to the Neeld Parade buildings and it would step down 2 storeys at the eastern end (to +54.7m AOD), adjacent to the houses on Juniper Close. These parameter heights would allow for handrails to extend a maximum of 0.5m above these stated levels.
29. To provide context, with regard to the buildings on the adjacent plot on the other side of Wembley Stadium Station Square, the maximum approved parameter height for the western section of SW03 is +112m AOD. Meanwhile, the stadium presents four critical datum heights, namely; its concourse at +52m AOD; its shoulder at +80m AOD; the top of its roof at +103m AOD; and the peak of its arch at +183m AOD.
30. As part of the outline planning permission approval, key height-related planning considerations were assessed including the impact of the scheme on views to Wembley Stadium and the impact of the proposed scheme on daylight/sunlight levels at neighbouring properties. The proposal was found to be in accordance with Policy DMP1 the Local Plan Development Management Policies 2016 and Policies WEM5 'Tall Buildings' and WEM6 'Protection of Stadium Views' of the Wembley Area Action Plan 2015. This reserved matters proposal is in accordance with the previously approved height parameters. With regard to the impact of the proposed scheme on daylight/sunlight levels at neighbouring properties, this is discussed from paragraph 107 below.

Density

31. The scheme has a site area of 0.456ha and the proposal comprises 156 units and 436 habitable rooms. This equates to a scheme density of 342 dwellings per hectare and 956 habitable rooms per hectare. This is within the London Plan density guide suggestions for 'Central' locations. The site is within close proximity to a range of public transport connections and this density is considered appropriate for this well-connected site with a good Public Transport Accessibility Level (PTAL) of 3 and 4, which is within the 'Wembley Opportunity Area' as identified by the London Plan as having significant capacity for housing and commercial development.

Appearance

32. The design of the façades draws on references from the 'metroland' area within Wembley and other notable deco buildings from the 1930s period. All three blocks utilise the same façade treatment to harmonise them as a collective family. The blocks are typically grounded by a darker brick to the base. This further delineates commercial areas and communal entrances and varies in height between the different buildings in response to the adjacent context. The commercial façade to SW01 is single storey in height as this responds to the commercial frontages to the other side of Wembley Hill Road. The commercial façade to SW02 is expressed as two storeys which responds to the commercial spaces designed for SW03 on the opposite side of Wembley Stadium Station Square. The commercial façade to SW07 is a tall single storey, mediating between existing commercial spaces to the south and the two storey commercial spaces surrounding White Horse Square. SW07 uses the same façade language as SW01 and 02 to enhance the sense of a gateway of buildings on either side of White Horse Bridge.
33. The residential floors are expressed by using a lighter brick. Regular horizontal bands which wrap continuously around each block unify all façades with the same treatment. This approach is considered important as the block of SW01 & 02 does not have a distinctive front or rear and can be considered to sit upon an 'island site.' The primary bands which sit above and below windows use flush brickwork contained by a precast stringcourse to the top and bottom. These wrap around balconies to form low parapets upon which metal railings are placed to form a sufficient guarding. The intermediate bands are formed from stepped brickwork and the windows which differentiate themselves from the primary bands. Further studies will be undertaken to establish the final brick and mortar choices. Vertically aligned windows of a regular size then offset the strong horizontal banding to form a balanced composition.
34. Balconies would have a metal soffit to their underside, toned to complement the brickwork, with the precast stringcourse framing the edges. Metalwork and window frames would be darker in tone so that

these elements are read as subservient yet complementary.

35. The buildings would have faceted façades rather than long straight frontages. This would improve circulation and sight lines around the buildings and also reduce the perceived width of the east elevation of SW02 (onto Wembley Stadium Station Square), owing to its more slender form.
36. On SW07, balconies would provide animation and interest at the corners of the building, whilst the long north-western elevation of the building is broken up using balconies at intervals along the length of the façade.
37. It is considered that the overall finished appearance of the development would be high quality and is acceptable in design terms, and thus accords with policy DMP1 of the Brent Local Plan Development Management Policies 2016 and policy WEM5 and WEM8 of the Wembley Area Action Plan 2015.

38. Residential Accommodation

Affordable Housing within context of wider South West Lands site

39. The outline planning application for the wider South West Lands site (ref no. 14/4931 granted planning permission 23.12.16) proposed 30% of units as Affordable Housing, comprising 15% affordable rented and 15% discount market sale or shared ownership. This 50:50 split between affordable rent and intermediate homes did not accord with London Plan or Brent policy as set out within the Brent Core Strategy and Wembley Area Action Plan. However, it was considered that within the context of a constrained financial position, this mix would help to increase the overall proportion of Affordable Housing and was therefore supported by officers. The Council's viability consultants undertook an independent assessment and confirmed that the proposed provision of 30% Affordable Housing by unit constituted the maximum reasonable proportion achievable. This level of provision was secured through a section 106 legal agreement.
40. Subsequently, the affordable housing tenure and size mix proposed to be delivered in the South West Lands has evolved through discussions between LBB and Quintain and it has now been agreed that across the South West Lands site as a whole, 30.1% of dwellings will be affordable housing, comprising 14.8% affordable rented and 15.3% intermediate shared ownership.
41. In reaching these levels, it has been agreed that more 3 bed affordable rent units will be provided - 28.6% by unit compared to the 24% required under the S106 Agreement, owing to Brent's identified need for family affordable rent units. The number of 3 bed shared ownership units has been reduced from 5% to 0% owing to the low local demand for larger shared ownership units, but this has led to an increase in 1 and 2 bed shared ownership units.
42. Whilst there would be 4 fewer dwellings in affordable rent compared to in intermediate shared ownership, in terms of floorspace, the total amount of affordable rented floorspace (96,237 square feet) would exceed the total amount of shared ownership floorspace (88,597 square feet) across the South West Lands site. In these circumstances, officers consider it acceptable that, based solely on unit numbers, the S106 requirement of 15% by unit for affordable rent and 15% for shared ownership is not quite met.
43. In summary, over the entire South West Lands site, out of a total of 897 units to be provided, 270 units would be affordable – 133 in affordable rent and 137 in intermediate shared ownership. These would be provided by the South West Lands Phase 2 stage of the development within plot SW05 (as consented under reserved matters application 17/0718) and by the current application. This provision is set out in the tables below:

Affordable rent units

Plot	Number of units
SW01	37

SW02	-
SW05	67
SW07	29
TOTAL	133

Intermediate shared ownership units

Plot	Number of units
SW01	-
SW02	90
SW05	47
SW07	-
TOTAL	137

44. The current application

45. The 156 unit scheme comprises 36% 1-bedroom units, 46% 2-bedroom units, and 18% 3-bedroom units, as set out in the table below:

46. 17 of the units (11%) would be wheelchair accessible, comprising five 1-bed/2 person units, eleven 2-bed/3 or 4 person units, and one 3-bed/5 person unit. The 12 car parking spaces proposed are all dedicated spaces for the use of the wheelchair accessible dwellings only.

47. The scheme has been designed to be tenure blind, with the same design approach, façade treatments, external finishes and materials to be used across all three blocks. Communal amenity spaces are provided for each block. In addition, individual balconies or private terraces are provided for each unit, all of which meet or exceed the minimum private amenity space standards.

Quality of accommodation

48. A variety of unit types have been provided ranging from 1 bed / 2 person apartments up to 3 bed / 5 person apartments. All units would meet or exceed the DCLG Technical Housing Standards (March 2015) and provide external private amenity as well as internal storage space.

49. With regard to the orientation of homes, there would be no single aspect north facing homes and many homes would benefit from dual aspect layouts. The cores would enjoy natural light and each one would provide access to a maximum of seven units, in line with the Mayor's Housing SPG.

50. Key Lifetime Homes and Building for Life principles have been incorporated into the scheme to promote the delivery of high quality units.

Accessible and Adaptable dwellings

51. Policy 3.8 of the London Plan (Housing Choice) states that a range of housing choice should be provided in respect to housing type and size. The proposed development comprises a mix of 1-, 2- and 3-bedroom units. All units would meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings'. There would also be 17 units (11%) which would meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', ensuring they are designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The scheme is therefore in accordance with policy 3.8 of the London Plan and meets the requirements of condition 23 of outline planning permission 14/4931.

Wheelchair accessible homes

52. A total of 17 homes (11% of the total dwellings) have been designed as wheelchair accessible dwellings. The seven affordable rent units are 'adapted' and the 10 shared ownership units are 'adaptable'. The following mix of wheelchair adaptable unit types is proposed:

5 x 1-bedroom / 2 person

1 x 2-bedroom / 3 person

10 x 2-bedroom / 4 person

1 x 3-bedroom / 5 person

53. The wheelchair accessible homes are located within all three blocks in both Affordable Rent and Shared Ownership tenure. The distance between lift lobbies and these homes has been kept to a minimum for convenience and ease of access.
54. All wheelchair accessible homes are designed to meet part M4(3) of building regulations and all other homes will comply with part M4(2). Internal floor areas of all units meet, or exceed, the DCLG Technical Housing Standards (March 2015).

Impact on residential amenity of neighbouring residents

Juniper Close

55. The edge of the balconies on the eastern end of the SW07 building would extend within around 3.6 metres of the side elevation of the residential properties of Juniper Close. This eastern end would feature balconies at ground, first and second floor levels, a residential terrace at third floor level and a balcony at fourth floor level. Views from the ground, first and fourth floor balconies would not unduly impact on the privacy of neighbouring residents. However, views from the second floor balconies and the edge of the third floor terrace would be possible towards the rooftop gardens of the Juniper Close properties. Officers consider that without some form of screening or other measures, the privacy of the Juniper Close residents would be unacceptably compromised. In view of this, a section of green roof, inaccessible to the occupiers of the adjacent apartment is proposed between the third floor terrace and the balcony edge, so that views from the terrace would not extend to the rooftop gardens of the Juniper Close properties. Also, privacy screens are proposed for the second floor balconies. It is considered that provided this green roof section is retained in the future and also suitable second floor privacy screens are installed and retained in the future, this would provide sufficient protection of the neighbouring residents' privacy. Indicative drawings have been submitted showing the location of this green roof and the location and possible design of these screens, but a condition is recommended requiring full details of this section of green roof and the privacy screens to be submitted and approved prior to the first occupation of the residential units.

Neeld Parade

56. Similar issues arise in relation to the relationship between the western end of the SW07 building and the rear of the Neeld Parade properties. Although the angle is not direct, as the separation distance between the edge of the nearest balcony and the closest window of a habitable room on the rear elevation of the nearest Neeld Parade property would only be approximately 10 metres, officers again consider that some form of privacy screening is necessary. Accordingly, a condition is recommended regarding privacy screens as outlined above.

Wembley Hill Road

57. There would be a separation distance of approximately 25 metres between the fronts of these properties and the western elevation of the SW01 building. Whilst the proximity of the new building would have some impact on the outlook from these properties, this is considered acceptable within this urban context and this relationship has already been deemed acceptable through the approval of the parameters plans under the outline planning permission 14/4931.

58. **Landscape and amenity**

59. The landscape plans submitted have been based on the following principles:

- Creation of areas of accessible public realm to the curtilage of the proposed buildings with street furniture, street trees and design treatments taking into account the potentially high levels of crowding on event days.
- Improved pedestrian access around the development to Wembley Stadium Station.
- Shared amenity space for residents in the form of communal gardens with natural play opportunities and space to socialise.
- Private roof gardens for residents with sheltered spaces for sitting and planting.
- Green and brown roof treatments to roofs within the development.

60. An amenity space strategy has been developed in relation to all three blocks to ensure that every home has access to both private and communal amenity space.

61. Private amenity space

62. Each home would have access to either a private terrace or private balcony. All private amenity spaces would either meet or exceed the space standard requirements for private amenity space. Balcony studies have been carried out for all the different types of balcony proposed across the scheme. These demonstrate that all the balconies are capable of accommodating a table and chairs to seat the intended number of occupants, with adequate circulation room to make them useable.

63. Communal amenity space

64. Communal amenity spaces are proposed as summarised below:

- Communal podium level garden 459m² (SW01 and SW02)
- 8th floor roof garden 400m² (SW01)
- 12th floor roof garden 208m² (SW02)
- Residents' communal garden 385m² (SW07)

65. A communal residential landscaped open space is proposed at first floor (podium) level between buildings SW01 and SW02. The space is south facing and is accessed from Blocks SW01 and SW02 and contains the front doors to the townhouses positioned between the SW01 and SW02 blocks. This communal garden area is to be used flexibly, for sitting or for play and includes benches, play equipment, a sand pit and a range of planting including lawns, trees, hedges and shrubs. Raised beds and mounds to allow for the required soil depths to accommodate the tree planting on the podium would add further form and interest to this garden area. The spaces could be enjoyed by residents of all ages and are fully wheelchair accessible with the exception of some of the play areas where play sand and play bark are proposed.

66. A communal garden is also proposed to the south of the SW07 building incorporating natural play opportunities including boulders and stepping stones, raised beds for growing, a BBQ area, seating, grassed areas, tree planting and other soft landscaping. Although perimeter railings would be installed around the garden for security reasons and to encourage the use of the space by residents, this would still allow views into the space and green planting around the internal perimeter of the garden would ensure that the space still contributed to the greenness and visual amenity of the area. In addition, a number of trees would be planted within publicly accessible areas adjacent to the footpath which links Wembley Hill Road to Wembley Stadium Station which would improve the visual amenity of the surrounding area. Furthermore, adjacent to the gable end of Juniper Close, a lawn with groundcover and shrubs would be established, which would further enhance the appearance of the area. The

installation of photovoltaic panels on the roof of Block SW07 would prevent this area being used for the provision of any additional amenity space.

67. Roof gardens would be created on the 8th floor of block SW01 and the 12th floor of block SW02. These spaces would be accessible to residents only and provide a sheltered space to sit and socialise. These gardens would include seating areas, trees and other planting. Green roofs are also proposed which would provide habitats for plants, insects, and animals.
68. A total of 1,452m² of communal residential amenity space would be provided. A further 1,283m² of private residential amenity space is provided in the form of balconies and terraces. In total, 2,735m² of amenity space is proposed which is made up of a mix of both private and communal amenity spaces. This equates to around 17.5m² per dwelling. Whilst this is below the Brent policy target of 20m², it is comparable with other schemes in this area which is characterised by high density schemes. The communal amenity spaces have been designed to maximise the use of every space and provide as much high quality, useable amenity space as possible, whilst conforming with the outline planning approval. In addition to dedicated private and communal amenity space areas, the proposal provides significant improvement to the public realm at ground floor level. Furthermore, the scheme is adjacent to Wembley Stadium Station Square, a large multi-purpose urban open space.
185. In terms of public realm improvements, a new space for gathering would be located to the north-east corner of Block SW02. This would be laid out with strips of concrete paving and porous gravel, with a grid of birch trees and timber and concrete benches. In addition, large street trees would follow the façade of blocks SW01 and SW02 along South Way with street furniture placed along the same line of these trees to avoid conflict with large pedestrian flows on events days. This stretch of land along South Way has been designated as 'safeguarded' for future highway modifications, but until such modifications are carried out it would serve as an enhanced area of public realm.
69. A pedestrian walkway would enable DDA compliant, step free access from Wembley Hill Road to the northern platform of Wembley Stadium Station. Groundcover planting to the north of this path would provide visual interest, whilst new planting to the south on the railway embankment would contribute to the stabilisation of the slope and continue the wildlife corridor which extends along the railway line. The walkway would have a steel railing along its side adjacent to the railway embankment and handrails on both sides along its entire length.
70. Areas of land to the south of plot SW01 and SW02 and to the north of plot SW07, adjacent to the railway have been designated as Network Rail 'no-build' zones. Whilst these would not be accessible to the public or residents, they would provide a green buffer zone which would enhance the visual amenity of the area.
71. The scheme also benefits from close proximity to the new public park which will be located around a five minute walk away to the east of the proposal site. In addition, King Edward VII Park is approximately 600 metres from the proposed development.
72. In these circumstances and given the high quality of the proposed landscaping plans and the additional open space provision in close proximity to the site, the level of both communal and private residential external amenity space provided within the boundaries of the scheme itself is considered to be acceptable.
73. **Play space**
74. The London Plan child yield calculator is used to estimate the number of children a development will house based on the number and size of housing units. This indicates that across the three sites there would be a likely child yield of 37 0-5 years age group children and 29 6-11 years age group children totalling 66 0-11 years children.

75. The scheme would therefore generate an estimated requirement of 660sqm of play space across the three sites. Of this, 370sqm should be 'doorstep' play suitable for use by the 0-5 years age group.
76. Based on the current proposed accommodation mix in each Block, the quantum of play space required (at 10 sqm per child as a minimum) and proposed are shown in the table below:

Housing Block	SW01	SW02	SW07
Under 5	16	4	17
Age 6-11	12	1	16
Area of playspace required by London Plan	280 sqm	50 sqm	330 sqm
Area of accessible playable space provided on-site	400 sqm in podium garden		354 sqm in communal garden
Age 12+	7	1	10
Off-site contributions	70 sqm	10 sqm	100 sqm
Total off-site contributions	180 sqm (equivalent)		

77. The plans submitted show that the 330 square metres of formal play space and playable landscape space required for the age 0-11 residents of SW01 and SW02 would be provided within the podium garden between those blocks and the 330 square metres of formal play space and playable landscape space required for the age 0-11 residents of SW07 would be provided within the communal garden next to building SW07. These areas are overlooked by residents and provide opportunities for play under close or casual observation by parents. In addition to these communal gardens, the roof gardens on blocks SW01 and SW02 provide additional spaces for casual play, sitting and socialising.
78. The proposal therefore meets the London Plan requirement through dedicated play spaces within the podium garden of plot SW01 and SW02 and within the communal garden of plot SW07 and this provision is complemented by additional multi-use roof gardens within plots SW01 and SW02.
79. It is considered that the proposed amenity, landscaping and play space provision is acceptable given the nature, density and location of the proposed scheme. The proposals materially accord with the Brent Local Plan Development Management Policies Policy DMP19, London Plan policy 3.6 and the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation.

80. Ecology

81. The habitat survey carried out for the South West Lands site report assessed the site as being of low significance ecologically. The current proposals include a range of features designed to protect and enhance existing habitats. These include enhancing the Railway corridor along the boundary to the railway, the provision of landscaped gardens and roof terraces, the provision of a number of green and brown roofs across the development and the planting of new street trees.
82. The development of the site would require the removal of 8 trees from the SW07 site. These are self-sown Sycamore and Elder. They would be replaced by 12 new trees, including native species such

as Common Pear, planted in spacing which would allow them to develop to maturity.

83. The inclusion within the scheme of native plant species in landscaped areas including the railwayside, roof gardens and brown roofs would create a range of habitats for native flora and fauna. The proposals would increase biodiversity on site, in line with planning policy, namely London Plan policy 7.19 'Biodiversity and Access to Nature' and Brent Core Strategy 'Open Space & the Environment' Objective 9 and CP 18 'Protection and Enhancement of Open Space, Sports and Biodiversity'. In particular, the scheme as a whole would strengthen the role of the railway as a wildlife corridor, in line with planning policy. Appropriate and ongoing management of these new habitats would enhance the biodiversity of an otherwise low ecological value area, and strengthen the contribution it would make to connectivity within the green infrastructure in the wider area.

84. Access and circulation

85. The proposals would offer some improvements to walking connections within the local walking network primarily in connecting Wembley Stadium Station with Wembley Hill Road and South Way. A new pedestrian walkway would provide step free access from street level at Wembley Hill Road to the north side platform of Wembley Stadium Station. The creation of the communal garden to Block SW07 and tree planting would also improve the experience for users of the footpath between Wembley Hill Road and the south side platform.

86. Occasional vehicular access to the platform of Wembley Stadium Station would be provided by an access road from South Way which would be positioned at ground floor level between blocks SW01 and SW02 (beneath the podium garden). As it is not overlooked, this route is not considered to be the safest or most desirable pedestrian route and left un-gated, the undercroft space could attract antisocial behaviour. Therefore gates would be installed to the road at either end of the podium to create a secure undercroft area. The gates would be operable via access fobs or codes to enable the PAR to be accessed by vehicles when required. However, on event days these gates could still be opened to allow marshalled crowds to use the road if required.

87. Owing to its close proximity to Wembley Stadium Station, this area needs to cater for a large influx of people on stadium event days, but the design of the scheme must also allow residents to go about their daily lives with minimum disruption. With this in mind, the residential entrances for blocks SW01 and 02 have been located on South Way to the north of the site. Being located here, entrances would provide animation to this street frontage but also ensure that on event days residents do not have to move through the main crowd marshalling area of Wembley Stadium Station Square, in order to access their homes. SW07 has entrances both on White Horse Bridge approach, located between smaller commercial units, and from the quieter pedestrian route at the south of the site. This provides alternative access options during event days.

88. Energy and Sustainability Considerations

89. In accordance with the South West Lands S106 Agreement obligations, site-wide CO2 emissions will be reduced as a minimum by 35% compared to 2013 Part L Building Regulations. The achievement of this target will be ensured by the implementation of energy efficiency measures, the connection of blocks SW01 and SW02 to the CHP-based district heating network and the use of renewable energy by the installation of photovoltaic panels on the commercial units of Block SW07.

90. As per the consolidated energy centre design, a single CHP-led energy centre will be located in plot E03. Details of the site wide heat network provision and expected energy centre operation were approved in the E03 reserved matters planning application 17/0016.

91. The energy centre was designed so as to meet the demands of the Masterplan as well as the South West Lands development. However, whilst the energy centre has the capability to serve Blocks SW01 and SW02, the applicants do not consider it practical for the energy centre to serve SW07 as this block is on the opposite side of the White Horse Bridge and running district heating pipe work across the railway lines is not a feasible option.

92. With regard to renewable technologies, photovoltaic panels are proposed for use to achieve the

required energy reduction in the commercial units of Block SW07. Photovoltaic panels for the residential are not deemed necessary as enough of a reduction can be achieved through the CHP units in blocks SW01 and SW02 to enable the domestic units to pass the required London Plan reduction.

93. For plots SW01, SW02 and SW07 as a whole, predicted carbon emissions have been estimated to be 35.1% below 2013 Building Regulations for the residential units and 35.6% for the non-residential units, resulting in a total, site-wide reduction of 35.2%, which exceeds the 35% reduction target.
94. With regard to BREEAM, an informative is recommended advising the applicant that, in accordance with the s106 agreement attached to outline planning permission 14/4931, prior to the making of a Material Start in relation to plots SW01, SW02 and SW07, a Sustainability Assessment must be submitted showing a route to achieving BREEAM Excellent for the non-residential floorspace. In relation to the permanent rail facility on plot SW07 which is to be fitted out, the Assessment should demonstrate that for this part of the development BREEAM 'excellent' would be achieved if points were awarded for connection to a district heat network. This Assessment should be prepared by a BRE registered BREEAM assessor or suitably qualified BREEAM Accredited Professional.

95. Water consumption

96. The proposed residential units are designed to meet a water consumption rate target of 105 litres or less per person per day. This is in line with the target set out in Policy 5.15 of the London Plan and the outline planning permission section 106 agreement. Potential strategies to help meet the target requirements include the use of supply restrictor valves, low water use toilets and taps and (where installed) low water use white goods.

97. Daylight and sunlight levels for proposed scheme

98. The proposed mitigation targets within the South West Lands Environmental Statement (ES) December 2014 and Addendum of February 2016 were that a minimum of 95% of all rooms in the proposed residential units achieve an Average Daylight Factor (ADF) of 1.5% in respect of living spaces and 1.0% for bedrooms. In terms of sunlight the commitment was that at least 50% of the new amenity space would receive at least 2 hours of sunshine on 21 March.
99. In terms of Average Daylight Factor (ADF), a total of 440 proposed habitable rooms were assessed. 84.3% of proposed habitable rooms would meet the desired standard - 78.09% of proposed habitable rooms within Building SW01, 86.80% in respect of Building SW02 and 85.00% in respect of Building SW07. A further 8.4% would fall below to a level which could be considered negligible (less than 20% below) and therefore not be noticeable to the occupants, giving a total of 92.7% of proposed habitable rooms achieving ADF levels close to the desired target of 95%.
100. These 440 proposed habitable rooms were also tested against the BRE recommended level for daylight distribution, which assesses the areas of the working plane in a room (0.85m from floor level) which can receive direct skylight. The Daylight Distribution pass rate would be 95.45% for this development.
101. In terms of the rooms that fall below the Average Daylight Factor (ADF) and the Daylight Distribution target level, these mainly occur as follows:
102. Building SW01 – the rooms that do not achieve the ADF target level are generally in a location with a balcony overhead however several of these rooms are only marginally below the target level. The daylight distribution results are good and the majority of units will receive high levels of daylight. There are a small percentage of habitable rooms that are marginally below the daylight distribution target level.
103. Building SW02 – the majority of the rooms that do not achieve the ADF target level are only marginally below the target level, and this is because they are generally in a location with a balcony overhead. The daylight distribution results are good and the majority of units will receive high levels of

daylight, with less than 2% of the habitable rooms being below the target.

104. Building SW07 – the rooms that do not achieve the ADF target level are generally in a location with a balcony overhead however several of these rooms are only marginally below the target level. The daylight distribution results are very good with only 1% of the habitable rooms being marginally below the target level, therefore overall the units will have high levels of daylight distribution.

105. Considering the results flexibly as mentioned within the BRE guide, and given the urban setting and the high density of these developments within relatively constrained sites, the results are considered acceptable in this context.

106. The amenity spaces proposed within the current scheme have been analysed and the results confirm that at least 2 hours of sunlight can be achieved by more than 50% of the areas throughout the day on 21st March, in line with the targets within the South West Lands Environmental Statement (ES) and BRE guidance.

107. Daylight and sunlight levels for existing neighbouring properties

108. The daylight and sunlight report submitted with this application also assessed the impact of the proposed development on existing habitable rooms in neighbouring properties.

109. In assessing daylight levels against Visible Sky Component (VSC) measures (assessing the amount of skylight falling on a vertical window), all of the surrounding windows tested would either continue to meet the guidance, be unaffected or be negligibly affected by the proposal.

110. All surrounding rooms were also assessed with regard to their potential daylight distribution. The assessment found that they would all continue to have acceptable daylight distribution if the proposed development was completed.

111. The potential impact of the proposed development on sunlight levels for the existing surrounding buildings was also assessed. The results showed that all of the surrounding windows would be unaffected by the proposal with the exception of three windows (on Wembley Hill Road properties) that would be affected, but only to a negligible degree.

112. In view of these results, it is considered that the proposed development would have an acceptable impact on the daylight and sunlight levels enjoyed by neighbouring properties.

113. Wind environment

114. A wind tunnel study was carried out to assess the wind microclimate for the proposed Plots SW01, SW02 and SW07. In terms of pedestrian comfort, the study found that wind conditions in and around the proposed development in the context of both existing and approved future surrounds are generally rated as suitable for their intended use throughout the year. However, exceptions to this occur at the outdoor seating area on the podium between Plots SW01 and SW02 and at the entrance to Plot SW02 from the podium, in both the existing and approved future surrounds.

115. The study shows, however, that with the introduction of landscaping wind mitigation measures, the aforementioned exceedances of the pedestrian comfort criteria are alleviated and wind conditions across the entirety of the site are rated as suitable, in terms of both pedestrian safety and comfort, for their intended use. These wind mitigation measures include the planting of trees and hedging and the installation of a planter at specific locations across the podium garden between plots SW01 and SW02. These measures are indicated on a plan within the study document and further specific details can be approved under the landscaping condition which would need to be discharged prior to the commencement of works on the superstructure of the development.

116. Noise

117. An acoustic assessment has been carried out in relation to the noise levels likely to be incident on the proposed building façades and to provide acoustic performance specifications such that acceptable internal noise criteria can be achieved. The submitted report sets out the acoustic performance requirements of the external building fabric elements and provides advice on internal separating elements, plant noise emissions limits and other suggested mitigation measures. This report has been reviewed by the Council's Environmental Health team, but further information will need to be provided to discharge specific noise related conditions of the outline planning permission in relation to these plots.

118. Highways and Transportation

Car Parking

119. Nine car parking spaces are proposed for SW01 and SW02 underneath the podium garden. The car park is accessed from the existing private access road from South Way. This access road will be retained and provides access to Wembley Stadium Station beneath White Horse Bridge. Three car parking spaces are proposed for SW07 accessed from Juniper Close. All car parking spaces are proposed to be disabled parking bays. The proposed layout of the car parking spaces beneath Plots SW01 and SW02 meets standards in terms of dimensions and turning space, with the spaces having a suitable crossfall of 2.5% to accommodate entry and exit from vehicles by disabled drivers. Similarly, the layout of the three disabled spaces to the rear of Plot SW07 meets standard dimensions and provides adequate turning space.

120. Officers in Transportation have advised that the proposed provision of just 12 disabled car parking spaces for these three blocks therefore accords with maximum standards, whilst also providing disabled parking in line with the requirements of Brent's Development Management Policies.

121. Consideration also needs to be given to the likely impact of overspill parking from the site on traffic flow and road safety though. In order to gauge this, data from the 2011 Census in respect of the blocks at Forum House and Quadrant Court within the Stage 1 Wembley Redevelopment Area has been examined. This showed average car ownership of 0.38 cars per household, giving a predicted total unfettered car ownership of 60 vehicles for this part of the development, which could lead to overspill parking as this exceeds the number of spaces being provided on site.

122. However, the hybrid planning approval for the development secured funds towards the extension of CPZ's/parking controls in the area, development of Travel Plans (including the promotion of a Car Club) and a restriction preventing future residents obtaining on-street parking permits in the area. The latter would prevent parking in the nearby residential streets (Mostyn Avenue etc.) throughout the week and in the wider area on Wembley Stadium event days. These measures should therefore be sufficient to minimise any overspill parking from the site, so as not to have a negative impact on traffic flow or road safety.

123. With regard to electric vehicle charging points (EVCPs), four (33%) of the twelve parking spaces would be active charging points and a further four (33%) would have passive provision to accommodate future need. This exceeds the requirement of 20% of spaces to have active and 20% of spaces to have passive electric vehicle charging points, required under condition 13.f) (i) of the 14/4931 outline consent.

Cycle Parking

124. The London Plan requires one secure bicycle parking space per 1-bed flat and two spaces per 2-/ 3-bed flat, giving a total requirement for 256 long-stay residential spaces. Secure internal storerooms are proposed at ground floor level within each of the blocks, with sufficient capacity on two-tier racks to meet the long-stay requirement.

125. Short-stay parking for 4 bicycles is also required for the flats, along with 16-32 spaces for the commercial units, depending on their precise use. Ten 'Sheffield' stands (16 spaces) are proposed along the South Way frontage of the site for short-term visitor parking. Officers in Transportation have advised that this provision is acceptable.

Servicing, refuse and fire acces

126. With regard to servicing, the estate-wide ENVAC suction system is not proposed to be used for this part of the site. Instead, refuse stores are proposed at lower ground floor level for each block.

127. To access the stores for Plots SW01 and SW02, a turning stub is proposed at the rear of Plot SW01, so that refuse vehicles can use the existing access road and turn at the rear of the site, thus meeting Brent's maximum refuse carrying distances.

128. Deliveries to the commercial units in Plots SW01 and SW02 will also be made from the access road through the site and trolleyed to the units from there. The width of the access road (6m), gradient (3%) and headroom through the building (4.2m) are all sufficient to accommodate the servicing requirements of the proposed units (generally transit vans and 8m rigid vehicles).

129. New gates to the access road are shown set 10m from the highway boundary, to allow service vehicles to stand clear of South Way whilst they are opened and closed. If South Way is widened as proposed, this distance will fall to about 8m, which will still provide sufficient space for most vehicles to temporarily stand clear of the highway.

130. Refuse collection and deliveries to the commercial units in Plot SW07 will be made from a proposed loading bay (2.5m x 12.5m) alongside the privately maintained Juniper Close. This is sufficient to accommodate a refuse vehicle or two transit sized vans, so is fine.

131. A collection day bin store is proposed alongside the loading bay to minimise carrying distances, which is acceptable. With regards to how deliveries will be trolleyed to the commercial units from this loading bay, the applicant has indicated within the Design and Access Statement a proposed route, which unfortunately results in quite a long route round the western end of the building to access the commercial units at ground floor level round the front (max 1:21 gradient as the ground slopes up towards north of site). However, officers note that there is no obvious alternative to this. Officers in Transportation have recognised the constraints of the site and have advised the Delivery and Service Plan (to be submitted as part of condition 17 of the outline consent) will help to manage the arrangements. This will ensure that delivery vehicles utilise these identified loading areas and that delivery schedules are properly managed and co-ordinated to avoid excessive numbers of vehicles trying to deliver to the units at the same time.

132. The fire strategy for the blocks confirms that fire tender access will be provided around the most of the perimeter of each block using South Way, Wembley Hill Road, Juniper Close, the private access road and Station Square/White Horse Bridge & approach. It is confirmed that the bridge was constructed to accommodate occasional loading by fire appliances and droppable bollards are in place on either approach to the bridge to allow emergency access.

Highway works

133. The private access road through Plot SW01 is already in situ and generally provides a suitable means of access from South Way for the disabled parking spaces and servicing. However, only a simple crossover is in place on South Way at present and officers in Transportation have advised that this needs to be amended to provide 6m radius kerbs to accommodate regular access by service and delivery vehicles, together with a raised surface. A redundant crossover further west also needs to be reinstated to footway with full height kerbs. These works fall within the requirements of the S106 Agreement attached to the outline consent.

134. Pedestrian access to the buildings is proposed directly from South Way, Station Square and/or White Horse Bridge approach.
135. The proposed new pedestrian route from Wembley Hill Road is shown with a minimum width of 1.2m and maximum gradient of 1:15, with level resting points every five metres. This meets the requirements for wheelchair access and is acceptable.
136. The siting of the buildings on Plots SW01 and SW02 respects the safeguarding line secured through the outline planning consent, allowing South Way to be widened in future to provide two approach lanes to the signalised junction with Wembley Hill Road, which is accepted.
137. No proposed timescale for the widening of the junction has been identified at the present time. In the meantime, it is therefore proposed to surface this area of land in granite paving slabs, consistent with the area of the frontage that is to remain private, thus providing a uniform appearance to the frontage. This is fine at the present time, but if a firm timescale for the road widening proposals is identified during the construction period for these blocks, then the landscaping treatment will need to be amended to suit, with a clear demarcation line identified in edging along the future highway boundary. Officers in Transportation have confirmed that the initial and future demarcation treatment can be agreed as part of the S38/S278 works.
138. Otherwise, it is noted that the proposed new tree planting and benches (alongside bicycle stands) are kept within the area of the frontage that will remain private, so is acceptable.
139. Officers in Transportation have also advised that there are future proposals to install vehicle barriers in South Way fronting the site to securely close South Way on Wembley Stadium event days. This is likely to be to the east of the existing private access road, so should not impede vehicular access to the site. However, a line of bollards will be required across the area fronting South Way spanning both the safeguarded land and the future landscaped forecourt, to ensure the barrier cannot be circumvented. Such details will form part of the landscape works conditioned to the outline consent.
140. Discussions are underway with the Council's Transportation team regarding the layout of the private access road and providing a raised table at the junction with South Way, but full details of highway, footpath and cycle way layout, within the development including connections and traffic management measures, would still need to be submitted to satisfy condition 13 of the outline planning consent. An informative is recommended to clarify this position in relation to condition 13.
141. **Secured by Design**
142. The applicants have liaised with the Metropolitan Police and the Secured by Design (SBD) officer during the development of the scheme proposals. Secured by Design principles and security measures have been considered and incorporated into the proposal. Further details of safety and security measures would need to be submitted for approval at condition discharge stage.
143. **Drainage**
144. The site is located within a Flood Zone 1 area and is therefore considered to be at a low risk of flooding. A drainage plan has been submitted as part of this planning application showing the provision of various Sustainable Drainage Systems (SuDS), such as permeable paving, green roofs and storage tanks. The surface water discharge would be restricted to 5 l/s which would reduce flood risk in this area. With regard to both surface water network infrastructure capacity and foul water sewage network infrastructure capacity, Thames Water confirmed that they had no objections, based on the information provided. The Council's Lead Local Flood Officer confirmed that he was generally satisfied with the Flood Risk management but sought clarification on a number of matters. Conditions relating to both surface water and foul water drainage would need to be discharged at a later stage in the development

process and therefore final details can be agreed at that stage.

145. Other planning considerations

146. Other matters including land contamination, construction management and logistics, plant details and local employment and training opportunities would all be assessed through the discharge of planning conditions attached to the original outline planning consent (14/4931) and by assessment in relation to S106 obligations.

147. Material compliance

148. The parameter plans listed under condition 4 of planning permission ref: 14/4931 set out massing envelopes for each plot of the South West Lands scheme, define the spatial distribution of land across the plots, describe the access and circulation around the development, establish the function of the land between the development plots and apply critical dimensions between the massing elements as appropriate. The proposals for plots SW01, SW02 and SW07 are materially in accordance with the parameter plans approved under planning permission (ref: 14/4931) and the subsequent s96a non material amendment application (ref: 17/4755).

149. Conclusion

The proposed development for Plots SW01, SW02 and SW07 would create a high quality development that responds well to its context and setting and follows the aspirations and key principles of the South West Lands outline consent. Overall the proposals are in material compliance with the principles established under outline planning permission (reference 14/4931) by way of layout, scale, appearance, landscaping and access. The scheme accords with the relevant planning policies and guidance and it is recommended that the proposal is approved.

CIL DETAILS

This application is liable to pay **£4,020,201.59*** 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): 15107 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	13673	0	13673	£200.00	£35.15	£3,308,377.68	£581,447.38
Businesses and offices	200	0	200	£40.00	£35.15	£9,678.57	£8,505.04
General business use	1234	0	1234	£40.00	£35.15	£59,716.79	£52,476.13

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	271	
Total chargeable amount	£3,377,773.04	£642,428.55

*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: 18/0742

I refer to your application dated **23/02/2018** proposing the following:

Reserved matters application relating to condition 1 (layout, scale, appearance, access and landscaping) of outline planning permission 14/4931 dated 23/12/16 (subsequently amended by non-material amendment application 17/4755 dated 27/11/17). This application relates to Plots SW01, SW02 and SW07 and sets out the proposed details for the construction of three buildings ranging from 6 to 18 storeys in height, providing 156 residential units (affordable rent and shared ownership), with ground floor units in retail/commercial/community use (use classes A1-A4, B1, D1 and D2) and a permanent rail facility (use class B1) along with associated amenity space, car parking, cycle storage, plant and associated infrastructure.

The application seeks to discharge the following conditions relating to Plots SW01, SW02 and SW07:

13(h) (wind), 13(k) (internal layout of buildings), 13(l) (access), 13(m) (daylight levels), 13(n) (private external amenity space), 22 (play space) and 23 (accessible and easily adaptable units).

and accompanied by plans or documents listed here:
Please see condition 1.

at **Land surrounding Wembley Stadium Station, South 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: 22/06/2018

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 Development Management Policies 2016
Brent Local Development Framework Core Strategy 2010
Wembley Area Action Plan 2015

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

SITE / LOCATION PLANS

LOCATION PLAN WBL-HTL-ZZ-DP-(00)001 Rev A
SITE PLAN - EXISTING WBL-HTL-ZZ-DP-(00)002 Rev A
SITE PLAN - PROPOSED WBL-HTL-ZZ- DP-(00)003 Rev F
SITE CONTEXT PLAN – PROPOSED WBL-HTL-ZZ- DP-(00)004 Rev B

FLOOR PLANS

WBL-HTL-SW01&02-DP-(00)099 GA PLAN - SW01&02 - LEVEL G-1 Rev M
WBL-HTL-SW01&02-DP-(00)100 GA PLAN - SW01&02 - LEVEL G+0 Rev M
WBL-HTL-SW01&02-DP-(00)101 GA PLAN - SW01&02 - LEVEL G+1 Rev M
WBL-HTL-SW01&02-DP-(00)102 GA PLAN - SW01&02 - LEVEL G+2 Rev M
WBL-HTL-SW01&02-DP-(00)103 GA PLAN - SW01&02 - LEVEL G+3 Rev H
WBL-HTL-SW01&02-DP-(00)104 GA PLAN - SW01&02 - LEVEL G+4 Rev H
WBL-HTL-SW01&02-DP-(00)105 GA PLAN - SW01&02 - LEVEL G+5 Rev M
WBL-HTL-SW01&02-DP-(00)106 GA PLAN - SW01&02 - LEVEL G+6 Rev H
WBL-HTL-SW01&02-DP-(00)107 GA PLAN - SW01&02 - LEVEL G+7 Rev H
WBL-HTL-SW01&02-DP-(00)108 GA PLAN - SW01&02 - LEVEL G+8 Rev H
WBL-HTL-SW01&02-DP-(00)109 GA PLAN - SW01&02 - LEVEL G+9 Rev H
WBL-HTL-SW01&02-DP-(00)110 GA PLAN - SW01&02 - LEVEL G+10 Rev H
WBL-HTL-SW01&02-DP-(00)111 GA PLAN - SW01&02 - LEVEL G+11 Rev K
WBL-HTL-SW01&02-DP-(00)112 GA PLAN - SW01&02 - LEVEL G+12 Rev M
WBL-HTL-SW01&02-DP-(00)113 GA PLAN - SW01&02 - LEVEL G+13 Rev M
WBL-HTL-SW01&02-DP-(00)114 GA PLAN - SW01&02 - LEVEL G+14 Rev G
WBL-HTL-SW01&02-DP-(00)115 GA PLAN - SW01&02 - LEVEL G+15 Rev G
WBL-HTL-SW01&02-DP-(00)116 GA PLAN - SW01&02 - LEVEL G+16 Rev G
WBL-HTL-SW01&02-DP-(00)117 GA PLAN - SW01&02 - LEVEL G+17 Rev G
WBL-HTL-SW01&02-DP-(00)118 GA PLAN - SW01&02 - ROOF LEVEL Rev F
WBL-HTL-SW07-DP-(00)099 GA PLAN - SW07 - LEVEL G-1 Rev K
WBL-HTL-SW07-DP-(00)100 GA PLAN - SW07 - LEVEL G+0 Rev K
WBL-HTL-SW07-DP-(00)101 GA PLAN - SW07 - LEVEL G+1 Rev J
WBL-HTL-SW07-DP-(00)102 GA PLAN - SW07 - LEVEL G+2 Rev I
WBL-HTL-SW07-DP-(00)103 GA PLAN - SW07 - LEVEL G+3 Rev J
WBL-HTL-SW07-DP-(00)104 GA PLAN - SW07 - LEVEL G+4 Rev J
WBL-HTL-SW07-DP-(00)105 GA PLAN - SW07 - ROOF LEVEL Rev E

ELEVATIONS

WBL-HTL-SW01-DE-(00)201 GA ELEVATION - SW01 EAST & WEST Rev F
WBL-HTL-SW01&02-DE-(00)202 GA ELEVATION - SW01&02 NORTH Rev F
WBL-HTL-SW01&02-DE-(00)203 GA ELEVATION - SW01&02 SOUTH Rev F
WBL-HTL-SW02-DE-(00)204 GA ELEVATION - SW02 EAST & WEST Rev F
WBL-HTL-SW07-DE-(00)205 GA ELEVATION - SW07 EAST & SOUTH EAST Rev F
WBL-HTL-SW07-DE-(00)206 GA ELEVATION - SW07 WEST & NORTH WEST Rev F

SECTIONS

WBL-HTL-SW01&02-DS-(00)301 GA SECTIONS - SW01 & SW02 Rev F
WBL-HTL-SW01&02-DS-(00)302 GA SECTION - SW01 & SW02 Rev F
WBL-HTL-SW07-DS-(00)303 GA SECTION - SW07 Rev F

FLAT LAYOUTS

WBL-HTL-SW01-DF-(00)401 FLAT LAYOUT PLANS - SW01 - UNITS 1A, 2, 3A, 4A & 5 Rev C
WBL-HTL-SW01-DF-(00)402 FLAT LAYOUT PLANS - SW01 - UNITS 1B, 3B, 4B & 8 Rev C
WBL-HTL-SW01-DF-(00)403 FLAT LAYOUT PLANS - SW01 - UNITS 9 & 10 Rev C
WBL-HTL-SW01-DF-(00)404 FLAT LAYOUT PLANS - SW01 - UNITS 6 & 7 Rev A
WBL-HTL-SW02-DF-(00)405 FLAT LAYOUT PLANS - SW02 - UNITS 11, 12A, 15B, 16 & 17 Rev D
WBL-HTL-SW02-DF-(00)406 FLAT LAYOUT PLANS - SW02 - UNITS 12B, 13, 14 & 15A Rev C
WBL-HTL-SW02-DF-(00)407 FLAT LAYOUT PLANS - SW02 - UNITS 18, 19, 20, 21 & 22 Rev C
WBL-HTL-SW02-DF-(00)408 FLAT LAYOUT PLANS - SW02 - UNITS 23, 24 & 25 Rev C
WBL-HTL-SW07-DF-(00)409 FLAT LAYOUT PLANS - SW07 - UNITS 26, 27 & 28 Rev D
WBL-HTL-SW07-DF-(00)410 FLAT LAYOUT PLANS - SW07 - UNITS 29A & 29B Rev C
WBL-HTL-SW07-DF-(00)411 FLAT LAYOUT PLANS - SW07 - UNITS 30, 31 & 32 Rev C
WBL-HTL-SW07-DF-(00)412 FLAT LAYOUT PLANS - SW07 - UNITS 33 & 34 Rev C
WBL-HTL-SW07-DF-(00)413 FLAT LAYOUT PLANS - SW07 - UNITS 35 Rev A
WBL-HTL-SW07-DF-(00)414 FLAT LAYOUT PLANS - SW07 - UNITS 36, 37 & 38 Rev A

LANDSCAPE PLANS

SW01+SW02 Lower Ground Hard Landscaping WBL-LPL-SW01&SW02-DP-001 Rev P3, prepared by Landscape Projects
SW01+SW02 Ground Floor Hard Landscaping WBL-LPL-SW01&SW02-DP-002 Rev P3, prepared by Landscape Projects
SW01+SW02 First Floor Hard Landscaping WBL-LPL-SW01&SW02-DP-003 Rev P2, prepared by Landscape Projects
SW01+SW02 Level 08 WBL-LPL-SW01-DP-004 Rev P3, prepared by Landscape Projects
SW01+SW02 Level 12 WBL-LPL-SW01-DP-005 Rev P3, prepared by Landscape Projects
SW07 Ground Floor Hard Landscaping WBL-LPL-SW07-DP-006 Rev P3, prepared by Landscape Projects
SW07 Tree Removals WBL-LPL-SW07-DP-007 Rev P2, prepared by Landscape Projects
SW01 & SW02 Roof Plan WBL-LPL-SW01&SW02-DP-008 Rev P2, prepared by Landscape Projects
SW01+SW02 Station Access Ramp WBL-LPL-SW01&SW02-DD-110 Rev P3, prepared

by Landscape Projects

SUPPORTING DOCUMENTATION

Planning Statement, dated February 2018, prepared by JLL

Affordable Housing Statement, dated February 2018, prepared by JLL

Wembley South West Lands - Plots SW01, 02 & 07 Design and Access Statement, dated February 2018, prepared by Haworth Tompkins

Planning Stage Acoustic Report Rev 2, dated 22 February 2018, prepared by RBA Acoustics

Daylight and Sunlight Report, K160552/CS/G3, dated February 2018, prepared by Calfordseaden

Energy Strategy, dated December 2017, prepared by Calfordseaden

Sustainability Design & Construction Statement, dated November 2017, prepared by Calfordseaden

Drainage Layout SW01 and SW02, WBL-CS-DH-ZZ-DP-001, dated 02.02.18, prepared by Calfordseaden

Drainage Layout SW07, WBL-CS-DH-ZZ-DP-002, dated 02.02.18, prepared by Calfordseaden

Wembley SW Lands Stage 3 Landscape Statement dated February 2018 prepared by Landscape Projects

Wembley SWL Ecology Report dated Feb 2018 prepared by Landscape Projects

Wembley Plots SW01, SW02 & SW07 Wind Microclimate Study dated 21 February 2018, prepared by BMT

Wembley South West Lands Transport Technical Note, dated February 2018, prepared by Arcadis

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

- 2 Prior to first occupation of the residential units hereby approved, full details of the green roof to be provided on the third floor terrace and the privacy screens to be installed on the second floor balconies of the eastern façade of the SW07 building adjacent to Juniper Close (as shown indicatively on drawing no. WBL-HTL-ZZ-XX-SK-064) and the privacy screens to be installed on the balconies of the western façade of the SW07 building adjacent to Neeld Parade (as shown indicatively on drawing no. WBL-HTL-ZZ-XX-SK-065), shall be submitted to and approved in writing by the Local Planning Authority. This green roof and these privacy screens shall be installed in accordance with the approved details and retained thereafter in their approved form, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the privacy of the neighbouring residents in Juniper Close and Neeld Parade.

INFORMATIVES

- 1 The applicant is advised of the need to agree all highway works construction and adoption details with Brent Council's Highway & Infrastructure service through the S38/S278 Agreement for the development.
- 2 The applicant is advised that the landscaping treatment of the safeguarded land adjacent to South Way may need to be amended if firm proposals for the widening of South Way come forward prior to the completion of the landscaping works for Plots SW01 and SW02.
- 3 Notwithstanding the details contained within the Energy Statement submitted as supporting documentation for the application hereby approved, the applicant is advised that, in accordance with the s106 agreement attached to outline planning permission 14/4931, prior to the making of a Material Start in relation to plots SW01, SW02 and SW07, a Sustainability Assessment must be submitted showing a route to achieving BREEAM Excellent for the non-residential floorspace. In relation to the permanent rail facility on plot SW07 which is to be fitted out, the Assessment should demonstrate that for this part of the development

BREEAM 'excellent' would be achieved if points were awarded for connection to a district heat network. This Assessment should be prepared by a BRE registered BREEAM assessor or suitably qualified BREEAM Accredited Professional.

Any person wishing to inspect the above papers should contact Hilary Seaton, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1427