



Planning Committee Map

Site address: PORTLAND HOUSE, 69-71 Wembley Hill Road, Wembley, HA9 8BE

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This map is indicative only.

RECEIVED: 6 March, 2013

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: PORTLAND HOUSE, 69-71 Wembley Hill Road, Wembley, HA9 8BE

PROPOSAL: Demolition of existing office building and the erection of a new part 4 and part 5-storey office building with associated off-street parking.

APPLICANT: Solai Services Ltd

CONTACT: Martin Robeson Planning Practice

PLAN NO'S:
(See Condition 2 for the approved plans)

RECOMMENDATION

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

SECTION 106 DETAILS

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- A contribution of £24,750 for Sustainable Transportation in the local area, Environmental & Sports improvements in the local area (based on £25sqm and calculated on the net increase in floorspace).
- Sustainability - submission and compliance with the TP6 Sustainability check-list to ensure a minimum score of 50%, and 1 month prior to a material start the submission of a detailed BREEAM assessment which demonstrates reasonable endeavours to achieve 'Excellent' rating, with compensation should either not be delivered. In addition to adhering to the Demolition Protocol.
- No later than 1 month prior to a material start submission of a revised Energy Strategy to demonstrate that the maximum feasible carbon reduction target will be met on-site. Where it is clearly demonstrated that specific targets cannot be fully achieved on-site, any shortfall may be provided off-site, or an in lieu contribution to secure delivery of carbon dioxide savings elsewhere.
- Join Considerate Constructors Scheme.
- Upon first occupation to fully implement revised Travel Plan (draft5).

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

This application is liable for Community Infrastructure Levy.(CIL) . The Mayor's contribution would be £34,650.00.

EXISTING

Portland House is a 3-storey rendered office building, situated on a corner plot at the junction of Dagmar Avenue and Wembley Hill Road. It comprises 463sqm of floorspace. Neighbouring buildings to the north and west of the site are residential, and south of the site on the opposite corner of Dagmar Avenue and Wembley Hill Road is a near identical office building. It would appear these office buildings were built as a pair.

Vehicle access to two separate parking levels to the rear of the building is gained via Dagmar Avenue. These two parking areas are separated by a single storey garage building.

The site is within the identified Wembley Growth Area, and the area which is designated by the Wembley

Area Action Plan (WAAP). It is mixed in character being situated at the interface of commercial buildings along Wembley Hill Road and residential dwellings.

Public realm improvements have recently been carried out to the front of the site as part of the works that have replaced the Wembley Hill Road gyratory system with a roundabout. This has created a new civic green, public space.

Portland House is not within a Conservation Area, nor is it a Listed Building.

DEVELOPMENT SCHEDULE

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

USE

Number	Primary Use	Sub Use
1	businesses and offices	

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	463		463	1453	990

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	463		463	1453	990

PROPOSAL

Demolition of existing 3-storey office building (463sqm) and the erection of a replacement new part 4/part 5-storey office building (1453sqm).

HISTORY

12/3006 – Withdrawn

Demolition of existing office building and the erection of a new part 4/part 5-storey office building.

POLICY CONSIDERATIONS

National Policy Context

National Planning Policy Framework – NPPF (2012)

Regional Policy Context

The London Plan Spatial Development Strategy for Greater London (July 2011)

4.1 Developing London's Economy: - Promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London.

4.2; - Offices

5.1: - Climate Change Mitigation.

5.2 Minimising Carbon Dioxide Emissions: - Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.

5.3 Sustainable Design & Construction:

5.7 Renewable Energy:

6.13; - Parking

7.6; - Architecture

Local Policy Context

Brent UDP 2004

- BE2** *Townscape: Local Context & Character*
- BE3** *Urban Structure: Space & Movement*
- BE4** *Access for Disabled People*
- BE5** *Urban Clarity & Safety*
- BE6** *Public Realm: Landscape Design*
- BE7** *Public Realm: Streetscape*
- BE8** *Lighting & Light Pollution*

- BE9** *Architectural Quality*
- BE12** *Sustainable Design Principles*

- EP2** *Noise & Vibration*
- EP3** *Local Air Quality Management*
- EP6** *Contaminated Land*

- TRN1** *Transport Assessment*
- TRN2** *Public Transport Integration*
- TRN3** *Environmental Impact of Traffic*
- TRN4** *Measures to Make Transport Impact Acceptable*
- TRN10** *Walkable Environments*
- TRN11** *The London Cycle Network*
- TRN22** *Parking Standards Non-Residential Development*
- TRN31** *Design and Land Take of Car Parks*
- TRN34** *Servicing in New Development*
- TRN35** *Transport Access for Disabled People*
- PS6** *Parking Standard*
- PS16** *Cycle Parking Standards*
- PS19** *Servicing Standards*

Brent Core Strategy 2010

- CP1** *Spatial Development Strategy*
- CP3** *Commercial Regeneration*
- CP5** *Placemaking*
- CP6** *Design & Density in Place Shaping*
- CP7** *Wembley Growth Area*
- CP15** *Infrastructure to Support Development*
- CP17** *Protecting & Enhancing Suburban Character of Brent*
- CP19** *Brent Strategic Climate Change Mitigation & Adaptation Measures*

Supplementary Planning Guidance (SPG) 17 - "Design Guide for New Developments".

SPG 17 sets out the Councils minimum design standards to ensure that development does not prejudice the amenities of the occupiers of neighbouring properties or the occupiers of the application site.

Supplementary Planning Guidance (SPG) 18 - "Employment Development".

SPG 18 sets out design guidance for employment uses to ensure that the proposed development does not prejudice against the employment land and to minimise impact to the nearby residential uses.

Supplementary Planning Guidance (SPG) 19 - "Sustainable Design, Construction & Pollution Control".

SPG 19 complements existing design and planning guidance on urban design, transportation, economic and community issues. It focuses on the principles and practice of designs that save energy, sustainable materials and recycling, saving water and controlling pollutants.

Supplementary Planning Document – "Section 106 Planning Obligations"

SUSTAINABILITY ASSESSMENT

Please see 'remarks' section for discussion.

CONSULTATION

Site notices displayed on 13/03/13

Press Notice advertised on 21/03/13

Public

90 letters of consultation were sent to surrounding addresses on the 12 March 2013. To date no representations have been received.

Statutory Consultees (internal)

-Environmental Health;-

No objection is raised. An informative is recommended to advise the applicants to be mindful of potential for underlying soil contamination due to the historical use of the site.

If CHP was installed in the future then details of this would need to be submitted and air quality modelling carried out before, particularly as the site is within an Air Quality Management Area.

As it is an AQMA a condition is recommended to require further details of how the impacts of construction and demolition works will be mitigated.

-Transportation;-

The site has good access to public transport services, scoring PTAL 4. The site is also within a Controlled Parking Zone which operates 8am – 9pm daily. There are public pay and display bays on Dagmar Avenue and Wembley Hill Road close to the site.

Car parking and servicing standards for the office building are set out through PS6 and PS19 of the Brent UDP (2004).

As the site is not located in a town or district centre parking standards permit 1 space per 150sqm of floorspace. With the proposed increase in floorspace the parking standard will increase from three to ten spaces.

The proposed number of ten spaces will accord with standards. The provision of two spaces with electric vehicle charging points is also welcomed.

Cycle parking provision within the basement will accord with PS16 of the UDP.

Servicing standards require office buildings to be provided with off-street servicing bays for 8m rigid vehicles. A suitably sized bay is shown in the upper parking deck, and swept path analysis has been provided to show this access will work, subject to widening of the access by 1m. Transportation are happy with this arrangement.

The proposed plans for the lower parking deck propose to widen the access to 7m, however this is considered unnecessarily wide and will effect on-street parking and the footway provision alongside the building. It is advised that the crossover width be retained as is, to which the applicants are agreeable to and revised plans have been submitted to confirm this.

Given the increase in floorspace and staffing numbers mitigation measures are sought in the form of a Travel Plan and a s106 contribution towards promoting sustainable transport measures in the vicinity of the site.

An initial attempt at a Travel Plan was not of the standard required. The revised framework Travel Plan that has been submitted has been scored as achieving a PASS mark using TfL's ATTrBuTE travel plan assessment programme. It contains details of modal share for existing staff, and it sets modal share targets for the new building. Subject to planning permission being granted implementation of the Travel Plan will be secured as one of the s106 Heads of Term.

-Design & Regeneration;-

Officers previously had reservations about the scale of the building, its relationship to neighbouring properties and the quality of the ground floor frontage.

Through this application the plans have been revised to reduce the footprint, the extent to which the building

projects into the site and the building heights have been stepped to the rear. The ground floor frontage facing Wembley Hill Road will now offer natural surveillance which is welcomed from an Urban Design perspective.

-Ward Councillors;-
No response received.

REMARKS

Principle of Development;

The principle of office use is already well established on the site, Portland House is a purpose built office building constructed in the 1960's. The site is located within the Wembley Growth Area which is identified in Core Strategy policies CP1 and CP3 as being an appropriate location for new office development. New office development in a strategic location such as this (Wembley) is also encouraged through London Plan policies.

The site is within the area designated through the Wembley Area Action Plan (AAP) for accommodating growth in Wembley over the next 15 years. Policy WEMP of the Wembley AAP encourages new office development in this area.

The National Planning Policy Framework also encourages development such as this which is in a sustainable location, makes use of a previously developed site and which will lead to job creation and economic growth.

Within this policy framework the principle of a new office development on this site is considered to be acceptable.

Economic Benefit;

The application is submitted on behalf of the Solai Group, who currently occupies Portland House. The current building is the companies UK headquarters, and has been since 1990. However due to the company's success and continued growth there is a pressing need for expansion, and larger premises. It is stated that Solai Group wish to maintain their position centrally within Wembley and rather than move from this site they are keen to redevelop and provide a new, larger modern office building on the same site.

Currently supported by 45 employees across London, with an annual turnover of £700m, the Solai Group seek the building redevelopment to allow further expansion, with the potential to create 60 new jobs for the benefit of the local area.

Quantum of Development;

The amount of proposed development and increase in floorspace has been deemed necessary by the applicant to meet future business needs and facilitate the businesses planned expansion.

Existing office accommodation	463sqm
Proposed office accommodation	1453sqm
Net increase GIA	990sqm

Layout, scale of development & amenity impact;

The proposed layout and building footprint is very much dictated by the irregular shape of the site and the need to respect existing building lines to the north of Portland House, and the need to pay appropriate regard to the relationship with neighbouring residential buildings. In response to this it is proposed to concentrate the new building to the eastern end of the site, much like the existing building with the main difference being the increased height being proposed. This layout will maintain the solid frontage along Wembley Hill Road.

To the rear (western end of the building) the building envelope is stepped in height and staggered in footprint. This approach is a direct response to the constraints posed by the neighbouring dwellinghouse and its rear garden. The new building has been designed with this relationship in mind, and to address Officer's concerns with earlier proposals (now withdrawn) that gave rise to concerns that the scale and layout of development proposed would be harmful to living conditions next door. These concerns were due mainly to the building footprint and its relationship to the adjoining dwelling. To address these concerns the building footprint has been reduced, it's projection towards the western end of the site (beyond the rear of 73 Wembley Hill Road) has been reduced, this reduced footprint limits the extent to which the building projects into the site, and beyond the next door property. As mentioned above the rear elevation has also been stepped in height in order to reduce its impact. At this point it is worth noting that the adjoining dwelling is within the ownership of

the applicants, and currently lies vacant in need of refurbishment to make it habitable.

The stepped approach to the building height and the staggered footprint to the rear elevation has been adopted to ensure an acceptable relationship with 73 Wembley Hill Road is maintained. It has been established that the building envelope meets the 45 degree test, when measured from the garden edge. As set out in Section 3.2 of the Council's adopted Supplementary Planning Guidance Note 17 '*Design Guide for New Development*'. By doing so this is indicative that the proposed scale of building will not have an unacceptable impact on neighbouring amenity.

Further demonstration that the proposed building will not be unduly harmful to neighbouring amenity, and the use and enjoyment of the garden area is provided through a sunlight analysis. This has been undertaken by consultants Stinton Jones Consulting Engineers. The analysis looks only at the effect of the proposal on sunlight to the garden of 73 Wembley Hill Road. It was not deemed necessary to assess the potential impacts on any other properties.

Guidance for assessing the acceptability of developments on sunlight to gardens is given in BRE Guide to Good Practice Site Planning for Daylight and Sunlight 2011. Section 3.3 of the guidance is relevant to gardens for existing buildings affected by proposed development.

The guidance recommends that at least half of the garden should have at least 2 hours of sunlight on 21st March. In the case of this level not being met before the development then a proposed development should not reduce the existing value to below 80% of existing.

The sunlight analysis carried out shows that at 11am the west wing of the proposed development casts shadow across approximately one third of the garden of No.73. At noon this reduces to approximately 10% of the garden. By 1pm and 2pm there is no shading to the adjoining garden. By 3pm there is still no shading. At 4pm roughly 10% of the adjoining garden is in shade from the existing building to the west (2 Dagmar Avenue) and a further 10% by the existing retaining garden wall.

It is submitted that the adjoining garden will enjoy sunlight to more than 50% of its area, for the 5 hours from 11am to 4pm. This level of exposure to sunlight is better than the BRE guidance which requires a minimum of 2 hours.

The main entrance to the building is to be kept at the corner of Dagmar Avenue and Wembley Hill Road which is appropriate. The entrance will be afforded greater emphasis and legibility at this point.

The ground floor of the building will comprise the entrance lobby, office space and semi-basement parking area. First, second and third floors comprise office floorspace, and the projecting fourth floor will simply accommodate the staircase access to the roof.

The levels across the site east to west rise quite significantly, and the building design includes a semi-basement parking area which is to be accessed from Dagmar Avenue. Then at a slightly higher level is a secondary upper level surface car park, this too will be accessed from Dagmar Avenue. This split level arrangement is similar to the existing use of the site, as this also makes use of a lower level and upper level car park to the rear of the building.

The existing building is 3-storeys with a flat roof at a height of 10.8m, measured from ground level along Wembley Hill Road. This is consistent with the height of the neighbouring houses fronting Wembley Hill Road. The proposed building would comprise 4 floors above ground, at a maximum height of 15.1m, with a balustrade on top of this adding a further 1m, and a small projecting fifth floor to the western end which accommodates the staircase access to the roof – this results in an additional 2.5m in height to the top of the building but is set away from the edges to reduce its impact. Along the Dagmar Avenue elevation, owing to the steep rise in levels the building would be 15m at the southern corner, reducing to 13m, before stepping down further in height to 9.2m at the western end of the building.

The proposal will result in a difference in scale between the new office building and adjoining residential properties, but as it has been demonstrated through the reduction in footprint and height at the rear this change in scale will not be at the expense of neighbouring amenity. There are examples close by of a similar change in scale because of the interface of commercial buildings along Wembley Hill Road with smaller scale residential dwellings on Linden and Dagmar Avenue. One example of this is Cottrell House which is a part 8-storey office building that neighbours 2-storey terraced housing on Linden Avenue. Also at the corner of Linden Avenue is Crown House, this fronts Wembley Hill Road. It is currently a 4-storey building that has recently been granted approval, subject to completion of a s106 agreement for two additional floors to be added, this will result in a 6-storey building adjoining 2-storey terraced housing on Linden Avenue. Taking into account these relationships the scale and heights of the proposed building on site and the relationship this will have to neighbouring development is considered to be in keeping with the local context. The footprint and the scale of the proposed replacement building will continue to maintain an acceptable relationship to neighbouring properties.

Design:

A contemporary approach is followed, this reflected through the reliance on glazing on the upper floors and the proposed use of a dark glazed brick at ground floor. Further details of materials will be secured as a condition of any approval to ensure a good quality finish.

Transportation Impacts:

Parking and servicing

As discussed above UDP parking and servicing standards for an office of this size are complied with off-street. The access arrangements to the parking and servicing area, via Dagmar Avenue are also considered to be appropriate as they maintain the existing arrangement.

The revised Travel Plan submitted is considered to be of an acceptable standard, as confirmed by Transportation Officer's, and implementation of this will be secured through the s106 agreement.

Landscaping:

As it stands the site has no existing landscaping features, and due to the site constraints it is not possible to secure any landscaping. Though in this location where the buildings are hard against the back edge of pavement it is not feasible.

Sustainability Benefits & Measures to Mitigate Impacts of Climate Change

The schemes proposed sustainability measures are set out through the Brent Sustainability Checklist, and Energy Statement produced by URS. These have been submitted to demonstrate the schemes compliance with the NPPF principles on sustainable development, London Plan Policy and Brent Core Strategy Policy CP19.

The applicants achieve a self-assessed score on the checklist of 50.6%, which indicates a rating of 'Very Positive' is to be achieved. The measures committed to will be secured through s106 legal agreement.

An Energy Strategy has been submitted by URS. This has been prepared to demonstrate the scheme's compliance with the NPPF and London Plan policies, namely policies 5.2 and 5.7 concerning the minimising of carbon emissions and the use of renewable energy.

The energy strategy aimed at minimising carbon dioxide emissions and satisfying London plan policy 5.2 is based on the London Plan Energy hierarchy, which is;

1. Be lean; use less energy
2. Be clean; supply energy efficiently
3. Be green; use renewable energy

Be lean measures are proposed through passive design. The building design includes large areas of glazing which will provide much natural daylight to the internal space. A specific glazing system is proposed to reduce the risk of overheating from solar radiation and some areas will be fixed with fritted glass.

Improvements to the building fabric are proposed beyond the levels expected through current Building Regulations. However, whilst the improvements in relation to glazing and air tightness are considered to be acceptable, others are found to be only marginally below the levels expected through the current Building Regulations.

The proposal only achieves a 0.5% reduction in CO₂ through the 'Be lean' measures, which is considered to be low.

Be clean measures proposed will see U-values being targeted that improve upon current Building Regulations, and these measures will improve the buildings thermal performance. A range of efficiency measures are to be incorporated internally to reduce the buildings energy demand. For example the use of low energy lighting, solar heating, thermostatic heating zones and the use of blinds to control solar radiation).

On balance Officer's consider that opportunities to achieve further improvements should be explored.

Lastly in terms of the Be green measures several options have been evaluated for on-site renewables. The proposal does not include a Combined Heat and Power (CHP) engine. Given the scale of the building, and the low heating demands for this office it is accepted that CHP would not be viable. It is also accepted that wind turbines or the use of ground source heat pumps would not be feasible, or efficient on this site.

A 45sqm array of PV panels is proposed. This PV array goes some way to achieving the majority of the CO2 reduction, lowering CO2 emissions by 10.2%, after the 'Be lean' measures have been applied. The roof layout demonstrates that the available roof space has been maximised, though if the roof terrace was omitted there would be an opportunity for further PV installation. The Energy Strategy also proposes the use of Air Source Heat Pumps which is welcomed.

By following the Mayor's Energy Hierarchy the measures proposed combine to provide carbon emissions reduction of 10.6% beyond Building Regulations 2010 Part L. This falls below the levels of reduction that should be achieved to comply with London Plan policy 5.2, seeking a 25% reduction below Building Regulations 2010 TER and a 20% reduction in CO2 through the use of on-site renewables (policy 5.7).

Officers do not consider that the reductions in CO2 through 'Be lean' measures have been maximised within the proposal, and as such it is recommended that a revised Energy Strategy is secured through the s106 agreement. Upon submission of this it may become apparent that it is simply not feasible to achieve the 25% reduction in CO2 and to reflect this Officers consider that the s106 agreement should require that the revised Energy Strategy achieves the maximum feasible level of CO2 reduction.

In the event of their being a shortfall the applicants accept that there will be a requirement to provide the shortfall off-site through a cash in lieu contribution. This will allow for the delivery of carbon savings equivalent to meet the shortfall elsewhere in the Borough.

BREEAM;-

It is indicated that a 'Very Good' rating will be achieved, which wouldn't strictly comply with Core Strategy policy CP19 as BREEAM 'Excellent' rating is expected on all new non-residential development.

Officers are recommending a s106 clause is included requiring the submission of a revised BREEAM assessment. This may demonstrate that it is not feasible to achieve 'Excellent' due to the nature of the development and the type of building, until this exercise has been carried out then Officers cannot commit to accepting a 'Very Good' rating.

In order to ensure that the development achieves the sustainability rating the Council's standard section 106 clauses have been agreed with the applicant, including compliance with the Sustainability check-list, submission of a revised BREEAM assessment which employs reasonable endeavours to achieve 'Excellent' rating is achieved, and to the submission of a revised Energy Strategy to demonstrate the maximum feasible level of CO2 reduction.

Flood risk

This is not applicable as the site is less than 1 hectare and not situated within Flood Risk Zone 2 or 3.

Conclusion

The proposed development is considered to meet the relevant policies and guidelines of the Council and the London Plan. Officers believe it will improve the appearance of the existing building as well as providing new economic development and job opportunities within the Wembley Growth area. The scheme has been amended to ensure that the scheme meets the relevant guidelines for preserving neighbouring residential amenity set out in SPG17. S106 contributions for sustainable transport improvements, and open space improvements in the locality are also secured through the s106 agreement.

RECOMMENDATION

That planning permission is granted subject to compliance with conditions and completion of a satisfactory s106 legal agreement.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

National Planning Policy Framework 2012

London Plan 2011

Brent Core Strategy 2010

Brent Unitary Development Plan 2004

Council's Supplementary Planning Guidance 17 'Design Guide for New Development'

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment

Environmental Protection: in terms of protecting specific features of the environment and protecting the public

Housing: in terms of protecting residential amenities and guiding new development

Employment: in terms of maintaining and sustaining a range of employment opportunities

Transport: in terms of sustainability, safety and servicing needs

Wembley Regeneration Area: to promote the opportunities and benefits within Wembley

CONDITIONS/REASONS:

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

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

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

5021/PL/01,revE

5021/PL/02,revH

5021/PL/03,revK

5021/PL/04,revL

5021/PL/05,revH

5021/PL/06,revE

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

- (3) (a) Details of materials for all external work, including samples, 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.

(b) Details of materials for all external work 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.

- (4) (a) Further details of an appropriate means of boundary treatment between the car park deck and the adjoining garden at 73 Wembley Hill Road shall be submitted to and approved in writing by the Local Planning Authority before the development hereby approved is completed and the work shall be carried out prior to first occupation, in accordance with the details so approved, and the boundary treatment and means of enclosure shall thereafter be retained at the height and position as approved.

(b) Further details of boundary edge planting shall be submitted for approval in writing (including species, size and density) by the Local Planning Authority before the development hereby approved is completed and the work shall be carried out prior to occupation, in

accordance with the details so approved, and the boundary treatment and means of enclosure shall thereafter be retained at the height and position as approved.

Reason(s): In the interests of the privacy and amenity of the occupants of the application site and neighbouring properties.

- (5) The development is within an Air Quality Management Area and construction and demolition works are likely to contribute to background air pollution levels. Further details of measures to mitigate the impacts of duct and fine particles generated by the operations must be submitted for approval in writing by the Local Planning Authority prior to commencement of the development.

Reason; To minimise the impacts of dust arising from construction or demolition operations.

INFORMATIVES:

- (1) Environmental Health Officer's note that the site in question was historically used as a builder's yard. The potential for underlying soil contamination therefore exists. Workers are advised to be vigilant for signs of potential contamination in the soil during excavation works. This may include obvious residues, odours, fuel or oil stains, asbestos, buried drums, buried waste, drains, interceptors, tanks or any other unexpected hazards that may be discovered during site works. If any unforeseen contamination is found during works Safer Streets must be notified immediately. Tel; 020 8937 5252 email; ens.licenceandmonitoring@brent.gov.uk
- (2) Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
- (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings
- (3) If the development is carried out it will be necessary for an existing crossing to serve the upper car park to be widened by the Council as Highway Authority. This will be done at the applicant's expense in accordance with Section 184 of the Highways Act 1980. Should Application for such works should be made to the Council's Safer Streets Department, Brent House, 349 High Road Wembley Middx. HA9 6BZ Tel 020 8937 5050. The grant of planning permission, whether by the Local Planning Authority or on appeal, does not indicate that consent will be given under the Highways Act.

Any person wishing to inspect the above papers should contact Gary Murphy, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5227