

**Committee Report**  
**Planning Committee on 11 December,**  
**2013**

**Item No.**

**Case No.**

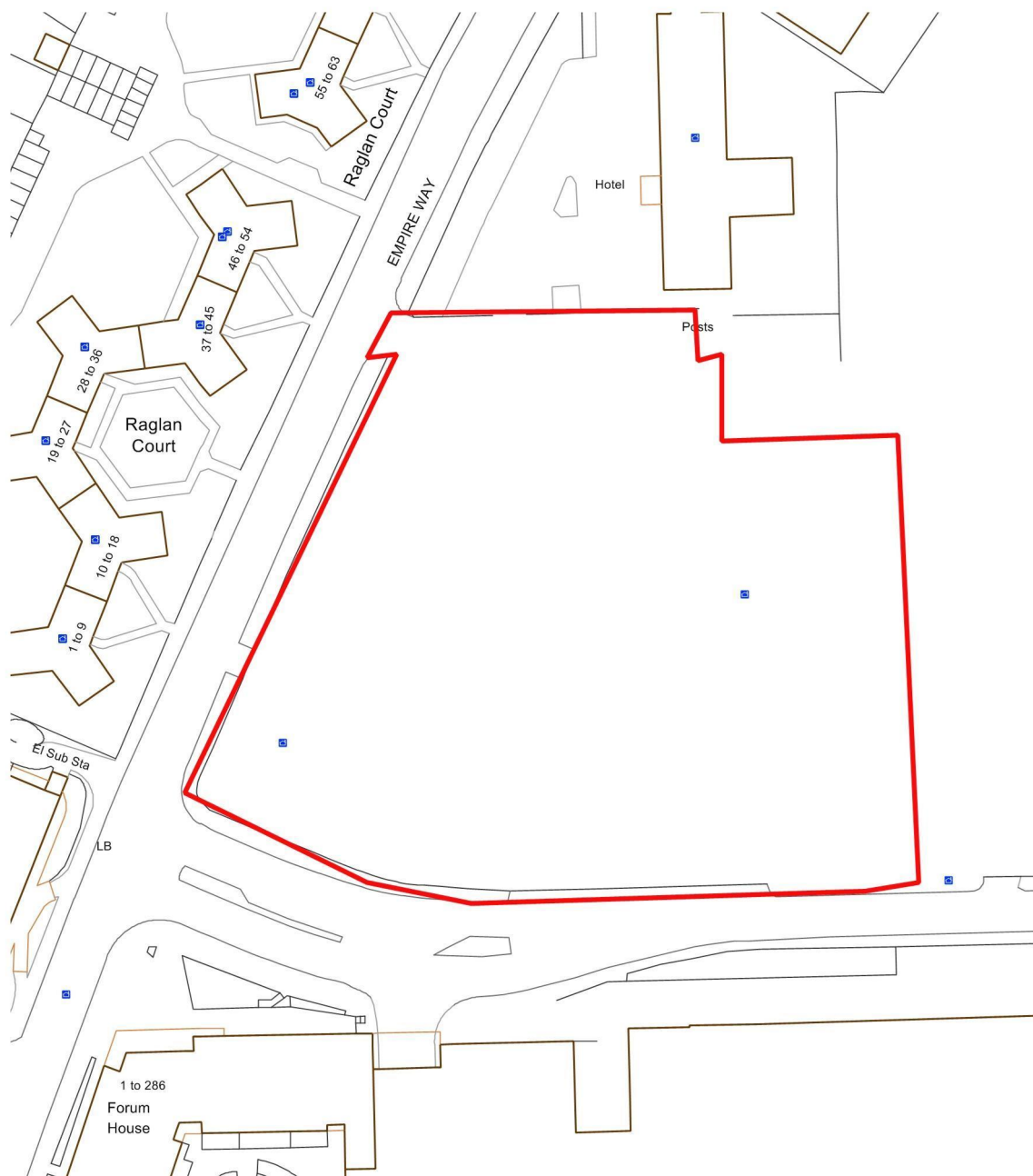
13/2799



**Planning Committee Map**

Site address: Palace of Arts and Industry, Engineers Way, Wembley, HA9

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

**RECEIVED:** 20 September, 2013

**WARD:** Tokyngton

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Palace of Arts and Industry, Engineers Way, Wembley, HA9

**PROPOSAL:** Erection of a series of 5- to 16 storey buildings within Plot NW01 situated on the corner of Engineers Way and Empire Way comprising 475 residential units and 1,061 square metres of commercial floorspace (Use Class B1 (Business), D1 (non-residential institution), D2 (leisure and assembly), A1 (retail) , A2 (professional and financial services) or A3 (restaurant and café) ) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, cycle storage and refuse provision.

This application is submitted pursuant to conditions 1 (Reserved Matters in relation to Layout, Scale, Appearance, Access and Landscape), 9 (Noise), 23 (Sustainability Implementation Strategy) and 29 (Affordable Housing Storage) in relation to Plot NW01 of outline planning permission reference 13/1323 which varied outline planning consent reference 10/3032.

Outline Planning Consent reference 10/3032 was for:  
Demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m<sup>2</sup> of floorspace (GEA, excluding infrastructure) comprising:

- Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m<sup>2</sup> to 30,000m<sup>2</sup>
- Business (Use Class B1): up to 25,000m<sup>2</sup>;
- Hotel (Use Class C1): 5,000m<sup>2</sup> to 20,000m<sup>2</sup>;
- Residential dwellings (Use Class C3): 65,000m<sup>2</sup> to 100,000m<sup>2</sup> (815 to 1,300 units);
- Community (Use Class D1): 1,500m<sup>2</sup> to 3,000m<sup>2</sup>;
- Leisure and Entertainment (Use Class D2): up to 5,000m<sup>2</sup>;
- Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m<sup>2</sup> to 25,000m<sup>2</sup>;

and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

**APPLICANT:** Quintain Estates and Development Plc

**CONTACT:** Signet Planning

**PLAN NO'S:**  
See condition 1.

---

## RECOMMENDATION

To approve the Reserved Matters and details pursuant to conditions 1, 9, 23 and 29 in relation to plot NW01 of the Quintain "North West Lands" outline planning consent.

## SECTION 106 DETAILS

The outline planning consent was subject to a comprehensive section 106 legal agreement and this development would be subject to that agreement. Details of the agreement are available in the committee report for the outline planning consent (reference 10/3032).

## Community Infrastructure Levy

The Outline planning permission was approved prior to the introduction of CIL and as such, the financial

contributions are secured through the Section 106 agreement rather than CIL.

### EXISTING

The subject site is situated in the south-western corner of application site for the outline planning consent. It fronts Empire Way and Engineers Way and adjoins the Quality Hotel to the north and the Brent Civic Centre to the east. Ground levels vary within the site, with the level of the south-western corner being approximately 1-storey higher than the level of the north-eastern corner of the site.

It is not within a Conservation Area. However, parts of the site are opposite a Grade II Listed Building (The Wembley Arena, previously known as the Empire Pool).

### 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	dwelling houses	
2	shops	
3	financial and professional services	
4	restaurants and cafes	
5	general business use	
6	non-residential institutions	
7	assembly and leisure	

##### FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0	0	0	35919	35919
2				150	150
3				150	150
4				150	150
5				150	150
6				150	150
7				150	150

##### TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0	0	0	36819	36819

### PROPOSAL

See above.

### HISTORY

Outline planning consent was granted for the comprehensive re-development of the land surrounding the Brent Civic Centre in 2010. This plot represents the first plot that is to be delivered pursuant to the outline planning consent.

While all matters are reserved within this planning consent, the key parameters of the development were fixed through the approval of parameter plans, a "development specification", conditions and the Section 106 agreement. The parameter plans set a number of factors including the location of external walls and heights of the various elements of the buildings. As Quintain developed their proposals for Plot NW01, improvements were made to the site layout that were in accordance with the outline consent except in relation to the location of some external walls and the location of the taller and shorter elements of the building and the location of one of the vehicle access zones as shown on the parameter plans. As such, the applicant submitted an application for minor material amendments to the outline scheme to vary the

parameter plans in relation to Plot NW01 and this was approved.

### **10/3032 – Granted 24 November 2011**

Outline application, accompanied by an Environmental Impact Assessment, for the demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m<sup>2</sup> of floorspace (GEA, excluding infrastructure) comprising:

- a) Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m<sup>2</sup> to 30,000m<sup>2</sup>
  - b) Business (Use Class B1): up to 25,000m<sup>2</sup>;
  - c) Hotel (Use Class C1): 5,000m<sup>2</sup> to 20,000m<sup>2</sup>;
  - d) Residential dwellings (Use Class C3): 65,000m<sup>2</sup> to 100,000m<sup>2</sup> (815 to 1,300 units);
  - e) Community (Use Class D1): 1,500m<sup>2</sup> to 3,000m<sup>2</sup>;
  - f) Leisure and Entertainment (Use Class D2): up to 5,000m<sup>2</sup>;
  - g) Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m<sup>2</sup> to 25,000m<sup>2</sup>;
- and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

### **13/1323 – Granted 18 September 2013**

Variation of condition 4 of Outline Planning Consent reference 10/3032 to allow minor material amendments to the parameter plans in relation to Plot NW01, situated in the south-western corner of the application site at the junction of Empire Way and Engineers Way.

## **POLICY CONSIDERATIONS**

### **NATIONAL**

National Planning Policy Framework

### **REGIONAL**

The Mayor of London  
The London Plan 2011

The revised London Plan was adopted in July 2011 and sets out an integrated social, economic and environmental framework for the future development of London. Relevant Policies include:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.6 Children and Young People's Play and Informal Recreation
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality

They Mayor's Transport Strategy

Supplementary Planning Guidance – Sustainable Design and Construction (May 2006)

Supplementary Planning Guidance – Accessible London: Achieving an Inclusive Environment (April 2004)

## **LOCAL**

### **Brent Local Development Framework Core Strategy 2010**

CP 1 Spatial Development Strategy

CP 2 Population and Housing Growth

CP 3 Commercial Regeneration

CP 5 Placemaking

CP 6 Design & Density in Place Shaping

CP 7 Wembley Growth Area

CP 14 Public Transport Improvements

CP 15 Infrastructure to Support Development

CP 16 Town Centres and the Sequential Approach to Development

CP 18 Protection and Enhancement of Open Space, Sports and Biodiversity

CP 19 Brent Strategic Climate Mitigation and Adaptation Measures

CP 21 A Balanced Housing Stock

CP 23 Protection of existing and provision of new Community and Cultural Facilities

### **Brent Unitary Development Plan 2004**

Strategy

The relevant policies in this respect include Policies STR3-4 (prioritising locations and land-uses to achieve sustainable development), STR5 and 6 (reducing the need to travel), STR9 (role of GLA Roads and London Distributor Road) STR12-15 (protecting and enhancing the environment), STR25 (meeting employment need), STR29 (Vitality and Viability of the Borough's Town and District Centres, and the role of Wembley and Kilburn as major centres)

Policies

BE1 Urban Design Statements

BE2 Local Context & Character

BE3 Urban Structure: Space & Movement

BE4 Access for disabled people

BE5 Urban clarity and safety

BE6 Landscape design

BE7 Streetscene

BE8 Lighting and light pollution

BE9 Architectural Quality

BE10 High Buildings

BE11 Intensive and Mixed Use Developments

BE12 Sustainable design principles

BE13 Areas of Low Townscape Quality

BE17 Building Services Equipment

BE34 Views and Landmarks

EP2 Noise and Vibration

EP3 Local air quality management

EP4 Potentially polluting development

EP6 Contaminated land

EP12 Flood protection

EP15 Infrastructure

H4 Affordable Off-site Affordable Housing – 'Provision in Lieu'

H11 Housing on Brownfield sites

H12 Residential Quality – Layout Consideration

H13 Residential Density

H14 Minimum Residential Density

H22 Protection of Residential Amenity

TRN1 Transport assessment

TRN2 Public transport integration

TRN3 Environmental Impact of Traffic

TRN4 Measures to make transport impact acceptable

TRN9 Bus Priority

TRN10 Walkable environments

TRN11 The London Cycle Network  
TRN12 Road safety and traffic management  
TRN13 Traffic calming  
TRN14 Highway design  
TRN15 Forming an access to a road  
TRN16 The London Road Network  
TRN17 Restrictions on New Roads  
TRN22 Parking Standards – non-residential developments  
TRN23 Parking Standards – Residential developments  
TRN24 On-street parking  
TRN25 Parking in Town Centres  
TRN28 Restrictions on off-street public parking and contract parking  
TRN30 Coaches and Taxis  
TRN31 Design and Land Take of Car Parks  
TRN34 Servicing in new developments  
TRN35 Transport access for disabled people & others with mobility difficulties  
Appendix TRN2 Parking and Servicing Standards  
EMP2 Small and medium sized enterprises  
EMP3 Childcare facilities in Employment Developments  
EMP9 Development of Local Employment Sites  
EMP10 The Environmental Impact of Employment Development  
EMP14 Design of Business Developments  
EMP20 Creative Industry Proposals  
SH2 Major Town Centres  
SH10 Food and Drink (A3) Uses  
SH11 Conditions for A3 Uses  
SH19 Rear servicing  
TEA1 Location of large-scale Tourist, Visitor and ACE uses  
TEA2 Location of small-scale Tourist, Visitor and ACE uses  
TEA4 Public Art  
TEA6 Large Scale Hotel Development  
TEA7 Small Scale Hotel Development  
OS18 Children's Play Areas  
OS19 Location of Indoor Sports Facilities  
CF1 Location of Large Scale Community Facilities  
CF2 Location of Small Scale Community Facilities  
CF4 Community Facilities Capable of Holding Functions  
CF6 School Places  
CF7 New Schools  
CF8 School Extensions  
CF11 Day Nurseries  
CF13 Primary Health Care / GP Surgeries  
CF14 Places of Worship  
WEM2 Pedestrian Route/Promenade  
WEM4 Residential Development within the Wembley Regeneration Area  
WEM5 Relocation of Existing Businesses  
WEM7 Access to development – the National Stadium Policy Area  
WEM9 Comprehensive Development – The National Stadium Policy Area  
WEM11 On-street parking controls for Wembley  
WEM12 Short stay car parking in the Wembley Regeneration Area  
WEM16 Urban design quality – Wembley Regeneration Area  
WEM17 The public realm – Wembley Regeneration Area  
WEM18 Design of Buildings Along Olympic Way  
WEM19 Views of the Stadium  
WEM22 Libraries in Wembley  
WEM27 Opportunity sites at the Junction of Olympic Way and Engineers Way

#### **Brent Council Supplementary Planning Guidance and Documents**

SPG3 Forming an access to a road  
SPG12 Access for disabled people  
SPG13 Layout standards for access roads  
SPG17 Design Guide for New Development  
SPG19 Sustainable design, construction and pollution control

#### **Other Council Publications**

Wembley Vision (2002)

Wembley From Vision to Reality (2007)

#### **SUSTAINABILITY ASSESSMENT**

The key sustainability requirements were set out within the Outline planning consent, which included a requirement to meet Code for Sustainable Homes level 4, BREEAM “Excellent” for non-residential floor space comprising more than 10 % of the plot area, a site-wide gas fired CHP engine provided within a single energy centre before completion of the 780<sup>th</sup> unit, future connection to a district heating system if provided in the future, 3,300 sqm of photo voltaic (PV) panels across the site, a minimum score of 50 % of the SPG19 sustainability checklist and to meet the Mayor of London’s Essential Standards as set out within the 2008 revision of the London Plan.

A pre-assessment has been submitted which demonstrates that the scheme will meet Code for Sustainable Homes level 4 and the non-residential floorspace does not comprise more than 10 % of the floorspace. The applicant has confirmed that the scheme will be connected to the site wide heat network served by a single energy centre at the appropriate time and proposes gas fired boilers in the interim. No PV panels are proposed on this plot. However, the applicant has shown that sufficient roof-space remains to meet the requirement on the other plots and thus accord with the outline consent. A SPG19 sustainability checklist has been submitted demonstrating that the proposal will meet the minimum level of 50 %. The submission confirms that the Essential Standards will be met.

The proposal demonstrates that the development will meet the sustainability requirements as set out within the Outline Planning Consent.

#### **CONSULTATION**

Letters sent: 4 October 2013

Site Notices: 25 September 2013

Press Notice: 3 October 2013

Letters were sent to 452 adjoining and nearby owners and occupiers.

No letters were received from third parties.

#### **Internal consultees:**

##### **Safer Streets:**

Noise: Safer Streets are satisfied that the submitted details show that the development will be able to meet the required standards providing the development proceeds as described.

Sustainability: A poorly situated or high emissions boiler could prejudice local air quality during the period between the completion of NW01 and the completion of the energy centre. As such, further information is requested including the location of the boiler(s) and associated discharge stack, the fuel type for the boiler(s), expected emissions of NOx and PM and likely timescale for use of the boiler(s).

Further information has been received regarding the boiler and flue and this is being reviewed by Safer Streets. A condition has been recommended requiring further information. However, this may be able to be removed if Safer Streets consider that the further information that has been submitted is acceptable. This will be discussed within the Supplementary Report.

##### **Highways:**

No objections subject to the inclusion of a 300 mm wide protective margin on the eastern side of the car park entrance from “Wealdstone Road”, amendments to the doors to the refuse store for Building C so as not to open outwards over the public footway and the provision of four external bicycle stands. An informative is recommended advising the applicant of the need to secure an oversailing licence under Section 177 of the Highways Act.

A full discussion of the Highways comments can be found in the Remarks section of this report.

##### **Landscape Design:**

The proposed landscaping strategy is considered to be acceptable subject to the submission of further details that are secured through conditions attached to the outline planning consent.

## **External consultees:**

### **Wembley National Stadium Limited**

WNSL highlight that the access plan allows for vehicular access and egress from and onto Engineers Way and that this road is partially closed on stadium event days. As such, WNSL believe that the management of traffic is addressed in the access details approved through this application and that any travel plan includes measures to ensure that site users are aware of the event day Traffic Management Plan, encouraged to use public transport on event days and encouraged to reduce car use and parking on event days.

As with the Council's Civic Centre, Forum House and the Wembley Arena, vehicular access may be restricted due to event day road closures. Your officers concur that it is important for residents to be made aware of event day restrictions and encouraged to use public transport and reduce car use. The management of traffic and closure of roads cannot be controlled through this application as this is at the discretion of the Council's Highways service. However, the provision of adequate information to residents and occupants will ensure that this can be managed in an appropriate way for all users.

### **Thames Water**

Thames Water have objected to the approval of details pursuant to condition 23 (Sustainability Implementation Strategy) and recommended conditions or informatives relating to sewers crossing the site, works in proximity to a public sewer, surface water drainage and the capacity of the existing waste water infrastructure to accommodate the needs of this proposal. They provide supplementary comments that set out that the network is known to be at capacity due to the substantial redevelopment of the area surrounding Wembley Stadium. They highlight that the development should fund a study to ascertain whether the development will lead to overloading of existing waste and surface water infrastructure. They highlight the lack of foul and surface water drainage plans and specify that this must be submitted for Thames Water to undertake a study to determine the impact of the development on the receiving network. This should include details of connection points and discharge rates.

Your officers questioned Thames Water regarding their comments as details of drainage are required through conditions 24, 25 (drainage strategy including details of on/off site drainage requirements) and 26 (surface water drainage scheme). These conditions were agreed with Thames Water in advance of the approval of the outline planning consent. They have not been submitted pursuant with this reserved matters application but must be approved prior to the commencement of works on this site.

Thames Water responded but did not provide further information regarding their objection to the approval of details pursuant to that condition and your officers must therefore work on the basis that the objection relates to the matters raised in their letter. The key concerns raised by Thames Water relate to the inability of the existing waste water infrastructure to accommodate the needs of this application. This issue was raised by Thames Water in response to the outline planning consent and conditions 24 and 25 were agreed with Thames Water and attached to the consent to ensure that they could consider this information prior to the commencement of works on the plot. As such, this matter has been addressed in agreement with Thames Water within the outline planning consent. The sustainability implementation strategy that they object to therefore is not intended to address this matter aside from details of water usage which are secured through the Code for Sustainable Homes Assessment and confirmed within this submission.

Your officers accordingly do not consider that the Thames Water objection warrants the refusal of reserved matters. It is important to remember that this application seeks the approval of reserved matters and not the grant of planning consent as consent has already been granted in consultation with Thames Water.

## **REMARKS**

1. This application seeks the approval of Reserved Matters and three conditions (noise, sustainability implementation strategy and Affordable housing storage) relating to the outline planning consent and as such, this report considers the merits of the proposal as it relates to the outline approval. Matters that have already been approved, such as the merits of the proposed uses within the building or the heights of building will not be discussed. However, how these are delivered within the scheme will be.

### **Uses within the site**

2. The proposed uses accords with the Outline planning consent with the scheme being residential led with some non-residential uses at ground level. The applicant seeks a large amount of flexibility with regard to the non-residential uses, with the 1,061 square metres of floorspace proposed to be within Use Class A1, A2, A3, B, D1 or D2. This flexibility is sought to ensure the spaces can be let when delivered. The outline consent allows all of these uses to be delivered within the site and as this is the first site to be delivered, there is sufficient floorspace that can be delivered for all of the uses. As such, this is



considered to be acceptable. The applicant has specified that some of the commercial floorspace may be delivered as “Low Cost Employment Space” which would fall within Use Class B1.

### Mix of residential units

3. A total of 475 residential units are proposed of which 10 % are required to be Affordable (measured by floorspace) by the outline consent. The mix of units is as follows:

	Affordable Rent	Intermediate	Private
Studio			5
1	8	13	217
2	8	11	201
3	6	1	5

4. The mix of units differs slightly from the proportions set out within the Development Specification for the Outline consent, with the proportion of 3-bedroom units falling below and the proportion of 1-bedroom units being above the specified levels. The proportion of 2-bedroom Intermediate and Private units is slightly higher than the levels agreed within the Development Specification. This is considered to be acceptable providing the development of subsequent plots adjusts the overall unit mix so that it accords with the agreed proportions.
5. The Intermediate units are to be provided as “Discount Market Sale” accommodation and pepper-potted with the private units. The Affordable Rent units are served by an independent core in accordance with the standard requirements of Registered Providers.

### Quality of residential units

6. The proposed units meet the minimum floorspace standards that are set out in the approved development specification. The submission is accompanied by a daylight assessment that demonstrates that all but three windows within the development will comply with the criteria set out in the Development Specification. This is considered to be acceptable given the very low proportion of windows that are affected and the fact that other windows within those units will meet the standards.
7. Only a very small number of “studio” units are proposed. However, these have a poor layout due to the incorporation of a wall that results in a bedroom with no external windows and must rely on the 1.65 m wide doorway into the living room for light and outlook. A condition is accordingly recommended which requires a revised, more open layout.
8. A total of 55 of the 475 units have a sole northern aspect. At 11.5% of units, this exceeds the maximum level of 5 % as set out within the development specification. As with the mix of units, this will need to be compensated for by the provision of fewer units with a sole northern aspect within subsequent plots.
9. The development includes a large (3,900 square metre) communal garden situated on a deck above the parking that is provided within the centre of the site. This corresponds to 8.2 square metres per residential unit. This is supplemented within the site by balconies for most units. Further communal or public open spaces are to be provided within the development as a whole in the future, including the 0.4 Ha publicly accessible Square and a usage communal amenity space on the roof of the multi-storey car park above the anchor retail store. The communal amenity space within the site is generously sized. However, some balconies are undersized which will limit their usability whilst a small number of units do not have balconies when they should do. For example, some balconies are 3.5 to 4 square metres in area while your officers would normally expect a 5 square metre balcony for a 1-bedroom unit. Condition 8 of the outline planning consent requires details of the size and location of balconies. As such, revised balcony details can be secured through this condition. Most if not all of the balconies that will need to be increased in sizes will only require an addition square metre at most. As such, the design implications are relatively minimal.
10. The development specification sets out that the residential units will be in clusters of no more than 8 flats per core per floor. However, the proposal includes 15 clusters that have 10 flats per core per floor out of a total of 67 clusters of flats. The applicant specifies that the provision of a separate Affordable core has resulted in larger private cores for some floors, and that this has resulted in building B due to the desire to define the edge of the wedding garden along “Exhibition Way” (the road next to the Wedding Garden). This design principle relates to security and safety in that lower numbers of units per core result in less anonymity within that core, a greater sense of “ownership” by residents and a greater sense of security. As such, the reasons put forward do not address these issues. Nevertheless, your officers consider that this does not warrant the refusal of this application given that the scheme was approved prior to the

adoption of the London Housing Design Guide and the number of units per core per floor is only slightly higher than the maximum level.

11. The development specification also specifies that units on ground floor level will be provided as townhouses or maisonettes and will be situated on more than one floor (e.g. ground and first) with direct external access from the street. The proposal includes single level residential units fronting the Wedding garden that are accessed via an internal core. The applicant highlights the quality of the outlook of these units which face the Civic Centre wedding garden. Direct access from the street helps to improve activity within the street and the provision of units that are situated over more than one floor helps to ensure that the units have sufficient defensible space where the site frontage is used for access. However, this will still result in good quality units and a good street environment and your officers do not consider that this warrants the refusal of this reserved matters application.
12. All of the units will be built to the Lifetime Homes standards while 10 % of the units will be wheelchair accessible or easily adaptable. The Affordable Rented accessible units will be provided as wheelchair accessible from the completion of the development while the other units will be "easily adaptable".

### **Design, layout and massing**

13. The proposed building includes a series of building of varying height surrounding a podium level landscaped garden which is situated above the parking area within the centre of the site. Buildings A and B, situated opposite the Wedding Garden are 9-storeys in height. Building C is situated within the Engineers Way frontage and is proposed at 11-13 storeys. Blocks D to F which front Empire Way are generally 7- to 9-storeys in height with the 9-storey element on the corner of Empire Way and Engineers Way, opposite Forum House and Ada Lewis House. A lower 5-storey element of block D is situated within the Engineers Way frontage. Block G is the tallest element of the scheme at a high of 14-16 storeys.
14. The proposal reflects the outline consent in terms of the core principles of the design, layout and massing of the building. As such, this report will not go into the merits of the height and overall massing, but rather on the design merits of the building.
15. The proposal has adopted a simple geometric approach to the design with the buildings primarily articulated through the fenestration and balconies. Different buildings are articulated through either physical separation or the inclusion of deep recessed elements which are to be clad with substantially darker materials. The simple approach requires a very high standard of materials and detailing, with factors such as the quality of the bricks and depth of the window/door reveals being paramount to the success of the scheme. The drawings detail that the window reveals will be reasonably deep (250-300 mm) and some indication of the bricks has been provided. However, further information regarding the materials and the detailing of junctions between materials will be required. This is secured through conditions attached to the outline consent.
16. While the layout and design is considered to be robust and likely to result in a high quality development, some element of the scheme will benefit from design further development or minor alteration. These changes would not materially affect the layout or floorspace within the scheme but would rather examine the elevational treatment of some elements of the proposal. Examples of this include the entrances to blocks E and F which are not sufficiently prominent and the choice of materials for the ground floor of those blocks, the use of chamfered panels around the windows of blocks C and G and the materials for the upper floors of these blocks which make the blocks feel "top heavy", the façade treatment (materials or detailing) of the lower element of Block D and visual articulation within blocks D to F. The resolution of these issues can be adequately dealt with through the inclusion of a condition requiring the approval of further details.
17. The layout also results in limited levels of activity at ground level between the proposed building and the pocket square that is to be situated adjacent to the north-eastern corner of the building. This could be addressed by switching the location of the bin store within Block G and the commercial unit so that the commercial unit fronts the square. However, the applicant has said that they are also examining other options for the design of the square including steps leading up to the courtyard garden. As such, your officers recommend that a condition is attached to allow this to be resolved.
18. The landscaping proposals for the site are considered be very good. These include the large communal garden discussed above, which includes a zone for the planting of large trees and a water feature. Landscaping at ground level reflects the nature of the location, including some hedging and trees within the street environment. Section 106 contributions were also secured within the outline consent towards

the planting of street trees within the adopted highway. The proposals include a number of green and brown roofs which are considered to be beneficial to local ecology and surface water runoff and in some instances help to insulate roofspaces.

19. Your officers consider the overall design approach and resulting appearance of the scheme to be good subject to the approval of high quality materials and detailing through condition. But that the scheme will benefit from some minor amendments to the façade treatment and the potential relocation of a ground floor commercial unit to be secured through condition.

### **Transportation**

20. The outline planning consent allowed up to a maximum of 0.5 spaces per residential unit. The proposal includes a total of 151 residential parking spaces for 475 units (0.32 spaces per unit) which accordingly falls below the maximum level. The level of parking is considered to be sufficient given the public transport accessibility of the site (PTAL 5), the lack of on-street parking in the immediate vicinity and the fact that the outline consent secured funding towards the extension of CPZs / parking controls in the area, the inclusion and promotion of a Car Club, the development of Travel Plans and a parking permit restriction for future residents and occupiers.
21. Parking for visitors and the commercial units can be provided within the town centre parking approved within the outline planning consent or the other town centre car parks in the vicinity (e.g. the green or red car parks).
22. The proposal includes the provision of 13 wheelchair accessible parking spaces, with 6 marked out with the delivery of the development and a further 7 that will be marked out when required by demand. The parking spaces will be managed so that these spaces can be provided in close proximity to the core that the parking spaces will serve. The 6 spaces that will be marked out from the completion of the development are adjacent to the Affordable Rent core, which includes a number of units that are to be delivered as Wheelchair accessible from the completion of the development. Other accessible flats within the scheme will be “easily adaptable” and can be adjusted when required.
23. At least 20 % of the car parking spaces (10% active and 10 % passive) will need to be provided with electric vehicle charging points. This can be secured through condition 8 of the outline consent.
24. The proposed number of residential parking spaces (512) exceeds the Council's minimum standard of 1 per unit. However, Highways have requested that two cycle stands are installed alongside “Wealdstone Road” and two alongside “Engineers Way” and a condition has been recommended to this effect.
25. Residential refuse storage has been proposed around the perimeter of the building allowing easy collection. However, the bin store for Block G is more than 10 m from the collection point and it is proposed that the bins are wheeled to the street (Wealdstone Road) by building management on collection day. Servicing for the commercial units is proposed within on-street bays on Engineers Way and “Wealdstone Road” which is considered to be acceptable.
26. The two vehicular access points (Engineers Way and “Wealdstone Road”) are considered to be acceptable subject to minor changes to the vehicle entrance from “Wealdstone Road” to incorporate a 300 mm margin on the eastern side of the access. A condition is recommended relating to this. The reinstatement of the existing crossover that will become redundant is already secured through a condition of the outline consent.
27. Some balconies oversail the Engineers Way footway at a high level. While this is acceptable in principle, an oversailing licence will be required for these. The proposed building is set well back from the junction of Empire Way and Engineers Way which will ensure that the future junction improvements that have been secured through the Quintain “Stage 1” consent (reference 03/3200) can still be implemented.

### **Noise**

28. The proposal demonstrates that the residential units will meet the criteria set out within the development specification with regard to the internal noise environments for residential accommodation. These take into account likely noise from Wembley Stadium and Wembley Arena events.

### **Wind environment**

29. A boundary layer wind tunnel study has been undertaken for this development. The application submission confirms that while there are isolated locations (principally prior to the full build out of the NW Lands masterplan) where conditions are marginally windy for the intended uses, the pedestrian

environment in and around NW01 at ground and courtyard level is generally acceptable for the intended uses. Conditions will be acceptable for all uses following the full build-out of the NW Lands masterplan, including tree planting and other mitigation measures.

30. The conditions within the immediate surrounding area are also generally acceptable for the intended uses, with any marginally windy conditions not being caused by the development of Plot NW01. The proposed development will provide shelter for the Civic Centre Wedding Garden from the prevailing winds.

### **Summary**

31. The proposal is considered to represent a high quality development that will deliver a significant number of new homes within Wembley. Further detail is to be secured through conditions that are attached to the outline consent, such as the external facing materials for the proposed buildings. Additional conditions are recommended regarding the external treatment of several parts of the building, the interface between the building and the "pocket square", the layout of studio units, public cycle parking and access margins, door openings and the details of the interim gas fired boiler(s) and flue(s).

### **REASONS FOR CONDITIONS**

**RECOMMENDATION:** Grant Consent

### **REASON FOR GRANTING**

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

National Planning Policy Framework  
London Plan 2011  
Brent LDF Core Strategy 2010  
Brent Unitary Development Plan 2004  
Council's Supplementary Planning Guidance

### **CONDITIONS/REASONS:**

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

PL_00	PL 115
PL01	PL 116
PL02	PL 117
PL 100	PL 300
PL 101	PL 301
PL 102	PL 302
PL 103	PL 303
PL 104	PL 304
PL 105	PL 305
PL 106	PL 306
PL 107	PL 307
PL 108	PL 308
PL 109	PL401
PL 110	PL402
PL 111	PL403
PL 112	ITB8173-SK-012 Rev C
PL 113	1493.P01.F
PL 114	1493.P02.D
Explanatory Report	

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

- (2) Notwithstanding the drawings hereby approved, further or revised detail regarding the treatment of the external façade of the building shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and thereafter implemented unless otherwise agreed in writing by the Local Planning Authority. Such details shall include the residential entrances to blocks E and F, the ground floor materials for blocks E and F, the chamfered panels within blocks C and G, cladding materials and treatment for the top floors of blocks C and G and the façade treatment of the 5-storey element of Block D.

Reason: In the interest of the appearance and visual massing of the development.

- (3) Notwithstanding the drawings hereby approved, further or revised detail regarding the ground floor interface between the building hereby approved and the pocket park that adjoins the North-eastern corner of the building shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the approved details shall be implemented. This may include the treatment of the building or the pocket park and/or the ground floor internal of Block G.

Reason: In the interest of security, safety and the environment within the pocket park.

- (4) Notwithstanding the drawings hereby approved, a revised, more open plan internal layout for the studio units shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory standard of residential accommodation.

- (5) Prior to the commencement of development, details demonstrating the following shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full:
- The inclusion of a 300 mm wide protective margin on the eastern side of the car park access from “Wealdstone Road”
  - amendments to the doors to the refuse store for Building C so that they do not open outwards over the public footway
  - the provision of four external bicycle stands.

Reason: To ensure a satisfactory development in the interest of the free and safe flow of traffic and pedestrians.

- (6) Details of the boiler(s) to be installed within the development, including the location of the boiler(s) and associated discharge stack, the fuel type for the boiler(s), expected emissions of NOx and PM and likely timescale for use of the boiler(s), shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the approved details shall be implemented in full unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of local air quality.

#### **INFORMATIVES:**

- (1) The size and location of balconies must be submitted to and approved in writing by the Council prior to the prior to the commencement of the relevant part of the development pursuant to condition 8 of the outline planning consent. Some balconies that are proposed within this Reserved Matters application are considered to be of insufficient size and larger balconies will be required pursuant to condition 8.
- (2) The residential unit mix for the development hereby approved differs from that agreed within

the Development Specification. As such, the mix within subsequent sites must alter the overall unit mix so that it reflects the unit mix that is set out within paragraphs 2.32 to 2.34 of the Development Specification.

- (3) The number of units with a sole northern aspect within the development hereby approved differs from that agreed within the Development Specification. As such, fewer sole of such units must be provided in future plots to ensure that the development is in accordance with paragraphs 4.26 of the Development Specification.
- (4) The applicant is advised that oversailing licences must be secured under Section 177 of the Highways Act 1980 for any balconies that oversail the footway of Engineers Way.
- (5) There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
- (6) Surface Water Drainage - 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. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

**REFERENCE DOCUMENTS:**

Any person wishing to inspect the above papers should contact David Glover, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5344