



**Planning Committee Map**

Site address: Valiant House, 365 High Road, Wembley, HA9

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This map is indicative only.

**RECEIVED:** 4 November, 2013

**WARD:** Wembley Central

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Valiant House, 365 High Road, Wembley, HA9

**PROPOSAL:** Demolition of existing third floor and erection of new third, fourth and part fifth storey building with three storey rear extension and conversion into hotel, comprising 116 hotel rooms, ancillary bar/lounge, restaurant in basement, provision of 8 car parking spaces, 26 cycle stands, 5 motorbike spaces and associated parking for coaches

**APPLICANT:** Wembley Hotel Jersey

**CONTACT:** Dexter Moren Associates

**PLAN NO'S:**  
See condition 2.

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### **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:-

1. Payment of the Council's legal and other professional costs in a) preparing and completing the agreement and b) monitoring and enforcing its performance
2. A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of works and thereafter implemented. This shall demonstrate:
  - a. How the indicated Brent Sustainability Checklist measures will be implemented within the scheme (or other such measures approved by the Council which meet a level of at least 50%).
  - b. How the scheme will achieve a minimum CO2 reduction of 40 % from 2010 TER (regulated, with the TER calculated for the extension only and not the original parts of the building) including a minimum of reduction of 20 % through on-site renewables (after "be lean" and "be clean" measures have been applied) or other such revised measures as approved by the Council which achieve the same levels of CO2 reduction;
3. If any of these sustainability measures have not been implemented within the development, then the following will accordingly be required prior to first occupation following commencement:
  - c. the submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
  - d. the submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.
4. That the scheme is "parking permit restricted" whereby the owners and occupiers of the development are not eligible for on-street parking permits.
5. Training and employment
  - e. To prepare and gain approval of a Employment and Training Plan prior to commencement and to implement the Plan
  - f. To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
  - g. To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a



## PROPOSAL

The proposal is described above.

## HISTORY

A number of applications have been considered previously regarding the conversion of the existing office building to a hotel with bar/lounge and restaurant. They represent alternative schemes that the owners are looking at, with each application relating the use of the whole building.

In January 2013 permission was granted for the conversion of the office to a 49 bedroom hotel with ancillary facilities within the existing building envelope. This application did not affect the pay-and-display car park at the rear of the site which is leased to the Council (reference 12/2778).

Later in 2013, further applications were submitted for revised hotel conversions schemes within the existing building envelope. Two applications were submitted for 63 bed hotel conversions, one including on-site coach parking and one excluding it. Two applications were also submitted for a 68 bed hotel. Again, one included coach parking and the other didn't. The two applications that did not include coach parking were refused while the two that included it were approved. All four proposals included changes to the pay-and-display car park which resulted in the loss of the public car park and re-use of the space for parking and servicing for the hotel. Highways did not object to the loss of the public car park as it is a small car park and the nearby Elm Road car park is significantly underused.

Two applications were submitted which omitted coach parking on-site were refused while the two that included were approved subject to conditions, including a Grampian condition which required the applicant to demonstrate that the car and coach parking facilities can be delivered and to deliver and retain those facilities if the scheme is implemented.

**12/2778** – Change of Use from Office (Use Class B1) to Hotel (Use Class C1), incorporating 49 hotel rooms and 2 staff bedrooms, ancillary bar/lounge, restaurant in basement and associated internal changes to building (**GRANTED**)

**13/0691** – Conversion to 63 bed hotel and ancillary facilities with coach-drop off (**GRANTED**)

**13/0693** – Conversion to 63 bed hotel and ancillary facilities without coach-drop off (**REFUSED**)

**13/0732** – Conversion to 68 bed hotel and ancillary facilities with coach-drop off (**GRANTED**)

**13/0733** – Conversion to 68 bed hotel and ancillary facilities without coach-drop off (**REFUSED**)

## 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:

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
5.13	Sustainable Drainage
5.15	Water Use and Supplies
6.3	Assessing Effects of Development on Transport Capacity
6.9	Cycling
6.10	Walking
6.13	Parking
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
- 7.15 Reducing Noise

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
- CP5 Placemaking
- CP7 Wembley Growth Area
- CP15 Infrastructure to Support Development
- CP19 Brent Strategic Climate Mitigation and Adaptation Measures

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

Policies

- 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
- BE12 Sustainable design principles
- EP2 Noise and Vibration
- EP3 Local air quality management
- EP6 Contaminated land
- EP15 Infrastructure
- 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
- TRN22 Parking Standards – Non-Residential Developments
- TRN25 Parking in Town Centres
- TRN27 Retention of Essential Off-street Parking
- TRN30 Coaches and Taxis
- TRN34 Servicing in new developments
- TRN35 Transport access for disabled people & others with mobility difficulties
- Appendix TRN2 Parking and Servicing Standards
- 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
- TEA6 Large Scale Hotel Development

Brent Council Supplementary Planning Guidance and Documents

- SPG12 Access for disabled people
- SPG17 Design Guide for New Development
- SPG19 Sustainable design, construction and pollution control
- SPD Section 106 Planning Obligations

## **SUSTAINABILITY ASSESSMENT**

The application was initially supported by a Sustainability Checklist and energy statement which looked to achieve carbon dioxide reductions of 25 % below 2010 Building Regulations Target Emission Rate.

However, the London Plan now requires a 40 % reduction. A revised energy statement has now been

received and this is currently being considered. It will be discussed within the supplementary report.

## CONSULTATION

Site notice: 25 November 2013

Press notice: 28 November 2013

97 letters were sent to adjoining and nearby owners and occupiers.

One letter of objection was received from a Cecil Avenue resident noting the following issues:

Issue	Discussion / paragraph
Insufficient parking	See paragraph 17-20
Congestion on local and nearby streets, and only one lane is open for cars in Wembley High Road throughout the week	See paragraph 17-20
High Road is already affected by revellers and drinkers on Friday and Saturday nights, with food and betting shops only making this worse	See paragraph 21
Inconvenience to residents with work process	See paragraph 22

Environmental Health/Safer Streets: Conditions are recommended.

Highways: No objection. Please see the remarks section of this report for further information regarding the Highways comments.

Landscape Design: The footprint takes up the entire plot and there is very little external landscaping.

## REMARKS

1. As several consents have already been granted for the conversion of this building to a hotel, this report will concentrate on the elements of the proposal that differ from the previous consents. This relates to the scale, form and potential impact of the proposed extensions to the building, the implications of the higher number of hotel rooms and the sustainability implications.

### General Principle of the use

2. The loss of the office space and conversion to a hotel has been accepted in principle through the previous (extant) planning consents. The policy position has not changed with regard to this change of use and your officers consider that the proposed use remains acceptable in principle.
3. The report for that application specified the following:

*The Council's policies allow the loss of purpose built office floorspace when the unit(s) have been actively marketed for period of 2 years without success. The ground floor of the unit is still in use. However, the remainder of the building has been vacant for some time. The applicants have specified that the current occupiers of the ground floor (HMRC) are going to vacate the premises shortly, leaving them with a completely vacant building. They have submitted an assessment of the office market which examines the current levels of office vacancy within Wembley. Your officers are also aware that there is a large amount of office space that is currently occupied, but will become vacant early to mid this year. More specifically, this will take place when Brent Council vacate the various buildings that it currently occupies (Chesterfield House, Brent House, Brent House Annex and MG House) and moves to the new Civic Centre building which is currently under construction. At that time, many thousands more square metres of office space will become vacant within what is known to be a poor local market for such uses at present.*

4. As such, your officers consider the loss of current office floorspace to be acceptable in principle. The alternative uses are considered to be acceptable given the town centre designation of the site and the inclusion of A3 and A4 floorspace within the scheme.

### Hotel Layout

5. The Council does not have policies regarding the quality of hotel rooms. However, the layouts as proposed appear to be typical of such uses. No details have been provided of extract duct routing, as was the case for the extant consents. However, given the location of the kitchen and plant and the nature of the floors above (hotel rooms), the ducting can easily be provided. It may be close to some windows of the hotel rooms. However, as these are not residential units, this is not considered to be a significant issue. A condition is accordingly recommended.
6. The proposal includes a total of 15 wheelchair accessible rooms, which represents 12.9% of the 116 hotel rooms that are proposed. The proposal is in accordance with London Plan policy which requires a minimum of 10 % of the rooms to be wheelchair accessible.

#### **Ancillary restaurant and bar**

7. The proposal includes a ancillary bar at ground floor level which will provide visual surveillance and interaction with the High Road. Glazed “shop fronts” will be installed in the place of the existing windows within the High Road (northern) elevation to provide activity between the bar and street and natural surveillance of the High Road.
8. A ancillary restaurant is proposed at lower ground level, which is ground level at the rear of the building. This increases the range of uses within the building, which is considered to be positive. It also increases the level of natural surveillance within the Cecil Avenue frontage, albeit in a relatively minor way due to the part-basement nature of the lower ground floor.

#### **Extensions to the building**

9. The proposal includes the demolition of the existing third floor of the building (currently set-in from the main external walls) and construction of a new third floor together with a fourth and fifth floor extension above the existing building. A 2- to 3-storey extension is also proposed at the rear (south) of the existing building, with the parking and servicing area situated on the ground floor of this extension. The rear extension is 3-storeys in height within the Cecil Avenue frontage, reducing to 2-storeys in height where it adjoins 2 Rosemead Avenue (the adjoining house). The extensions align with the existing building lines within Cecil Avenue and Rosemead Avenue, with a landscaped strip provided within the Rosemead frontage.
10. The extensions have been designed to contrast rather than match the existing building, with Trespa panels proposed as the main cladding material. Whilst further discussions may be required regarding the selection of materials, your officers consider that the approach (to contrast rather than match the existing building) is acceptable. The 6-storey height of the building as extended is considered to be acceptable within the High Road frontage, whilst the lower (2- to 3-storey) height that is proposed to the rear of the site is considered to be appropriate to the rear of the site where the context is set by the Copland School buildings and the surrounding 2-storey residential dwellings with pitched roofs.
11. The proposed extensions are set to the side of the adjoining and nearby residential dwellings within Rosemead Avenue. The proposed extension above the existing building is situated to the side of the final 4.9 of the garden of 2 Rosemead Avenue. The garden is a total of 14.5 m in length. The applicant has submitted a section, based on a site survey, which examines the compliance with the 45 degree line as set out within SPG17. This shows that an element of the proposed third floor extension is 2.1 m above the 45 degree line. Whilst new buildings and extensions should normally be set below this line, your officers consider that it is acceptable in this instance as it only affects the final 5 m (around a third) of the adjoining garden and that there is a shed in the corresponding corner of the adjoining garden which limits the impact of the extension. The proposed 2- to 3-storey rear extensions to the building are set well below the 45 degree line.
12. The application is accompanied by a BRE 209 based Daylight and Sunlight assessment. This report tests the nearby sensitive windows that are likely to experience the greatest level of impact. Of the windows tested, 55 of the 56 windows meet the BRE guidance levels for the effects of development on levels of daylight. The one window that does not comply (a kitchen window within the side of 369 High Road) will experience a reduction in the levels of daylight that is only slightly (0.42 %) above the BRE target and as such it is considered to warrant amendment to the scheme. The report confirms that the scheme complies with the BRE guidance for sunlight in relation to the potential impact on surrounding windows.

13. Given the footprint of the building as extended, opportunities for landscaping are limited. Green roofs are proposed where possible and a landscaped strip is proposed within the Rosemead Avenue frontage. On balance this is considered to be acceptable.

## **Transportation**

14. Comments from Highways have not been received yet regarding this application and therefore must be discussed within the Supplementary Report. Your officers do not recommend deferring this application to the next committee as that would result in the application being determined after the end of the statutory 13 week period. Nevertheless, the key principles of the proposal have already been accepted within the previous applications.
15. Highways did not object to the loss of the public pay and display car park. This small car park only represents 3 % of the town centre parking within Wembley and while it is reasonably well used, there is a significant amount of spare capacity within the nearby Elm Road car park which is significantly under-used.
16. Highways considered that Coach Parking should be provided on-site and that the car parking area is of a sufficient size to accommodate this. Detailed comments on the layout of the parking and servicing area (including the coach parking space) will be discussed within the Supplementary Report. The Council's Coach parking standards require 1 space per 50 hotel rooms and therefore would require 2 coach parking spaces. This area will also be used by servicing vehicles. A condition requiring the approval and implementation of a delivery and servicing plan which includes the management of coach drop-off and parking arrangements is accordingly recommended.
17. Parking is not possible on the High Road and the CPZ in the surrounding streets operates between 8am and 6:30pm Monday to Saturday. The Council's maximum parking standards would allow up to 23 parking spaces whilst the London Plan specifies that hotel parking in such locations (with PTAL rating of 4 to 6) should be limited to operational needs and disabled parking. As the PTAL rating of the site is 6a (where the highest possible PTAL is 6b), your officers expect parking to be limited to the minimum required for operational requirements. As such, the proposed inclusion of 8 parking spaces, including 2 wheelchair accessible spaces (25 % of spaces) and 2 with electric vehicle charging points (again 25 %) is considered to be acceptable. Five motorcycle parking spaces are also proposed.
18. Cycle parking is provided for 26 cycles. The UDP does not set a specific standard for bicycle parking for hotel uses, but the proposed provision of 26 spaces is nevertheless welcomed in terms of promoting cycle use amongst staff and guests. The London Plan sets a standard of 1 cycle parking space per 10 staff, which would result in a requirement for 4 cycle parking spaces given the projected number of full-time staff members (37). As such, the proposal significantly exceeds the London Plan cycle parking standards.
19. A draft Travel Plan has been submitted with this application which looks to promote non-car modes of access and minimise the potential transport impacts of the scheme. This will be discussed within the Supplementary Report. However, it is recommended that the implementation of the travel plan (and the submission of a revised travel plan if the submitted plan is not adequate) is secured through condition.
20. The letter of objection that has been received refers to the levels of parking provided within the scheme, the implications for congestion and the fact that the High Road has only one lane for cars (in either direction). Given that the proposal results in a reduction in the amount of car parking and will secure a Travel Plan where one is not required for the existing use of the building, it is likely that the level of congestion will reduce as a result of the proposal. The regeneration of Wembley has the potential to place a greater demand on parking in the local area if this is not managed and controlled, with many of the sites becoming more densely developed and used. The securing of Travel Plans through planning consents together with the presence of the Controlled Parking Zones in the surrounding area helps to ensure that the potential for overspill parking in the surrounding streets is minimised and mitigated. This has considered to be sufficient for consents that has been granted to date. While this is likely to address potential issues, longer CPZ restrictions could be introduced if significant over-night parking occurs (e.g. some areas are restricted between 8:30am and 9pm Monday to Sunday). Some Councils have introduced non-time limited residents only parking areas (i.e. operational 24 hours a day, 7 days a week). However, this is not likely to be necessary.

## **Other issues raised by the objector**



21. The letter of objection also specifies that the High Road is already affected by revellers and drinkers on Friday and Saturday night and that further food and better shops will make this worse. The proposed small ancillary bar and restaurant are accessed from the High Road and not from Cecil Avenue. The High Road forms the primary element of the Wembley Major Town Centre where one would expect to find shops, bars, restaurants and other town centre uses. As such, these proposed uses are focussed in the right direction, away from the suburban housing within the smaller surrounding streets. As such, your officers consider that these uses will be in an appropriate location and they help to ensure that the town centres within Brent remain to be viable. Your officers do not considered necessary to restrict the number of restaurants or bars within Wembley and even if this was desirable, it is difficult to do within secondary shopping frontages. It should be noted that no betting shops are proposed.
22. The objector also specifies that the scheme will result in "inconvenience to residents with work process". It is assumed that this relates to the loss of the HMRC offices. The HMRC are to close a number of their offices across the country, including the one within this building. It would close whether or not this development is implemented. This application proposes an alternative use for a building that would otherwise be vacant following its closure.

## **Summary**

The proposed change of use of the existing office to a hotel is considered to be acceptable in principle, as is the loss of the small town centre car park. The proposed provision of a small ancillary bar and restaurant is considered to be beneficial given the town centre location of the site. The design and appearance of the extensions is considered to be acceptable subject to conditions regarding materials and detailing. A small element of the proposed third floor extension projects above the 45 degree line as set out within SPG17. However, the presence of a shed within corresponding part of the adjoining garden is considered to mitigate against the potential impact. Further information regarding Transportation will be provided within the Supplementary Report.

**RECOMMENDATION:** Grant Consent subject to Legal agreement

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

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 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):

A 000 001 Rev P0  
A 100 500 Rev P4  
A 100 501 Rev P0  
A 100 502 Rev P2  
A 100 503 Rev P2  
A 100 504 Rev P2  
A 100 505 Rev P2  
A 100 506 Rev P3  
A 100 507 Rev P3  
A 110 501 Rev P1

A 110 502 Rev P0  
A 110 503 Rev P1  
A 110 504 Rev P0  
A 120 501 Rev P1  
A 120 502 Rev P1  
A 120 503 Rev P0

"Planning Statement" dated October 2013

"Design and Access Statement" dated October 2013

"Regeneration/Employment Statement" dated October 2013

"Transport Statement" dated September 2013

"Draft Travel Plan" dated September 2013

"Sustainability and Energy Statement Addendum" reference P3084 dated 24 September 2013

"Daylight and Sunlight Report Valiant House" reference 6925 dated 19 September 2013

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

- (3) The premises shall be used only for the purpose of Hotel and for no other purpose (including any other purpose in Use Class C1 specified in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) without the prior written permission of the Local Planning Authority with the exception of the ancillary restaurant and bar/lounge as detailed on the approved plans which may be used for those purposes.

Reason: To ensure that no other use commences without the prior permission of the Local Planning Authority and to enable other uses to be considered on their merits.

- (4) No guest or customer of the hotel hereby permitted may occupy any part of the accommodation for a period exceeding ninety days in any continuous period of six months. The operator of the hotel shall at all times maintain an accurate register of the full names and permanent addresses of all guests and of the dates of their occupancy of the accommodation. These registers shall be kept for not less than two years from the date of the last entry and shall be made available to be inspected by the Local Planning Authority upon reasonable demand.

Reason: To ensure the development provides an adequate standard of accommodation for guests.

- (5) All areas shown on the approved plans within the relevant part of the development shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority in prior to the commencement of works and the approved details shall be implemented in full. Such landscaping work shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) the planting scheme for the site, which shall include species, size and density of plants, 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 and buffers around water bodies;
- b) walls, fencing and any other means of enclosure, including materials, designs and heights;
- c) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- d) details of levels and contours within and adjoining the site;
- e) a landscaping maintenance strategy, including details of management responsibilities;

Any trees and shrubs planted in accordance with the landscaping scheme and any plants which have been identified for retention within the relevant part of 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.

- (6) No development shall commence and the use hereby approved shall not operate unless detailed information demonstrating that the car, coach, cycle and motorcycle parking and drop-off facilities, including access and turning heads set out within drawing A100 500 Rev P4 (or as modified through the approval of details pursuant to a condition of this consent or a non-material or minor material variation to this consent) can be delivered in full and thereafter retained have been submitted to and approved in writing by the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority.

Reason: In light of the uncertainty regarding the ability of the owner to deliver the proposed works and facilities and the impact on the free and safe flow of traffic on the adjoining and nearby highways that would result if those facilities could not be delivered.

- (7) Further detailed confirming that a minimum of 12 hotel rooms are Wheelchair Accessible shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use and those rooms shall thereafter be maintained.

Reason: To ensure a sufficiently accessible development that complies with policy 4.5 of the London Plan 2011.

- (8) Prior to the commencement of the development, details of the kitchen extract system, shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the following:
- Plans showing the route the extract duct will take through the building and associated layout of rooms and showing that the flue will terminate at least 1m above the roof height of the building
  - Details of the types of food to be cooked and the odour abatement equipment to be installed;
  - Calculation showing that acceptable noise levels (i.e. Good resting conditions) will be achieved in the most affected hotel rooms and specifications of any noise abatement equipment needed to achieve these conditions.

The kitchen extract shall be installed and operated in accordance with the approved details and thereafter maintained in accordance with the manufacturer's specifications.

Reason: To achieve good resting conditions for the hotel residents and to protect the amenity of neighbouring residents.

- (9) The draft Travel Plan hereby approved shall be implemented from commencement of the use hereby approved unless otherwise agreed in writing by the Local Planning Authority. The travel plan shall be reviewed at years 1, 3 and 5 from first occupation, and the reviews shall be submitted to and approved in writing by the Local Planning Authority as follows:
- a) A review of the Travel Plan measures over the first 12 months from first occupation shall be submitted to the Local Planning Authority within 15 months of the commencement of the use and the review shall be approved in writing within 18 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;
  - b) A review of the Travel Plan measures over the first 3 years from first occupation shall be submitted to the Local Planning Authority within 39 months of the commencement of the use and the review shall be approved in writing within 42 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;
  - c) A review of the Travel Plan measures over the first 5 years of operation shall be submitted to the Local Planning Authority within 63 months of the commencement of the use and the review shall be approved in writing within 66 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;

Reason: In order to promote sustainable transport measures and in the interest of the free and safe flow of traffic on the local road network.

- (10) Details of materials for all external surfaces of the building and all other external works

(including samples where necessary) and the detailing of the key fixings and junctions between different materials shall be submitted to and approved by the Local Planning Authority prior to the commencement of works and the works shall be carried out in full accordance with the approved details.

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

- (11) The use of the development hereby approved shall not commence unless a Delivery and Servicing Plan, including coach drop off and coach parking arrangements, is submitted to and approved in writing by the Local Planning Authority and the approved plan shall be implemented in full.

Reason: To ensure that the development is sustainable and in the interest of highway flow and safety.

- (12) Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior the installation of the lighting unless otherwise agreed in writing by the Local Planning Authority. This shall include details of the lighting fixtures, luminance levels within and adjoining the site. The approved details shall be implemented in full.

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

- (13) Details demonstrating that the developer or constructor has joined the Considerate Constructors Scheme shall be submitted to the Local Planning Authority prior to commencement of works 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.

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

Reason: In the interest of highway flow and safety.

- (15) Confirmation that a minimum of 2 wheelchair accessible parking spaces and two electric vehicle charging points have been provided shall be submitted to the Council prior to first occupation of the development hereby approved and shall thereafter be maintained.

Reason: To ensure that the development is accessible and sustainable.

#### **INFORMATIVES:**

- (1) If the development is carried out it will be necessary for a crossing to be altered over the public highway 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. The applicant is advised to contact the Head of Transportation with regard to this matter prior to the commencement of any works. 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.
- (2) Should sufficient information be submitted to address condition No. 6, the applicant is advised to contact the Head of Transportation with regard to the decommissioning of the public car park, including the removal of all associated signs and ticket machines.

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