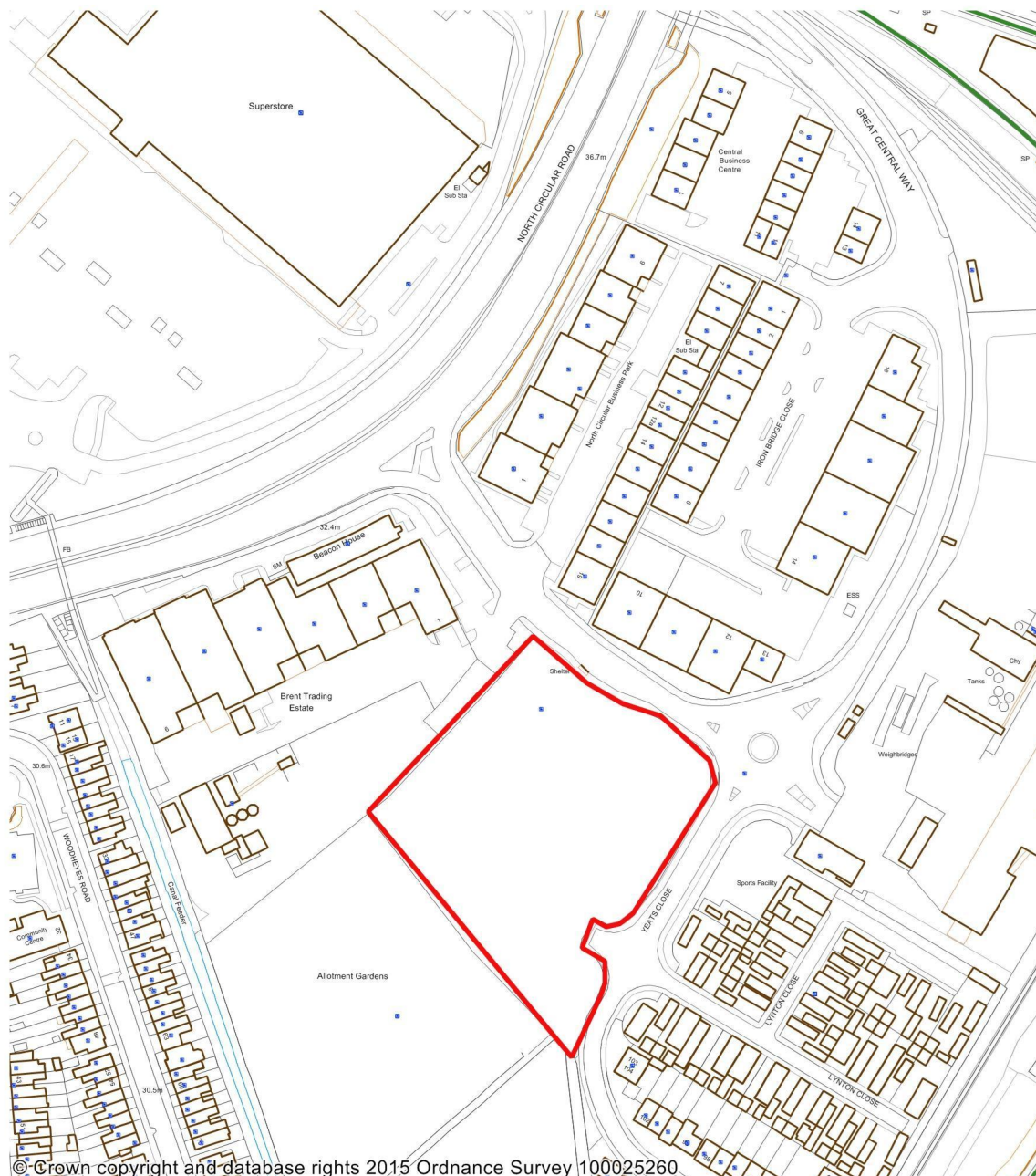




Planning Committee Map

Site address: Land at the Junction of Yeats Close & Great Central Way, London, NW10

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This map is indicative only.

RECEIVED: 14 November, 2014

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Land at the Junction of Yeats Close & Great Central Way, London, NW10

PROPOSAL: Erection of a warehouse / industrial building for flexible use within Use Class B1(b) (research and development), B1(c) (light industry), B2 (general industry) and/or B8 (storage or distribution) purposes with ancillary B1(a) (office) floorspace on the first and second floors; vehicle, cycle and bike parking, landscaping and fencing

APPLICANT: Aviva Investors Pensions Ltd.

CONTACT: Michael Sparks Associates

PLAN NO'S:
See condition 2

RECOMMENDATION

Grant planning permission subject to the conditions listed after paragraph 27, the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of 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
 - Upon completion provide confirmation that the development has achieved BREEAM 'Excellent' (to include rain water harvesting)
 - Achieve a 35% reduction in CO2 emissions beyond Part L 2013 Building Regulations.
 - A score of at least 50% on Brent's sustainability checklist
 - Considerate Constructors Scheme
 - Travel Plan - Prior to occupation in accordance with the submitted Framework Travel Plan. To include consideration of a separate entrance and exit arrangement.
 - £5,000 towards a review of on-street waiting restrictions

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

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£187,869.96** of which **£0.00** is Brent CIL and **£187,869.96** is Mayoral CIL.

CIL Liable?

Yes/No: Yes

EXISTING

The subject site is a vacant plot on the corner of Great Central Way and Yeats Close. It is located within the boundary of the Strategic Industrial Location in Wembley. The site is identified as W 31 in the recently adopted Wembley Area Action Plan and is also designated as a Site of Importance for Nature Conservation.

There are Thames Water sewers crossing site which are a significant constraint in terms of which parts of the site can be developed, these are identified on the constraints plan and have led to the proposed layout of the

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

Primary Use	Existing	Retained	Lost	New	Net Gain
assembly and leisure	0		0	0	
businesses / research and development	0		0	0	
businesses and light industry	0		0	0	
businesses and offices	0		0	0	
drinking establishments (2004)	0		0	0	
financial and professional services	0		0	0	
general industrial	0		0	0	
hot food take away (2004)	0		0	0	
hotels	0		0	0	
non-residential institutions	0		0	0	
residential institutions	0		0	0	
restaurants and cafes	0		0	0	
shops	0		0	0	
storage and distribution	0		0	5250	5250

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0		0	5250	5250

Monitoring Residential Breakdown

Existing

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

Proposed

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

PROPOSAL

See description above.

HISTORY

04/2522 Granted

Erection of two buildings for B1, B2 and B8 use, with ancillary first-floor office accommodation, associated car-parking, servicing and landscaping, with access using existing and proposed access off Yeats Close (subject to a Deed of Agreement dated 24th March 2005 under Section 106 of the Town and Country Planning Act 1990, as amended).

POLICY CONSIDERATIONS

National Policy Context

The NPPF was published on 27 March 2012 and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. It seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. It includes a presumption in favour of sustainable development in both plan making and decision making. The NPPF is intended to

provide a framework within which local people and Councils can produce their own distinctive Local and Neighbourhood Plans. It aims to strengthen local decision making and reinforce the importance of keeping plans up to date.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. The Core Strategy will also need to be in conformity with both the London Plan and the NPPF. In doing so it has significant weight attached to it.

The development plan for the purpose of S38 (6) The Planning & Compulsory Purchase Act 2004 is the Brent Unitary Development Plan 2004, Core Strategy 2010 and the London Plan 2011.

Regional Policy Context

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

Local Policy Context

Brent UDP 2004

- BE2** *Townscape: Local Context & Character*
- 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*
- EP12** *Flood Prevention*
- OS13** *Development on Sites of Borough (Grade II) and Local Nature Conservation Importance*
- TRN1** *Transport Assessment*
- TRN10** *Walkable Environments*
- TRN11** *The London Cycle Network*
- TRN22** *Parking Standards Non-Residential Development*
- TRN34** *Servicing in New Development*
- TRN35** *Transport Access for Disabled People*
- PS6** *Parking Standard*
- PS16** *Cycle Parking Standards*
- PS19** *Servicing Standards*
- EMP5** *Designation of Strategic Employment Areas*
- EMP8** *Protection of Strategic Employment Areas*
- EMP10** *The Environmental Impact of Employment Development*
- EMP11** *Regeneration of Employment Areas*
- EMP12** *Public Realm Enhancements in Employment Areas*
- EMP18** *General Industrial Developments*
- EMP19** *Warehouse Developments*

LDF Brent Core Strategy 2010

- CP3** *Commercial Regeneration*
- CP19** *Brent Strategic Climate Change Mitigation & Adaptation Measures*
- CP20** *Strategic Industrial Locations*

Wembley Area Action Plan (adopted 19 January 2015)

W 31 Great Central Way - The site is suitable for industrial, warehousing or other business uses, subject to a full ecological appraisal and appropriate mitigating 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.

SUSTAINABILITY ASSESSMENT

Details have been submitted to demonstrate that the development can meet the sustainability criteria which are required by Brent and by the Mayor, these include the following:

- Upon completion provide confirmation that the development has achieved BREEAM 'Excellent' - Officers recommend this specifically include rain water harvesting.
- Achieve a 35% reduction in CO2 emissions beyond Part L 2013 Building Regulations - this will be achieved through ensuring the building is designed to have low energy consumption but also through the use of renewable energy produced for example by solar panels.
- A score of at least 50% on Brent's sustainability checklist

CONSULTATION

Neighbouring occupiers were consulted on 24th November 2014, a petition has been received signed by 28 occupiers of the traveller site on Lynton Close, the following concerns were raised:

- Lynton Close would be most affected by HGV and commercial traffic
- The road leading to the site is only residential in size and large vehicles would obstruct the view when coming out of Lynton and Yeats Close
- There is no space for vehicles to turn around in Yeats Close so when they miss their turn they have to reverse which has led to parked vehicles being struck
- The proximity of the site to the children's play park raises concerns about safety
- Concern about the extra noise and pollution in addition to the aggregates company to one side and the railway to the rear
- Impact of dust and pollution on health

These issues are addressed through the remarks section of the report and summarised at the end.

One letter of support has been received from a nearby business - the site has become an eyesore as it is in disrepair and its development is welcomed within a popular location for industrial use.

Thames Water - No objections but informatives relating to surface water run off and the existence of sewers across the site etc.

Internal

Allotments officer:

To ensure that the proposed new area of habitat has native plants, ideally attracting pollinating insects and not invasive or cause root spread or tall shade into the allotment site.

A 16m high building would cause significant shade to some of the allotment site

There are recurring flooding issues on the allotment site, which could be exacerbated depending on the materials used on the ground and how surface water run off is directed.

Highways - No objections subject to legal agreement

Environmental Health - No objections subject to conditions

REMARKS

Principle

1. As set out above the site is identified, in the recently adopted Wembley Area Action Plan, as appropriate for a range of B uses but this is subject to appropriate assessment and mitigation of the impact on the nature conservation value of the site. The site also has residential neighbours and therefore consideration needs to be given to this relationship. As stated in the 'history' a similar form of development has previously been approved on the site.

Site of Importance for Nature Conservation

2. Brent's adopted policies map identifies the western part of the site as a Grade II site of borough and local nature conservation importance, this designation connects across the top of the allotments to the west and includes part of the canal feeder. The allotment gardens are designated as a wildlife corridor.

3. A review of Brent's Sites of Importance for Nature Conservation (SINC) was commissioned in 2014 to support Brent's emerging draft development management policies. This involved an aerial and on site appraisal of Brent's identified SINC's and other non designated areas displaying nature conservation characteristics. The report identifies that the subject site, the allotments and the canal feeder should be identified as a whole as a Grade II SINC. The site provides a large area of tall ruderal which is vegetation

associated with ungrazed disturbed/neglected land.

4. The applicant's are aware that there were slow worm on the site, a species protected under the Wildlife and Countryside Act 1981. While it is an offence to harm them it is acceptable to collect and relocate them and this had been undertaken, along with measures to prevent the site being reoccupied by slow worm which may be present on the allotments.

5. Policy OS13 of Brent's UDP 2014 states that development will not be permitted on sites of this designation unless demonstrated that there will be no adverse effect on nature conservation or that appropriate compensatory provision for wildlife is made. The London Plan sets out the following hierarchy:

- 1 Avoid adverse impact to the biodiversity interest
- 2 Minimize impact and seek mitigation
- 3 Only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

6. The proposal includes the reprovision of slow worm habitat along the south west edge of the site, it is anticipated that this would be recolonised by slow worm from the allotments. While the principle is acceptable the area is of a much lesser scale and the value of the site as a large area of tall ruderal would be lost. The retention of more of the slow worm habitat couldn't be achieved without a significant reduction in the scale of the proposed building which would be likely to impact on the viability of the development. Instead further mitigation was sought through the creation of other habitats which would be complimentary to the site and wider nature conservation designation. Following discussions the roof area over the front part of the office is proposed to accommodate a green roof, this area is approximately 120sqm and is considered to be of significant value for biodiversity.

7. On balance, the recreation of slow worm habitat, the incorporation of a significant area of green roof and a good quality landscaping scheme around all edges of the site (discussed below) are as a whole considered to result in an acceptable level of mitigation for the development of the site, given that its use for industrial uses will have wider economic benefits.

Landscaping

8. The proposal includes soft landscaping around the whole perimeter of the site. The Great Central Way boundary is proposed to be landscaped with an arrangement of grass, ornamental shrubs, 4 trees and other ground cover planting. The north west boundary abuts another industrial site, a buffer averaging a depth of over 5m will be planted with a mix of grass and wild flowers. The area to the south west of the building is designated for the reprovision of slow worm habitat and appropriate planting for this will be required.

9. Along the front of the site, in front of an acoustic fence, a buffer of trees is proposed. They will have a significant benefit for the visual amenity of neighbouring residents and, subject to agreeing appropriate species, can help to improve air quality.

10. Further details of landscaping will be required by condition, particularly to agree tree species, the reptile habitat and the green roofs.

Design

11. The proposal is a single large warehouse style building with ancillary offices along one of its sides. The building is 80m by 50m, it is positioned to the rear of the site, though maintaining a landscaped perimeter, and the yard for deliveries and employee car parking is to the front of the site which is the south east.

12. The building is 16m in height at its ridge. The offices are located at the buildings north east elevation which fronts on to Great Central Way and will be the most publicly visible side of the building. The offices are 3-storeys and consist of a regular pattern of windows and cladding. The other elevations generally consist of cladding but have panels of different colours to add interest and break up the large expanses of a single material.

13. The building is considered to have an appropriate appearance for its use and location, the landscaped perimeter will soften the site around the building.

14. The building is set back by from Yeats Close by around 34m. To protect neighbouring residents from potential noise pollution from the site, and specifically in the event that the future use of the site involves

vehicles with refrigeration units, a 4m high fence is proposed across part of the frontage of the site. While this consideration is of importance the visual appearance of a fence of this height and its relationship with the street scene is also of concern. A row of trees has been added to the proposal in front of the fence in order to enhance the appearance of the site. It is considered that the trees will be of particular value in their appearance.

Highways

15. Members will note that there has been a good deal of concern from the nearby travellers site. Neighbours from Lynton Close, which is opposite the main entrance to the site, have submitted a petition objecting to the proposal. Concerns are most obviously based around the use of this entrance by large vehicles during construction and as part of the use of the developed site. The road was built with a spur off the roundabout specifically to allow the site to be developed in due course and the road and junction layout were designed to meet industrial needs.

16. Highways officers have reviewed the application and find the proposal and the junction layout to be acceptable. The use of the existing access directly from Yeats Close is acceptable though the gates will need to be kept open during working hours otherwise vehicles would not be able to clear the roundabout. A secondary entrance has been proposed which isn't necessary in highways terms in order to provide access to the site, however it could be used as the 'exit' from the site or as a separate entrance for staff car parking and would therefore reduce the vehicles using the junction at the top of Lynton Close. This opening would not be appropriate as an entrance as it would require large vehicles turning right across oncoming traffic, while the purpose built roundabout is designed to ensure this can be done safely. A condition is recommended to seek details of the final proposed arrangement prior to occupation of the site.

17. Officers looked into the possibility of relocating the entrance entirely away from Yeats Close however there are no other suitable options. There is a bus stop on Great Central Way which prevents access and furthermore it is a busier road which is likely to become more busy overtime which would add to concerns in the future.

18. The applicant has made a request for additional waiting restrictions to be made on Yeats Close, as vehicles currently park on both sides of the road meaning that future access along Yeats Close could be problematic, and this request therefore is considered to be reasonable. An additional contribution of £5000 towards a review of waiting restrictions is required.

19. PS19 requires at least two full-size loading bays so the provision of 5 bays within a 34m-46m deep concrete service yard satisfies this standard.

20. Within the site 25 car parking spaces are proposed, for the size of the unit PS6 would allow up to 36, and the lower amount is acceptable. In accordance with PS15 5% of spaces are proposed to be widened and marked for disabled persons, this is 3 spaces. Also 20% of spaces have electric vehicle charging points with passive provision for a further 2 spaces.

21. A cycle shelter is proposed which can accommodate 18 bikes which exceeds the required 11 spaces.

22. The draft Travel Plan has been assessed by the Council's transportation engineer using TfL's ATTrBuTE programme, but has failed the assessment. The key shortcoming is the lack of any intermediate targets for 3 years after first occupation. However, there are a number of other issues of concern, including: (i) the use of outdated 2001 Census data for the baseline information, which should now be updated with 2011 data; (ii) the lack of any mention of interest-free season ticket loans for staff; (iii) the lack of any mention of how car parking will be managed on site; (iv) the absence of any Action Plan; and (v) the absence of any information on funding of the Travel Plan. A Travel Plan will be required to score a pass as part of the legal agreement, the above criteria will be secured when an occupier for the development has been identified.

Drainage

23. An attenuation tank is proposed beneath the southern part of the service yard to collect surface water, green roofs are proposed within the site and there is also scope for rainwater harvesting which would collect water from the roof of the building.

24. Comments have been received from the Council's allotments officer drawing attention to the issue of the allotments next to the site suffering from flooding, the above proposals would prevent the development from resulting in run off into the allotments.

25. Thames Water have no objections but have made comments to be added as informatives.

Air Quality

26. The site is located within an Air Quality Management Area. The submitted Air Quality Assessment has shown that the operation of the site will lead to a slight adverse impact in air quality for neighbouring residents and mitigation measures have been proposed required to mitigate this. The measures to be incorporated include the high front boundary fence, the row of trees to the front, the incorporation of green roof and the installation of electric car charging points which will make the use of electric vehicles possible. As the impact was shown to be slight this set of measures is considered to be acceptable having consulted the council's Environmental Health Officer.

Neighbouring objection

27. Regarding the relationship with the allotments while the proposed building is high it is fortunately positioned to the northeast of the allotment site and therefore it would be for a limited amount of the day that it would impact on light.

Neighbour comments

Lynton Close would be most affected by HGV and commercial traffic

The road leading to the site is only residential in size and large vehicles would obstruct the view when coming out of Lynton and Yeats Close

There is no space for vehicles to turn around in Yeats Close so when they miss their turn they have to reverse which has led to parked vehicles being struck
The proximity of the site to the children's play park raises concerns about safety

Concern about the extra noise and pollution in addition to the aggregates company to one side and the railway to the rear and impact of dust and pollution on health

Responses

Lynton Close is opposite the site and will share the roundabout junction with the entrance but vehicles visiting the site would not ever enter Lynton Close itself

The road layout was design to be able to accommodate large vehicles in an industrial area. The parking on Yeats Close limits the road width but parking controls are proposed. The roundabout will help ensure that there is a safe relationship between all vehicles.

The applicant has suggested they can ensure signage is very clear to prevent this.

To reach the children's play park from Lynton Close no roads need to be crossed and the pavement width is sufficient to provide a convenient safe route. The concern about the proximity of large vehicles to Lynton Close is understood but the road layout will enable both uses to function without conflict.

Mitigation measures are proposed to prevent noise pollution and any worsening of air quality as set out above, including a high front boundary fence, a tree screen and a green roof.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent Unitary Development Plan 2004

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

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

Open Space and Recreation: to protect and enhance the provision of sports, leisure and

nature conservation
Transport: in terms of sustainability, safety and servicing needs

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):

30452-PL-100
30452-PL-101B
30452-PL-102
30452-PL-103A
30452-PL-104
30452-PL-105
30452-PL-106
30452-PL-107
30452-PL-108
30452-PL-109B
BREEAM Pre-Assessment
Air Quality Assessment
Reptile Report
Energy Strategy

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

- (3) The Construction Mitigation Measures detailed within the submitted Air Quality Assessment (Ref: AQ051277) shall be implemented in full.

Reason: To minimise dust arising from construction works that could lead to nuisance and adversely impact local air quality

- (4) The vehicular entrance to the site shall be kept open during working hours unless otherwise agreed in writing with the LPA.

Reason: To prevent the obstruction of the public highway.

- (5) 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.

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

- (6) All areas shown on the plan and such other areas as may be shown on the approved plan shall be suitably landscaped with trees/shrubs/grass in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such landscaping work shall be completed prior to occupation of the building.

Such scheme shall also indicate:-

- i) Appropriate planting for the slow worm habitat
- ii) A range of appropriate tree species along the Yeats Close elevation to act as a visual screen and to improve air quality
- iii) Details of the make up of the proposed green (sedum) roofs including maintenance

arrangements.

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

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

- (7) Details of all fencing, walls, gateways and means of enclosure 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 occupation, in accordance with the details so approved, and the fencing, walls, gateways and means of enclosure shall thereafter be retained at the height and position as approved.

Reason: in the interests of the visual amenity and character of the locality.

- (8) The rated noise level from all mechanical/electrical plant and ancillary equipment shall be at least 10 dB below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels associated with the plant and any mitigation measures necessary to achieve the required noise levels shall be submitted to The Local Planning Authority, in writing, for approval. The plant shall thereafter be installed and maintained in accordance with the approved details

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2

- (9) A soil remediation strategy shall be submitted to the Local Planning Authority for approval, outlining measures to mitigate the risks to future site users identified in the submitted Phase II Ground Investigation Report (ref. 93007).

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

- (10) The approved soil remediation strategy shall be implemented in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation strategy and the site is suitable for end use.

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

INFORMATIVES:

- (1) It is important that the workers are 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 Regulatory Services must be notified immediately. Tel: 020 8937 5252. Email: ens.monitoring@brent.gov.uk
- (2) 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 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- (3) 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 0800 009 3921 to discuss the options available at this site.

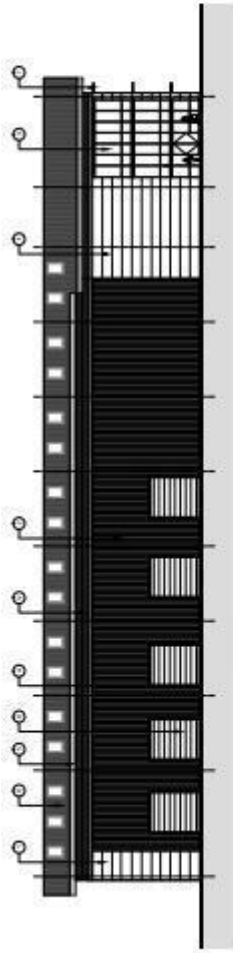
- (4) No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
- (5) Running throughout the proposed development are easements and way leaves. These are Thames Water Assets. The company will seek assurances that these will not be affected by the proposed development and the applicant should contact Thames Water to discuss the development before works commence.

REFERENCE DOCUMENTS:

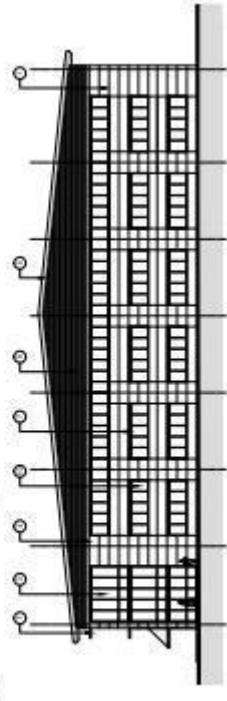
The following are extracts of some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.

NOTES:

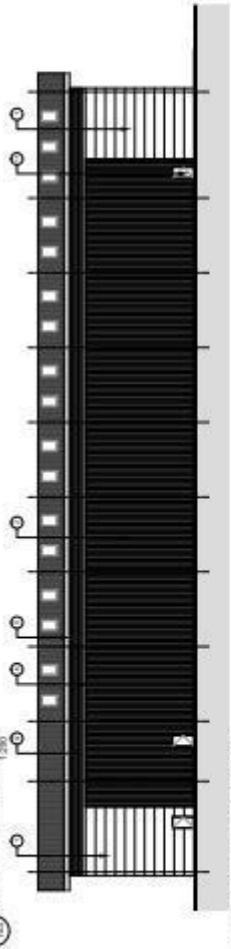
1. All elevations are shown in black and white.
2. All elevations are shown in black and white.
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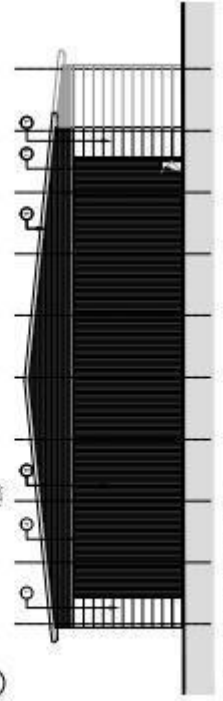
101 SOUTH-EAST ELEVATION
1:200



102 NORTH-EAST ELEVATION
1:200



103 NORTH-WEST ELEVATION
1:200



104 SOUTH-WEST ELEVATION
1:200

SCHEDULE OF EXTERNAL FACED MATERIALS

01	Other	Aluminium fixings
02	Cladding	Colour Steel Zinc 50% Al
03	Lighting	LED Linear Lighting
04	Other	Other Architectural
05	Cladding	Colour Steel Zinc 50% Al
06	Cladding	Colour Steel Zinc 50% Al
07	Cladding	Colour Steel Zinc 50% Al
08	Cladding	Colour Steel Zinc 50% Al
09	Cladding	Colour Steel Zinc 50% Al
10	Cladding	Colour Steel Zinc 50% Al
11	Cladding	Colour Steel Zinc 50% Al
12	Cladding	Colour Steel Zinc 50% Al
13	Cladding	Colour Steel Zinc 50% Al
14	Cladding	Colour Steel Zinc 50% Al
15	Cladding	Colour Steel Zinc 50% Al
16	Cladding	Colour Steel Zinc 50% Al
17	Cladding	Colour Steel Zinc 50% Al
18	Cladding	Colour Steel Zinc 50% Al
19	Cladding	Colour Steel Zinc 50% Al
20	Cladding	Colour Steel Zinc 50% Al

GREAT CENTRAL WAY, WEMBLEY
INDICATIVE ELEVATIONS
AVIVA INVESTORS PENSIONS LTD.

101 SOUTH-EAST ELEVATION
102 NORTH-EAST ELEVATION
103 NORTH-WEST ELEVATION
104 SOUTH-WEST ELEVATION

30/05/2018

Any person wishing to inspect the above papers should contact Liz Sullivan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5377