

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

21 April, 2015

14/4981

SITE INFORMATION

RECEIVED: 15 January, 2015

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Olympic Office Centre Car Park (Plot C) Rutherford Way, Wembley

PROPOSAL: Reserved matters application for the construction of a 15 storey building of a mixed use development providing 211 residential units (20% affordable) and two Use Class A1/A2/A3/A4/A5 units at ground floor level, and associated landscaping, parking, servicing, public realm works and accesses to the highway.

This application has been submitted pursuant to conditions 1 (details of layout, scale, appearance, access and landscaping), 9 (car parking) and 12 (wind environment assessment) of Outline planning permission reference 13/1522:

Outline planning permission 13/1522 was for the mixed use redevelopment of the car park element of the site including the construction of new buildings and structures to provide a total of 40,000 sq m to provide a range of uses comprising: residential dwellings (Use Class C3), offices (Use Class B1), student accommodation (sui generis), hotel (Use Class C1), retail (Use Class A1/A2/A3/A4/A5) and/or leisure (Use Class D2) and associated car parking, public realm works and associated works and subject to a Deed of Agreement dated 24 December 2013 under Section 106 of the Town and Country Planning Act 1990, as amended

APPLICANT: BARRATT LONDON

CONTACT: Montagu Evans

PLAN NO'S: Please see condition 1.

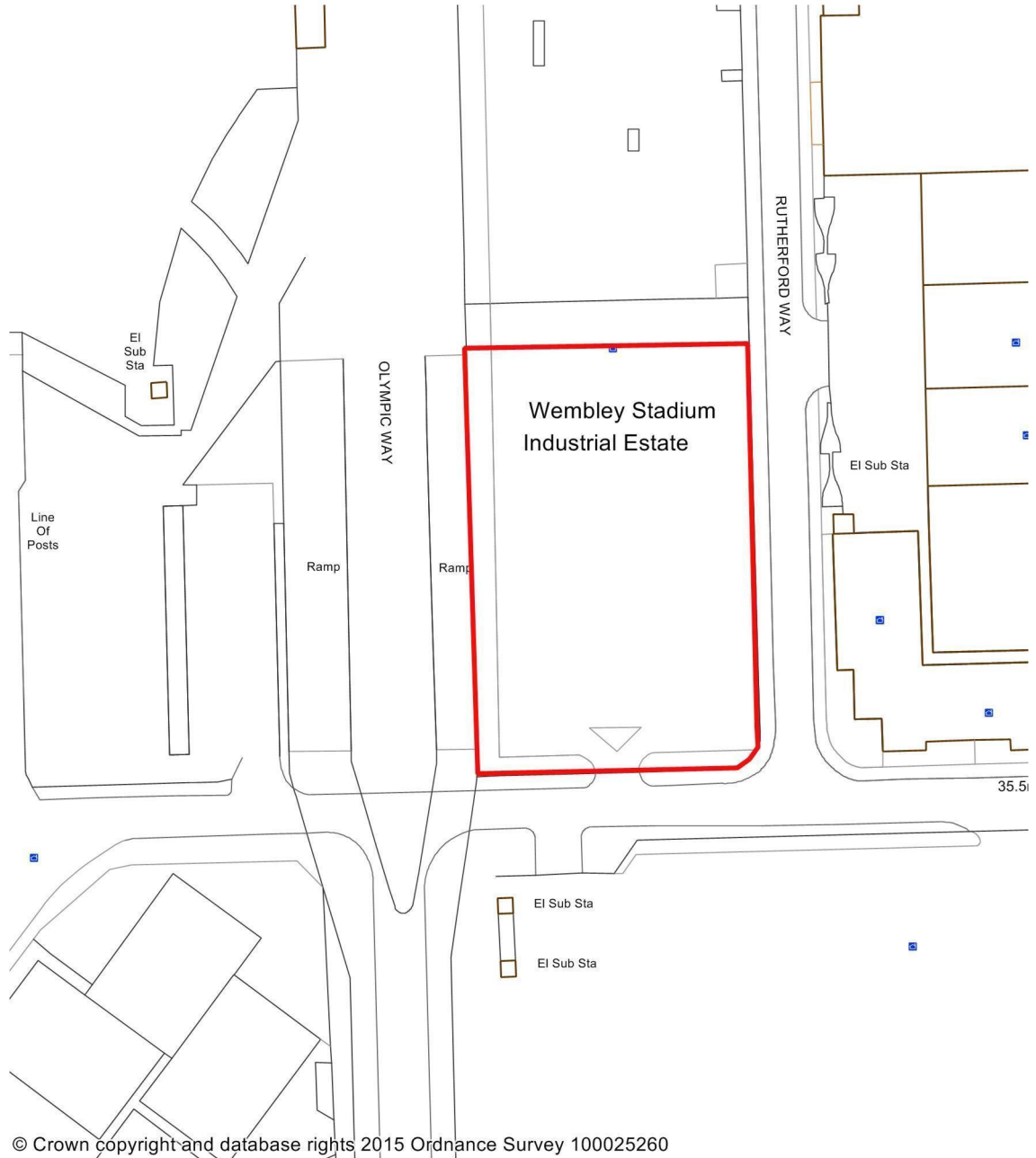
SITE MAP



Planning Committee Map

Site address: Olympic Office Centre Car Park (Plot C) Rutherford Way, Wembley

© Crown copyright and database rights 2011 Ordnance Survey 100025260

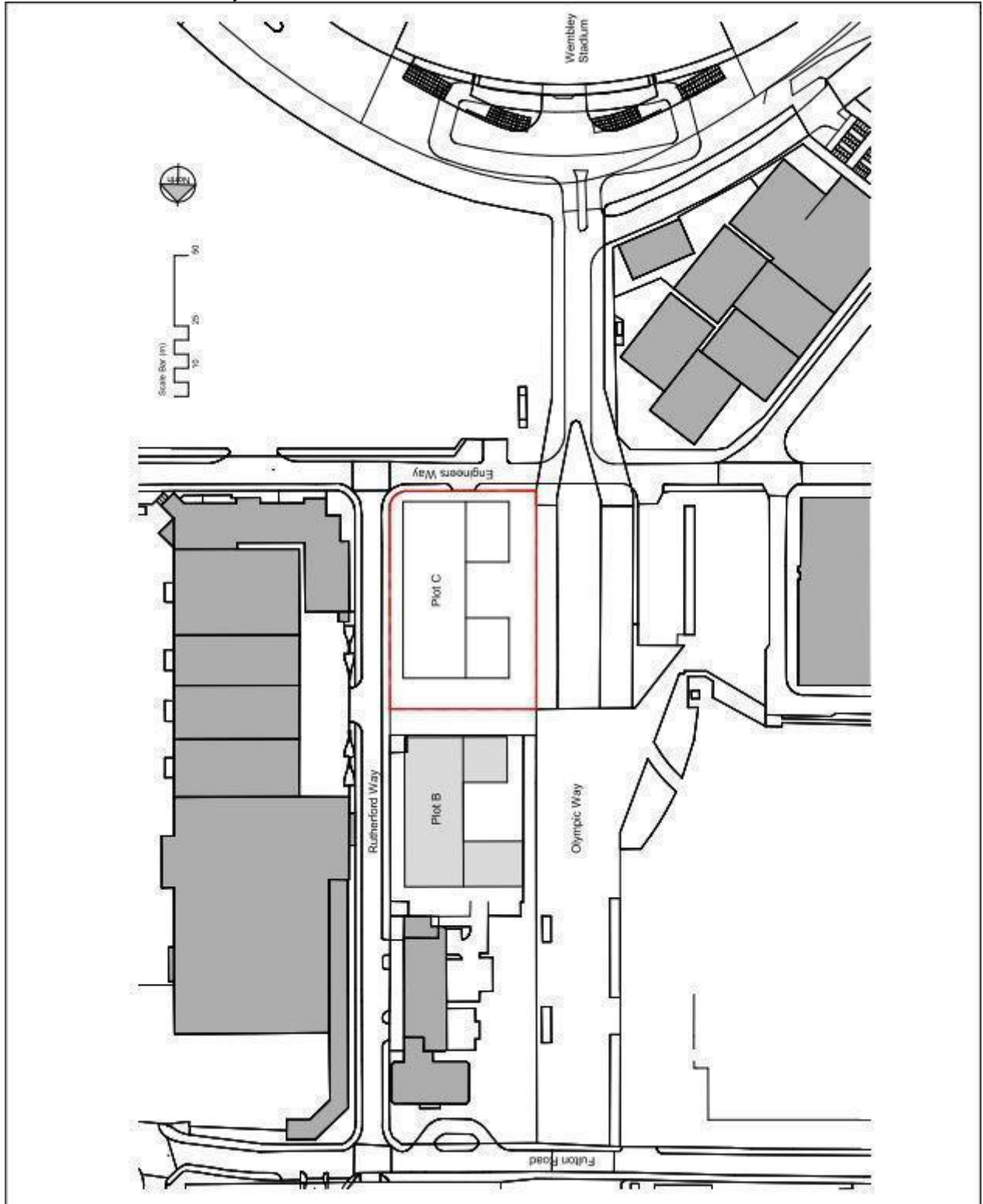


This map is indicative only.

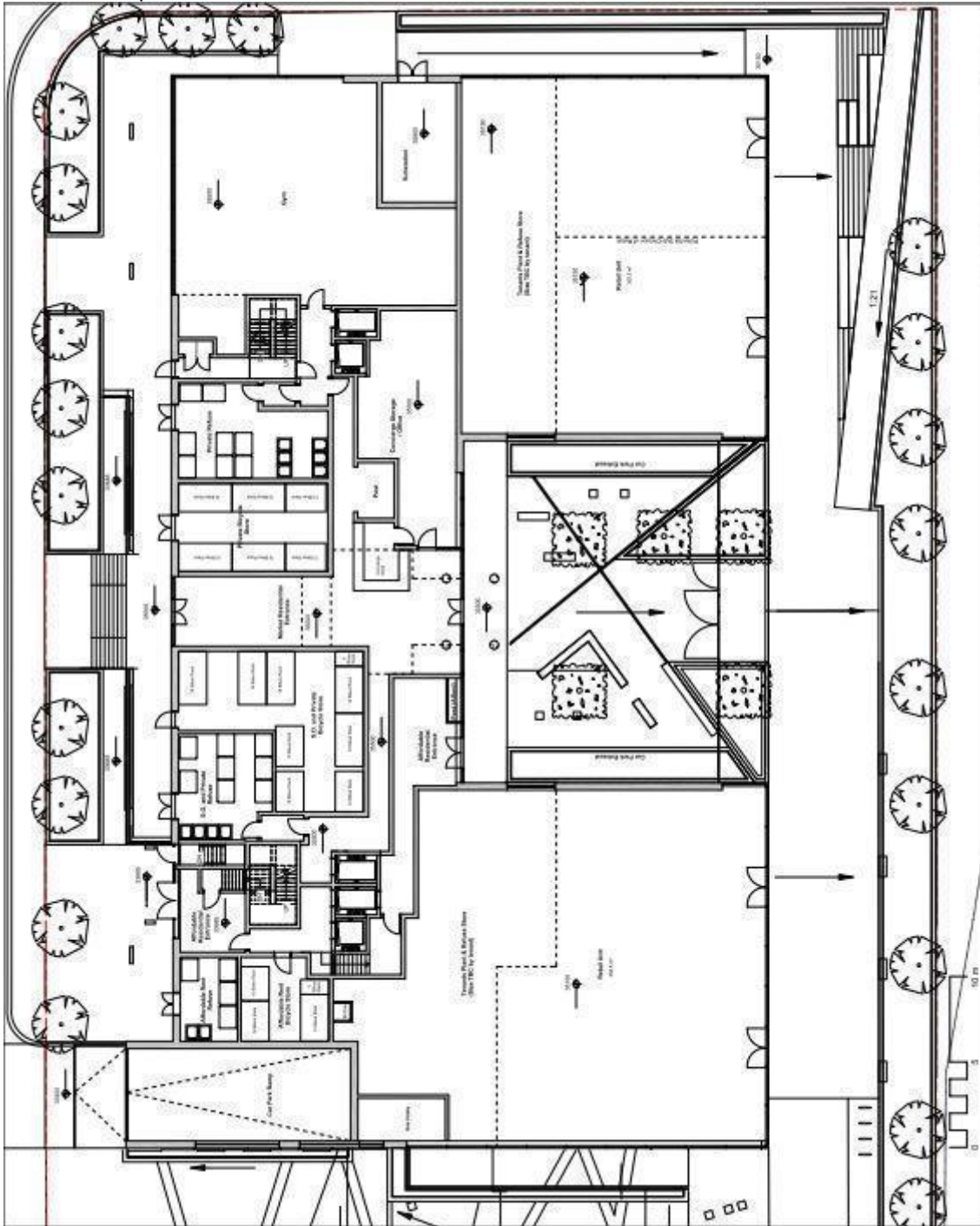
SELECTED SITE PLANS

REFERENCE DOCUMENTS:

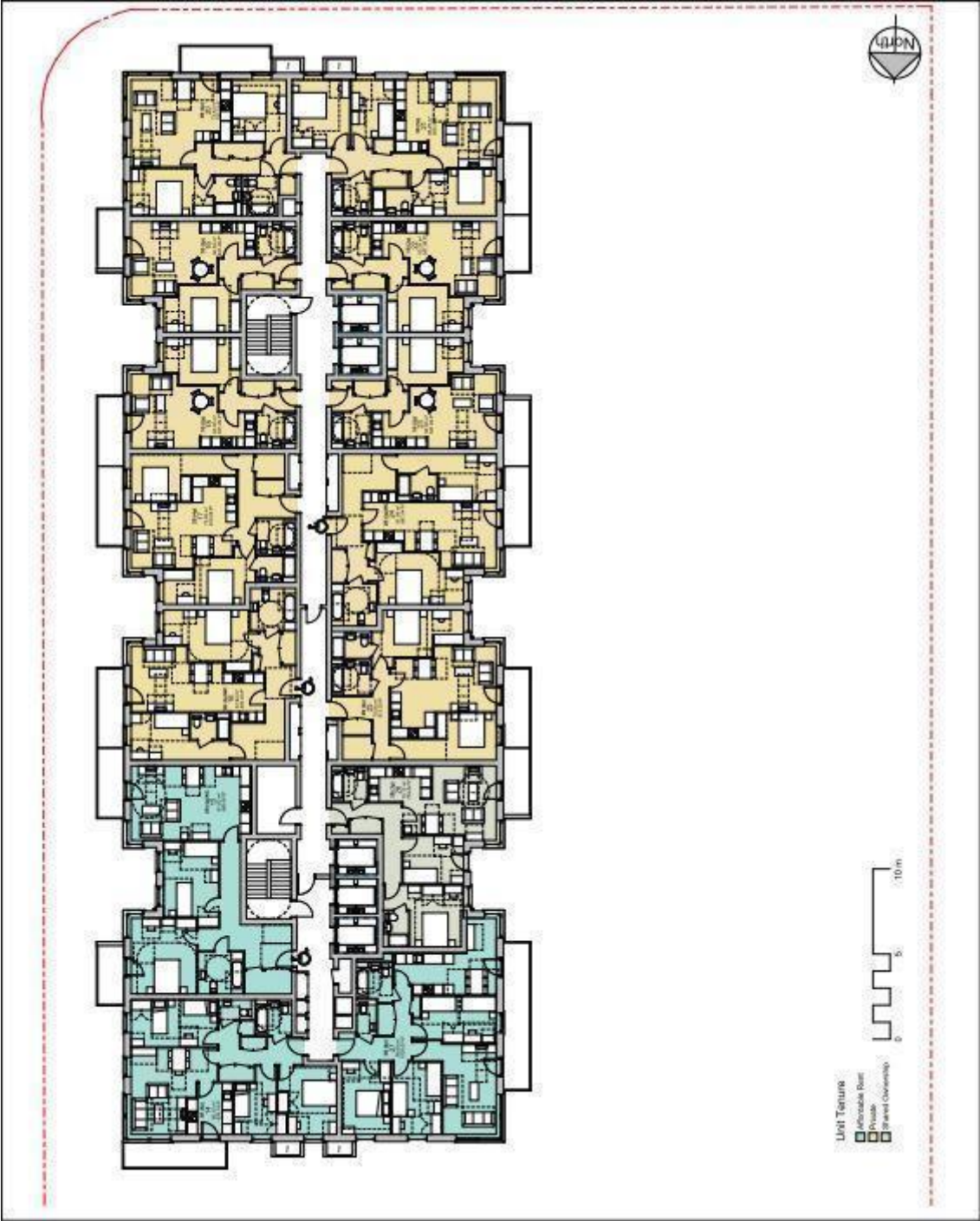
Site plan showing relationship with the student housing building within "Plot B" of Outline Consent reference 13/1522 which is currently under construction.



Ground floor plan.



Typical upper floor plan



Landscaping masterplan, including roof terraces.



View from Olympic Way



View looking from Olympic Way (with the pedway removed)

View from Rutherford Way / Engineers Way



View looking down Rutherford Way

View looking towards Stadium along Olympic Way



Photomontage View Looking South Along Olympic Way Towards Wembley Stadium the proposals are on the left opposite the pedway.

RECOMMENDATIONS

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

This submission seeks approval of the "Reserved Matters" together with details of car parking and wind environment in relation to the southern of the two plots that were granted outline planning consent within application reference 13/1522.

A 15-storey residential led development is proposed which incorporates two retail / food and drink units on the ground floor (fronting Olympic Way) and a gym in the south-eastern corner of the site. Parking is proposed within a basement car park whilst external amenity space is proposed on two roof terraces, within the balconies for each unit and at ground level adjacent to the building.

B) EXISTING

The subject site formed part of the car park of the Olympic Office Centre in Wembley. It is situated between Rutherford Way, Olympic Way and Engineers Way and is directly to the south of the adjacent Plot B which is currently being developed, implementing planning permission 14/0363. The site is within a designated Opportunity Area (London Plan) and Growth Area (Brent LDF Core Strategy). The site is within Flood Risk Zone 1 (low risk of flooding).

The car park on this site serves the office building. An application for the re-provision of the car parking on the land between the office building and Olympic Way together with the provision of retail/food and drinks units fronting Olympic Way (reference 13/1512) was approved concurrently with the outline planning consent for this site.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application, the following amendments have been made to the proposal: Introduction of a second entrance for the affordable units; changes to the ground floor layout; refinements to the design and elevations of the building; introduction of a stramp to the south-west corner of the plot; alterations to the landscape design and layout of the plot; and alterations to the car park layout.

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks approval of the Reserved Matters (detailed design) together with details of parking and the wind environment pursuant to the existing Outline Planning COnsents. The proposed uses, floorspace and building envelope accord with the Outline Consent.

Housing: 211 new homes are proposed, all of which accord with the Mayor's standards and housing design guide. The proposed proportion of Affordable housing accords with the levels that were approved with the Outline Planning consent.

Urban Design: The design to be based on robust principles and that the development will add visual interest together with activity to Olympic Way and Rutherford Way.

Highways / Transportation / Parking: The proposal accords with the Outline Planning Consent and the parking and cycle parking standards set out within the Wembley Area Action Plan. Refuse for the private units is to be collected by a private operator, paid for by the private residents. However, Affordable refuse collection meets the Council's guidelines and is to be undertaken by the Council.

Wind Environment: An assessment has been submitted which specifies that no significantly adverse wind conditions are expected on the site of the development or in the adjacent pedestrian environment.

E) MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
drinking establishments (2004)				163	163
dwelling houses	0	0	0	20284	20284
financial and professional services				163	163
hot food take away (2004)				163	163
restaurants and cafes				163	163
shops				163	163

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Affordable Rent Flat)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Market)										
PROPOSED (Affordable Rent Flat)	4	5	15							24
PROPOSED (Flats û Intermediate)	3	8	2							13
PROPOSED (Flats û Market)	83	73	18							174

RELEVANT SITE HISTORY

The original outline planning consent:

13/1522: Approved 3 January 2014

Outline planning permission for the mixed use redevelopment of the car park element of the site including the construction of new buildings and structures to provide a total of 40,000 sq m to provide a range of uses comprising: residential dwellings (Use Class C3), offices (Use Class B1), student accommodation (sui generis), hotel (Use Class C1), retail (Use Class A1/A2/A3/A4/A5) and/or leisure (Use Class D2) and associated car parking, public realm works and associated works and subject to a Deed of Agreement dated 24 December 2013 under Section 106 of the Town and Country Planning Act 1990, as amended

Related Planning History: Re-provision of parking on adjoining site with retail/food and drink floorspace fronting Olympic Way:

13/1512: Approved 3 January 2014

Erection of 2-storey retail units (flexible Use Class A1 / A2 / A3 / A4 / A5 use) and 3-storey car park to accommodate 170 car parking spaces to serve the adjoining building on the site in association with cycle parking, landscaping and other works incidental to the development (parking permit restricted scheme)

Related Planning History: Reserved matters application at Plot B for conditions 1 (the Reserved Matters), 9 (car parking), 12 (wind environment assessment) and 30 (student demand assessment) of Outline planning permission reference 13/1522:

14/0363: Approved 9 April 2014

Construction of a part 2-, part 19-storey building comprising student accommodation (699 bedrooms and ancillary facilities) and two Use Class A1/A2/A3/A4/A5 and/or Leisure units at ground and first floor level and associated landscaping, parking, servicing, public realm works and accesses to the highway.

CONSULTATIONS

Letters sent: 21 January 2015
Site Notices: 21 January 2015
Press Notice: 29 January 2015

Letters were sent to 33 adjoining and nearby owners and occupiers.
Consultation letters were sent to ward councillors, Thames Water, Quintain, Wembley National Stadium Limited, Brent Highways, Safer Streets, Refuse and Recycling and Landscape Design.

No letters of objection were received from third parties.

Environment and Regulatory Services:

These matters are not of an Environmental Health nature and we therefore have no comments to make.

Highways:

Whilst the proposed building layout is largely satisfactory in highways terms, further details of refuse storage and collection arrangements need to be provided to provide comfort that the proposed arrangements will be acceptable to Brent Council's refuse contractors. (Additional details have been provided and Recycling and Waste have been consulted with their comments included in the report below)

Landscape Design:

The Landscape details conform with previous discussions and are considered to be acceptable. The approval of the landscaping details is recommended.

Recycling and Waste:

The proposed refuse storage and collections arrangements for private units are considered to be acceptable on the basis that they are collected by a private company arranged and paid for by the residents due to the number of collections required and the carry distances to the collection point.

The refuse arrangement for the Affordable Units meet the Council's waste guidelines and are considered to be acceptable.

Thames Water

The reserved matters application does not affect Thames Water and as such we have no observations to make.

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
- 3.8 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
- 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

Wembley Area Action Plan (Jan 2015)

- WEM 1 Urban form
- WEM 3 Public realm
- WEM 5 Tall buildings
- WEM 8 Securing design quality
- WEM 15 Car parking standards
- WEM 16 Walking and cycling
- WEM 18 Housing mix
- WEM 19 Family housing
- WEM 21 Wheelchair housing and supported housing
- WEM 29 Community facilities
- WEM 32 Urban greening

Brent Local Development Framework Core Strategy 2010

- CP 1 Spatial Development Strategy
- CP2 Population and Housing Growth
- CP3 Commercial Regeneration
- CP5 Placemaking
- CP6 Design and Density in Placemaking
- CP7 Wembley Growth Area
- CP15 Infrastructure to Support Development
- CP16 Town Centres and the Sequential Approach to Development
- CP18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP19 Brent Strategic Climate Mitigation and Adaptation Measures
- CP21 A Balanced Housing Stock

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

- 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
- H11 Housing on Brownfield Sites
- H12 Residential Quality Layout Considerations
- 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
TRN15 Forming an Access onto a Road
TRN22 Parking Standards – Non-Residential Developments
TRN23 Parking Standards – Residential Developments
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
EMP4 Access to Employment Opportunities
SH2 Major Town Centres
SH10 Food and Drink (A3) Uses
SH11 Conditions for A3 Uses
SH19 Rear servicing

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a Road
SPG12 Access for disabled people
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
SPD Section 106 Planning Obligations

Other Council Publications

Wembley Vision (2002)
Wembley From Vision to Reality (2007)

DETAILED CONSIDERATIONS

Land Use and Nature of Application

1. This application has been submitted pursuant to conditions 1 (the Reserved matters, comprising details of layout, scale, appearance, access and landscaping), 9 (car parking) and 12 (wind environment assessment) of the outline planning consent.
2. The Outline Permission was granted for a maximum of 40,000 sq.m. total GIA (Gross Internal Area) with a range of uses and maximum areas as follows :
 - Residential 36000 sq.m. GIA
 - Student Accommodation 20000 sq.m. GIA
 - Hotel 17500 sq.m. GIA
 - Office 17500 sq.m. GIA
 - Retail (A1) 1000 sq.m. GIA
 - Retail (A1-A5) 2100 sq.m. GIA
 - Leisure 1500 sq.m. GIA
3. The reserved matters consent for plot B comprises a development of student accommodation in an 18 storey building with retail and a total GIA of 18,852 sq.m. This application for plot C proposes a residential building of 15 storeys with retail on the ground floor within a total GIA of 21,099 sq.m. resulting in 39,951 sq.m. total combined GIA.
4. Matters that were approved through the Outline consent, such as the general principle of the proposed uses and the height and location of the building will not be discussed in detail within this report. The plot layout, height and the uses are in accordance with the Outline Planning consent.
5. The proposed uses in the building accords with the Outline planning consent with the scheme being residential led with some non-residential uses at ground level. The applicant seeks flexibility with regard to the non-residential uses, with the 815 square metres of floorspace proposed to be within Use Class A1/A2/A3/A4/A5. This flexibility is sought to ensure the spaces can be let when delivered and the suite of uses accords with the outline consent and is considered to be acceptable.

Housing

6. A total of 211 residential units are proposed of which 20 % are required to be Affordable (measured by floorspace) as agreed in the outline consent as being the maximum viable proportion. The mix of units is as follows (by unit number):

	Private	Shared ownership	Affordable rent	Total
Studio	1	0	0	1
1-bed	82	3	4	89
2-bed	73	8	5	86
3-bed	18	2	15	35
Total	174	13	24	211

7. In this application the amount of affordable floorspace is 4,192.5 sq.m which is 20.7% of the total residential area of 20,284 sq.m. The tenure split is 70.5% affordable rent and 29.5% intermediate (shared ownership) which also accords with the Outline Consent and the Core Strategy.
8. Condition 14 of the Outline Permission requires a mix with an affordable rent provision with 50% being the requirement for 3 bedroom units by unit number. This development proposes 62.5% 3 bedroom affordable flats by unit number. This exceeds the 50% requirement, and has been increased following discussions with Council officers. 15.4% of the intermediate units are provided as 3 bedroom family accommodation, again in line with condition 14 of the original consent.
9. The residential upper part of the development has 2 vertical circulation cores. The two cores serve a maximum of 8 apartments on each floor. This complies with both the design guidance from the GLA SPG on Housing (2012) and the approved Design Code (diagram 3). All of the flat layouts are designed to comply with the London Housing Design Guide included within the GLA SPG (2012) on Housing, the GLA's Affordable Home Standards, Lifetime Homes and The Habinteg Wheelchair Design Guide. All of the flats have private external amenity space in accordance with the GLA Housing Design Guide.
10. The flats are either dual aspect or have a sole aspect to the east or west and are considered likely to receive good levels of daylight and sunlight.
11. The total amenity space is 3,766 sqm with 1520 sqm being provided by the private balconies 536 sqm by the communal roof gardens above the retail units and 710 sqm from ground level external amenity space. All of the flats have private external amenity space with balconies or roof terraces with areas in compliance with the GLA's Housing Design Guide.
12. With regard to external amenity space, the application document sets out that the scheme would achieve an average of 17.85 sqm of external amenity space per unit. This calculation includes the specified balcony spaces, communal roof terraces and the publicly accessible open space that is proposed between the two buildings. The scheme would provide slightly less than the SPG17 level of 20 sqm per unit. However, the shortfall is minimal and is typical of schemes of this nature.

Urban Design

13. This application proposes a linear residential building with two retail units fronting Olympic Way. The design approach breaks the massing of the building down by emphasising the verticality of the four elements. The overall height of the residential core of the building would be 82.5m AOD (Above Ordinance Datum) which is well below the maximum set out in the outline consent of 88.5m AOD (for reference the Civic Centre is 81.5m AOD and the approved scheme at the adjoining Plot B is 88.5m AOD).
14. With regard to materials, the use of a buff brick is proposed with a darker brick emphasising the recessed parts of the building (between the four vertical elements) and the ground floor. Windows on the outer corners of the building and balconies are grouped vertically in twos to contrast the regular rhythm created by the treatment remainder of the fenestration. A corbelled parapet feature visually caps the top of the building.

15. The amenity decks, situated above the retail units, are surrounded by a brick wall with large openings in it. This is intended to give some level of privacy to these terraces whilst maintaining good levels of light and outlook and mitigating against potential impacts of wind. It also maintains the forward projecting elements of the building at a similar height to the two-storey retail units to be provided within the adjoining Unite Student Accommodation building.
16. The design development has ensured that both the Rutherford Way and Olympic Way elevations have been designed as “front doors” to the scheme. Both the affordable and private cores can be accessed from both Rutherford Way and from Olympic Way, with the Olympic Way entrance being located between the two retail units through a landscaped amenity courtyard.
17. The ground floor has active frontages on every side with the emphasis on the Olympic Way and Rutherford Way elevations. The retail units have fully glazed shopfronts with the residential entrances and the private residential gym all adding to the activity at street level and the impression of two main entrances to the development.
18. The spaces and accesses within and around the building have been designed to meet accessibility requirements.
19. Pedestrian access for both the private and Affordable housing will be taken from both Rutherford Way and Olympic Way. All accesses will have step-free routes, through the provision of suitable ramps where the building entrance is at a different level to the adjoining footway.
20. The design and appearance of the retail/food and drink units is similar to the approach detailed within the outline consent and reinforces the “pocket spaces” approach of small privately owned publicly accessible spaces flanking Olympic Way that are flanked by active uses. The inclusion of the roof terraces for the residential accommodation on top of the retail units will provide additional activity along this frontage.
21. The area around the building is to be predominantly hard surfaced, which is considered appropriate given the nature of the area. However, the proposal includes a significant number of trees, predominantly along the sides of the building and within the Rutherford Way frontage. This approach is considered to be acceptable given that a number of trees are already situated within Olympic Way itself and improvements to Olympic Way are also secured through the Quintain “North-west Lands” outline planning consent. The Landscape Design team has confirmed that the details provided conform to previous discussions and consequently recommend approval.
22. A proposed planting plan has been submitted which takes into account the comments made by the Landscape Design Team with regard to the number and siting of trees to ensure that the trees can grow to a reasonable size. The drawings indicate that a significant number of trees can be planted within the site and in many instances those trees are suitably located to ensure that larger species can be selected. Whilst a reasonable proportion of the public realm within the site is to be provided as hard landscaping, this is broken up by the proposed trees. In response to comments from our Landscape Design team, creatively designed seating has been incorporated along the northern side of the building to increase its usability.

Highways / Transportation / Parking

23. The proposed flats are permitted up to 0.4 spaces per 1-/2-bed unit and 0.6 spaces per 3-bed flat in accordance with the Wembley Area Action Plan, giving a total allowance of 91 spaces. The two ground floor units would now be permitted up to a maximum of seven parking spaces, giving a maximum total allowance of 98 spaces.
24. The proposed provision of 51 spaces in the basement therefore accords with standards, as well as meeting the requirements of condition 9 on the outline permission, by keeping provision below 0.5 spaces per residential unit. The inclusion of five disabled parking spaces (10% of the total, in line with condition 33 of the outline approval) is more than sufficient to satisfy standard PS15 of the adopted UDP. At least 20% of spaces will also need to be provided with Electric Vehicle Charging Points, in line with condition 32 of the outline approval.
25. The outline planning consent included requirements for a Car Park Management Plan and Travel Plan to help to manage parking demand, with future residents of the building also being disqualified from applying for on-street parking permits for the Wembley Stadium area Controlled Parking Zone, or any other future year-round CPZ that is introduced in the area. As such, mechanisms have been secured to

manage potential overspill parking from the site.

26. As before, standard PS16 requires at least one secure bicycle parking space per flat and the proposed provision of 252 spaces within secure ground floor store rooms is more than sufficient to satisfy this requirement. In addition, eight external spaces have been shown on 'Sheffield' stands to the front of the building, which meets requirements for visitors to the retail units.
27. Servicing of the retail units is proposed to take place from a demarcated zone within the landscaped area on the northern side of the building (an improvement on the original outline scheme, which showed no off-street servicing space). It is noted that deliveries to the southernmost unit would result in a total trolleying distance of 75m between the loading area and the store entrance. However, the constraints surrounding the building mean that this is the best option available for off-street servicing.
28. A Delivery & Servicing Plan was secured with the outline planning consent, to include measures to manage the pattern of deliveries through pre-booking to prevent too many vehicles trying to access the service road at the same time and to ensure that the loading area is used for all retail deliveries.
29. The refuse stores for the private units are sized to require twice weekly collection whilst the carry distances are greater than that specified within the Council's Waste Planning Guidance. However, the applicant proposes that private waste is collected by a private waste collection company at the resident's expense (charged through the service charge). The Council's Waste and Recycling Team have commented that this arrangement is acceptable and a condition has been recommended. The waste storage facilities for the Affordable units meet the Council's guidance and are considered to be acceptable. Private collection is not required for these.
30. The proposed delivery area and car park access will require the formation of a 9m wide vehicular crossover onto Rutherford Way. This is to be accompanied by kerb build-outs on either side and at the junction of Rutherford Way with Engineers Way, to provide protected parking bays along the building frontage and thus improve vehicular sightlines from the site.
31. The car park access ramp will be wide enough to accommodate two-way flow, plus 300mm protective margins to the building structure. The gradient of 12% is acceptable and the 3m transition lengths at either end of the ramp prevent grounding.
32. A Transport Statement has been submitted with the application which identifies a marginal increase in journeys to and from the site from the original outline consent, and assesses the impact of these increases on the local transport network. As with the outline scheme, these marginal changes to predicted vehicular flows are not considered to be significant enough when set against the scale of the overall Masterplan proposals for the area to warrant any further assessment of junction performance in the immediate area.
33. To help to mitigate the impact of additional journeys generated by the development proposals, a financial contribution was previously sought towards the cost of transportation works associated with the Masterplan proposals in the area, based on the amount of floorspace for each land use. Notwithstanding the increased number of flats in this block shown in this detailed application, the overall quantum of floorspace will remain unaltered and as such, the previous funding request is also unaffected. In any case, the total CIL contribution for the site far exceeds the minimum sum requested for highway works.
34. The application is considered to be acceptable on highway grounds.

Sustainability

35. The sustainability targets were set out within the Section 106 agreement for the Outline planning consent. The development is required to achieve: Code for Sustainable Homes Level 4 / BREEAM "Excellent", a minimum score of 50 % on the Brent Sustainability Checklist and a minimum CO2 reduction of 25 % from 2010 TER (regulated) including a minimum of reduction of 20 % through on-site renewables.
36. The target levels and timescales for the final approval of the energy and sustainability strategies have already been secured through the Section 106 agreement. As such, these matters are to be dealt with prior to the commencement of works on-site.

Other (Wind Environment)

37. This application has been accompanied by a “Wind Microclimate Desktop Commentary” report which specifies that no significantly adverse wind conditions are expected on the site of the development or in the adjacent pedestrian environment. The submitted report is considered sufficient to warrant the approval of details pursuant to condition 12 of the outline planning consent.

Summary

38. The submitted reserved matters application represents the evolution of the design of the building that was shown in the original outline planning application, with changes to the internal layout, a rationalisation of the floor plan, associated changes to the façade and a number of other amendments to the layout, design and landscaping. The proposal complies with the parameters set out within the Outline Consent subject to the consideration of the Sustainability and Energy submission.

39. The design to be based on robust principles and that the development will add visual interest together with activity to Olympic Way and Rutherford Way. The application delivers 211 homes together with some key elements of physical infrastructure. The homes meet or exceed London Plan unit size standards and all units benefit from good sized balconies. The incorporation of dual entrances to the residential units helps to demonstrate an inclusive approach to all residents, including those who reside within the Affordable units.

40. The proposal is considered to be acceptable on highways grounds, being in accordance with the Council’s standards and only representing a marginal increase in the traffic and non-car trips that were predicted in the indicative scenarios tested for the outline planning consent.

41. The approval of the Reserved Matters, conditions 1, 9 and 12 is recommended.

SUSTAINABILITY ASSESSMENT

The sustainability targets were set out within the Section 106 agreement for the Outline planning consent. The targets were as follows:

- A minimum of BREEAM “Excellent” or other rating as is approved in writing by the Council and is the maximum feasible;
- A minimum score of 50 % on the Brent Sustainability Checklist;
- A minimum CO2 reduction of 25 % from 2010 TER (regulated) including a minimum of reduction of 20 % through on-site renewables.

The target levels and timescales for the final approval of the energy and sustainability strategies have already been secured through the Section 106 agreement. As such, these matters can be dealt with prior to the commencement of works on-site.

S106 / CIL

SECTION 106 DETAILS

The Section 106 legal agreement for this development was secured through the outline planning consent (reference 13/1522). It included provisions relating to sustainability and energy, Travel Plans, Employment Enterprise and Training, Affordable Housing (only relevant if housing is proposed) and a Parking Permit Restriction.

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£5,068,421.78** of which **£4,290,218.75** is Brent CIL and **£778,203.03** is Mayoral CIL.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 14/4981

To: Mr Samuel Stackhouse
Montagu Evans
5 Bolton Street
London
W1J 8BA

I refer to your application dated 19/12/2014 proposing the following:

Reserved matters application for the construction of a 15 storey building of a mixed use development providing 211 residential units (20% affordable) and two Use Class A1/A2/A3/A4/A5 units at ground floor level, and associated landscaping, parking, servicing, public realm works and accesses to the highway.

This application has been submitted pursuant to conditions 1 (details of layout, scale, appearance, access and landscaping), 9 (car parking) and 12 (wind environment assessment) of Outline planning permission reference 13/1522:

Outline planning permission 13/1522 was for the mixed use redevelopment of the car park element of the site including the construction of new buildings and structures to provide a total of 40,000 sq m to provide a range of uses comprising: residential dwellings (Use Class C3), offices (Use Class B1), student accommodation (sui generis), hotel (Use Class C1), retail (Use Class A1/A2/A3/A4/A5) and/or leisure (Use Class D2) and associated car parking, public realm works and associated works and subject to a Deed of Agreement dated 24 December 2013 under Section 106 of the Town and Country Planning Act 1990, as amended and accompanied by plans or documents listed here:

Please see condition 1.

at Olympic Office Centre Car Park (Plot C) Rutherford Way, Wembley

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework
London Plan 2011
Wembley Area Action Plan Jan 2015
Brent Local Development Framework Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

1

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

Site Location Plan, Design and Access Statement: 2027_00_13/1522_D&A, Wind Assessment (AECOM), Transport Statement (AECOM), Transport Statement Addendum, 2027-00-DR-0001 P01, 2027-00-DR-0109 P01, 2027-00-DR-110 P03, 2027-00-DR-0111 P01, 2027-00-DR-0112 P01, 2027-00-DR-0113 P01, 2027-00-DR-0114 P01, 2027-00-DR-0115 P01, 2027-00-DR-0116 P01, 2027-00-DR-0114 P01, 2027-00-DR-0118 P01, 2027-00-DR-0119 P01, 2027-00-DR-0120 P01, 2027-00-DR-0121 P01, 2027-00-DR-0122 P01, 2027-00-DR-0123 P01, 2027-00-DR-0124 P01, 2027-00-DR-0125 P01, 2027-00-DR-0400 P01, 2027-00-DR-0611 P02, 2027-00-DR-0612 P02, 2027-00-DR-0613 P01, 2027-00-DR-0614 P02, 2027-00-DR-0010 P02, 2027-00-DR-1450 P02, 3015 1001 E, 3015 1002 E, 3015 1003 B, 3015 2001 A, 3015 2002 B, 3015 2003 B, 3015 2004 A

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

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

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

INFORMATIVES

- 1 The applicant is advised to contact the Head of Transportation to arrange for the necessary highway works to form the new accesses to the site, including the relocation of bus stops, removal of parking bays and any required changes to Traffic Management Orders, which are to be undertaken at the developer's own cost.
- 2 Should the developer wish to have the Council collect the waste for the private units, revised refuse storage details which comply with the Council's waste guidance will need to be approved by the Council and then be implemented.

Document Imaged

APPENDICES

Any person wishing to inspect the above papers should contact Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1902