

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

10 February, 2016

15/4743

SITE INFORMATION

RECEIVED: 30 October, 2015

WARD: Wembley Central

PLANNING AREA: Wembley Consultative Forum

LOCATION: Brent House, 349-357 High Road, Wembley, HA9 6BZ

PROPOSAL: Proposed demolition of existing office building and erection of two buildings of between eight and ten storeys accommodating 248 dwellings (84 x 1-bedroom, 108 x 2-bedroom, 49 x 3-bedroom & 7 x 4-bedroom units) and flexible commercial space at ground floor (for Use Classes A1, A2, A3, A4 and/or B1(a)), new public square, landscaped communal gardens, associated landscape works, alterations to existing crossover(s) and basement car and cycle parking.

APPLICANT: Henley Homes PLC

CONTACT: PPM Planning Limited

PLAN NO'S: (See Condition 2)

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

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Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124851

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1. Please go to www.brent.gov.uk/pa
2. Select Planning and conduct a search tying "15/4743" (i.e. Case Reference) into the search Box
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SITE MAP

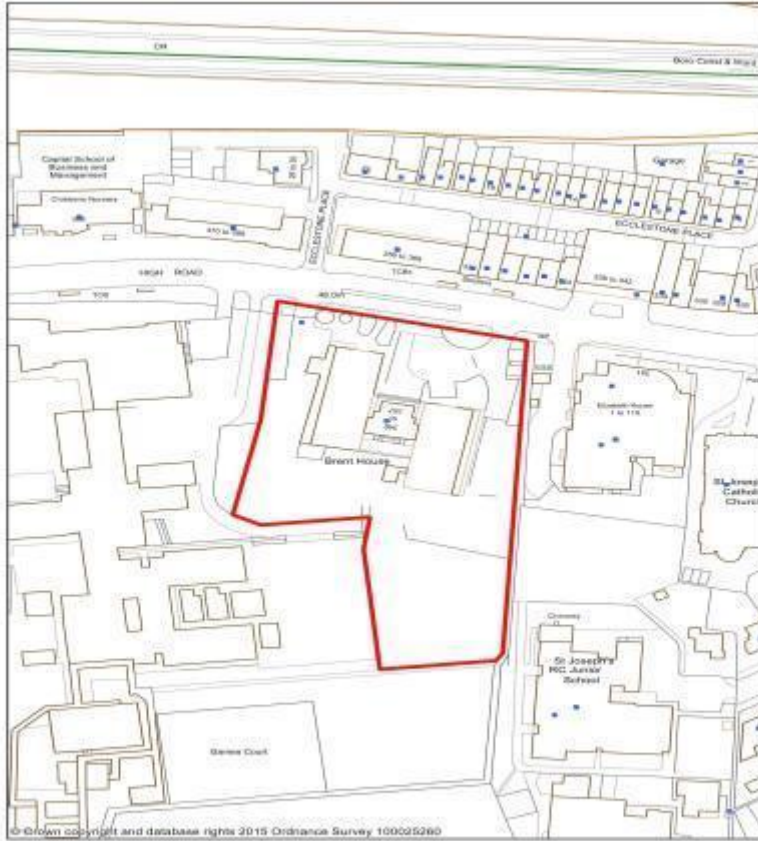


Planning Committee Map

Site address: Brent House, 349-357 High Road, Wembley, HA9 6BZ

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This map is indicative only.



1:1250

0 0.02 0.04 kilometres



SELECTED SITE PLANS

SELECTED SITE PLANS



Above: Ground floor plan and site layout



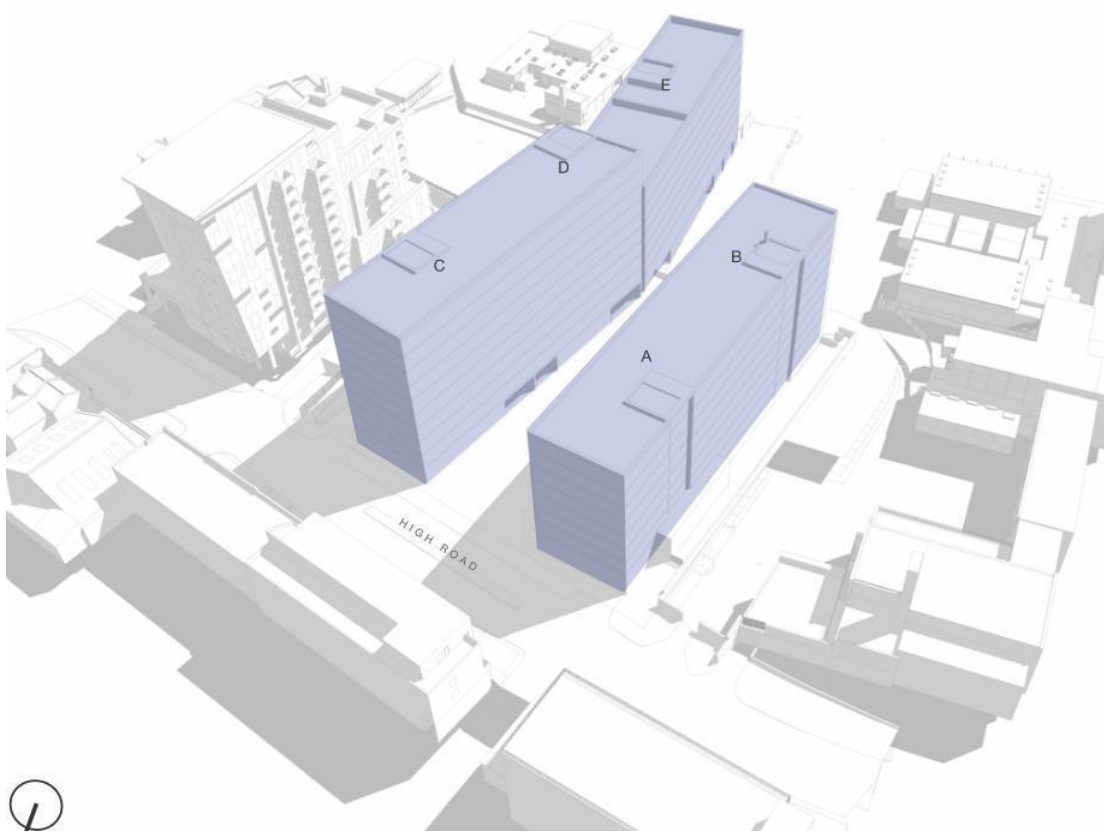
Above: Second floor plan



Above: View looking south from High Road



Above: View looking east from High Road



Above: Aerial view showing form of proposed building



Above: High Road elevation



Above: Eastern elevation

RECOMMENDATIONS

Resolve to grant planning permission subject to the referral to the Mayor of London, 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 Chief Legal Officer., subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Proposed demolition of existing office building and erection of two buildings of between eight and ten storeys accommodating 248 dwellings (84 x 1-bedroom, 108 x 2-bedroom, 49 x 3-bedroom & 7 x 4-bedroom units) and flexible commercial space at ground floor (for Use Classes A1, A2, A3, A4 and/or B1(a)), new public square, landscaped communal gardens, associated landscape works, alterations to existing crossover(s) and basement car and cycle parking.

B) EXISTING

Brent House is situated to the south of High Road, Wembley and comprises a vacant ten storey office building which until recently was occupied by Brent Council. The site is bounded by Ark Elvin Academy (former Copland School) to the west and Elizabeth House, a new 13 storey residential development to the east. Playing fields adjoin the site immediately to the south. To the eastern boundary is a public footpath, and south-east of the site is St Joseph's RC Infant School site.

The site levels change across the site. The front part of the site towards the High Road is at a higher level with a significant reduction in gradient as you move south, towards the rear of the site.

The site is within the defined Wembley town centre boundary, and is identified as an opportunity site that is suitable for redevelopment within the Wembley Area Action Plan, Site Specific Allocations DPD.

This is not within a Conservation, nor does it affect any Listed Buildings.

C) AMENDMENTS SINCE SUBMISSION

Since being submitted the following amendments have been made to the scheme:-

1. Parking layout amended to increase the number of disabled spaces from 16 to 20.
2. Site layout amended to secure 1.8m strip of land along eastern edge of the site to enable the existing public footpath to be widened, so that this is suitable for pedestrian and cyclists to use.
3. Landscaping details altered as a consequence of the above and in response to comments from your Landscape officer.
4. Minor alterations to provide adequate access to block E for fire appliances.

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows

- The opportunity for new homes, viability of the development and the contribution towards affordable housing on a site within the designated Wembley Opportunity Area and Housing Zone: The proposal accords with the uses set out within the Wembley Area Action Plan and helps to delivery the key objectives set out within planning policy, including the delivery of new homes and the continuation of the High Road retail offer.
- The appropriateness of a mixed use development in this location. The uses accords with the uses set out within the Area Action Plan site designation.
- The transport impacts of the proposed development. The site is in a area of excellent public transport accessibility and has a significantly lower level of impact on the highway than the previous office use.
- The quality of the proposed residential accommodation. The proposal accords with the London Plan standards for residential quality. The external amenity space falls slightly below the Council's standards but the landscape proposals are considered to be of sufficiently quality to mitigate the shortfall.

The impact of the development on the living conditions of neighbouring occupiers. The proposed building is approximately 21 to 29 m from the adjoining Elizabeth House building and a daylight and sunlight assessment has demonstrated that the majority of windows within the adjoining development will meet or exceed BRE levels for daylight.

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)
Businesses and offices	12075		12075	-12075	-12075
Dwelling houses				23975	23975

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Flats û Social Rented)										
EXISTING (Flats û Intermediate)										
PROPOSED (Flats û Market)	60	86	28							174
PROPOSED (Flats û Social Rented)	8	15	15	7						45
PROPOSED (Flats û Intermediate)	16	7	6							29

RELEVANT SITE HISTORY

Brent House site:

15/0649 - Withdrawn

Temporary change of use of first, second and third floors from offices (Use class B1) into bed and breakfast accommodation (Use class Sui Generis) comprising 66 non-self contained units (occupancy of approximately 120 persons) for a period of 12 months (revised description).

In addition a large number, of what are considered to be relatively minor applications have been determined relating to the former use of the building as offices. These are not listed for the purpose of this report, they are not considered to have any relevance to the proposed development.

Adjoining Ark Elvin School Site:

A recent application gained approval on the neighbouring Ark Elvin Academy school site. In terms of context this has some relevance to the current scheme;-

15/3161 - Granted

Demolition of existing buildings on site and erection of replacement building to accommodate a three storey 9FE secondary school for 1750 pupils (1350 11-16 year old and 400 post 16) with associated car parking,

servicing and circulation space, Multi Use Games Area, All Weather Pitch, games areas and other hard and soft landscaping, together with the diversion of Public Right of Way (PROW) No.87.

CONSULTATIONS

Press Notice published on 19/11/15
Site Notice(s) displayed on 16/11/15

Statutory consultation period of 21 days started on 06/11/15. In total 283 individual properties were notified of the proposal. This included properties at the following locations;-

High Road, Wembley
Elizabeth House
Cecil Avenue
Chatsworth Avenue
Ecclestone Place
Waverley Avenue (including St Josephs RC Infant School)
Wembley Hill Road

To date three objections have been received (N.B. Two of the objections are from the same address / flat in Elizabeth House).

Grounds for objection	Response
Loss of privacy and sunlight to existing flat in Elizabeth House.	see paragraphs 53 - 63
Concerned about the proposed demolition works, noise and impact on air quality during construction in view of the proximity to Elizabeth House.	It is inevitable that there would be some degree of disruption, as there would with any large development of this sort of magnitude. A Construction Logistics Plan will be secured by condition, and there is other legislation (outside of planning control) that can be used to control working hours, and minimise noise and disturbance should this be required. An Air Quality Assessment supports the application, and Environmental Health are satisfied with its findings, subject to the recommended condition.
Projecting balconies to the front pose a risk to passing pedestrians below.	The buildings are set back from the back edge of the existing footway (see paragraph 22). Balconies at the front start at third level and above, and these will oversail the strip of land to be secured as widened footway. The proposed balcony arrangement is not unusual and balconies can be detailed to reduce the likelihood of items being dropped, such as the avoidance of spaces on the edges of balconies where items can be placed.
Proposed building is too close to Elizabeth House.	The separation distances will exceed the minimum distances, required by SPG17 (see paragraph 26)
Will result in loss of view of the High Road from Elizabeth House.	Views of the High Road from individual buildings are not protected by planning policy. Neighbouring outlook has been duly considered, and as set out in paragraph 26 the separation distances will exceed the minimum 20m. It is also important to take into account the existing outlook from the western facade of Elizabeth House is to Brent House. The height of the proposed building does not exceed that of Brent House.
The development will result in further traffic congestion.	The Transport Assessment does not show this to be the case, as there is a significant reduction in car parking provision within the site, with 20 disabled parking spaces to be provided. This is

	supported by TfL and your Transportation officers (see paragraph 93).
Existing bus routes are at capacity, this development will worsen this.	This need has been identified by TfL in their formal response. A financial contribution is to be secured in the s106 agreement for capacity enhancement. The final level of contribution is subject to agreement between TfL and the applicant.

One general comment has been received from flat 55, Elizabeth House. The resident suggests that the proposed development should include pre-installed blinds, in order to add to the finished quality. The design of the building is important. However, to specify how blinds are provided would go beyond the level of control set out within planning policy and guidance.

St Josephs RC Infant School, on Waverley Avenue has submitted representations. No objection is raised, however further clarity, information and assurances has been sought from the applicant. This is in relation to matters including, confirmation that this development will not give rise to anything which may adversely impact on the health and safety of the staff, pupils and others accessing or working in the school. Assurances have been sought in relation to proposed demolition and construction works, and how such works could be managed / co-ordinated with works to develop the Ark Elvin school permission on a neighbouring site.

(N.B. That a Demolition Method Statement and Construction Logistics Plan will be required as conditions of any approval, further details on the construction methods and programme will be considered when these are submitted for approval)

STATUTORY CONSULTTEES

Transportation;-

See 'Remarks' section below for detailed discussion.

Landscape Design / Principal Tree Officer;-

There is no objection in principle. But it would have been preferable if the scheme could have retained existing London Plan trees on the frontage. The proposed new trees are not considered to be the most appropriate choice of species, alternative species have been suggested. [Alternative trees have now been proposed and Landscape have commented that these trees are acceptable]

Other comments made relate to proposed new hedge and tress along the footpath boundary, and clarity on who will be responsible for future maintenance of all external areas (including the public piazza).

The shrub species, play facility, private and shared amenity spaces are all considered to be acceptable.

Regulatory Services (Environmental Health);-

Following a review of the Air Quality Assessment this has been found to be acceptable in terms of its findings and recommendations. A condition is recommended to ensure that all recommended mitigation measures, namely the installation of mechanical ventilation within certain units (to reduce the impact of NO2 on future residents) are implemented.

Conditions have also been recommended in relation to the CHP system, managing dust and noise during construction, contaminated land (the need for a site investigation) and remediation and verification of any remedial works carried out, post completion testing of residential units to show that acceptable internal noise levels have been achieved and the removal of asbestos.

Sustainability Officer (internal);-

The energy strategy is very well written This indicates a **31.9%** reduction from the Part L 2013 baseline and therefore falls marginally short of the 35% requirement. It is therefore recommended that a financial carbon off-set contribution of **£16,738** is sought through the Section 106 legal agreement.

Thames Water;-

No objection raised. Conditions have been recommended relating to drainage infrastructure.

Network Rail;-

The proposal is approximately 60+ metres from the Network Rail boundary, as such many of the usual asset protection comments do not apply

Transport for London;-

1. Further clarity sought that the gates to serve the access to the car park and servicing area are to be set sufficiently back within the site to allow a 12m vehicle to stand clear of the highway.
2. Note that the level of 'Blue Badge' disabled parking is less than the 1:1 provision recommended in the London Plan.
3. Level of cycle parking is acceptable.
4. Further clarity sought on visitor cycle parking provision, and access routes to parking storage, given the change in levels across the site.
5. Would like clarification on whether the extended width footway along the front of the site will be adopted by the local Highway Authority.
6. Seek a contribution towards signposting, in the form of 'Legible London' signage to promote Wembley as a Cycle Hub.
7. Further detail requested to demonstrate connectivity, safety and the attractiveness for users of the existing eastern footpath.
8. TfL has assessed the trip generation and modal split data and accepts that traffic generation will be significantly reduced below that which would be experienced were the site to be reused as offices, or indeed compared to the last use of the building and the 155 parking spaces that exist.
9. TfL considers the impact on tube and rail services unlikely to be significant. However is concerned about the implications for local bus services, and the increased use that is predicted. TfL is of the view that this (and other major developments locally) need to contribute towards bus capacity enhancements to accommodate the cumulative impacts. In response the applicant's have offered a contribution, which is being considered by TfL. Further update on this is expected from TfL and will be reported in a supplementary report.
10. A detailed Delivery and Servicing Plan should be secured by condition.
11. A detailed Construction Logistics Plan should be secured by condition.
12. The framework travel plan, for the residential and commercial uses passes TfL's ATTRIBUTE test, and this should be secured through s106 agreement.

In summary TfL supports the principle of development, subject to the above mentioned issues being suitably addressed. These matters have been resolved or have been subject to conditions and the remaining matter to be agreed is the level of the contribution towards bus services

Greater London Authority (GLA);-

The application is referable to the Mayor of London under the provisions of the The Town & Country Planning (Mayor of London) Order 2008. The application is referable under categories 1A and 1C of the Schedule to the Order 2008, namely the development comprises or includes the provision of more than 150 houses, flats or houses and flats, and includes the erection of a building more than 30 metres high, and is outside the City of London.

The Stage 1 report is dated 16/12/15. In their report it is stated that the principle of the proposed development given its designations is supported in strategic terms. However, further information relating to affordable housing, housing mix, design, inclusive design, energy, flooding/drainage and transport are required to demonstrate the scheme is fully compliant with the London Plan.

- Housing & affordable housing;- The results of the independent assessment of affordable housing provision should be shared with the GLA, demonstrating the maximum reasonable amount of affordable housing is being secured. Consideration should also be given to housing mix and the number of 1 bed units in the private mix.
- Urban design;- The overall approach to layout, height, massing and the residential quality is supported. Some further clarity is required to demonstrate the access routes into block E, the treatment along the eastern edge of the site (public footpath), clarity on access to the southern most units, and clarify the materials proposed for the balconies.
- Inclusive access;- Further consideration should be given to the number of blue badge parking spaces, and lift access from the gardens.
- Climate change / energy;- Confirmed that the scheme broadly follows the Mayor's energy hierarchy. Further information has been requested before the strategy can be fully understood. The shortfall in carbon dioxide reductions is also noted, and this reinforces the need to secure a carbon off-set contribution.
- Sustainable Drainage;- Drainage measures proposed require further consideration, and will need to be secured by conditions.
- Transport;- TfL is satisfied the proposal is unlikely to impact upon the operation of the adjacent highway. The proposal is considered to be potentially acceptable from a strategic transport perspective, subject to

the following (a) demonstrating suitable access for servicing vehicles, (b) the proposed level of disabled parking does not represent the 1:1 provision recommended in the London Plan, (c) at least one space dedicated for disabled staff use, (d) further clarity being provided on access routes (from High Rd) to cycle parking, (e) clarity on whether any of the increased footway at the front will be adopted, (f) securing a contribution towards bus capacity improvements through Wembley, (g) demonstrating turning movements within the site for servicing, deliveries and construction vehicles, (h) securing a Construction Logistics Plan through condition, and (i) securing the implementation of the travel plan(s) through legal agreement.

Officers consider that these matters have been adequately addressed. Once Members have resolved to determine the application it is necessary to refer the application back to the Mayor for a decision as to whether to direct refusal, take it over for determination or allow the Council to determine the application itself. This is known as the Stage 2 referral.

Ward Councillors for Wembley Central and Tokyngton wards;-

No comments have been received.

Statement of Community Involvement;-

The SoCI sets out the level of pre-consultation that was carried out, as required through the Localism Act (2011). The consultation process in full involved the use of a range of methods, set out in detail in the report, comprising of the following methods;- targeted household leaflet drop (+4000), door knocking teams to local residents, consultation website, social media updates, press notices, local site notices, public exhibition event, and email updates to interested residents (including Elizabeth House residents).

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of relevance to the determination of the current application

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- Technical Housing Standards 2015
- London Plan 2015
- Mayors Housing SPG 2012
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Unitary Development Plan 2004 ('saved' policies)
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development
- Brent's 106 Supplementary Planning Document
- Brent's Site Specific Allocations Development Plan
- Wembley Area Action Plan 2015
- Wembley Link Supplementary Planning Document 2011

DETAILED CONSIDERATIONS

Land Use Principles / Context

1. The site is situated within the designated Wembley Town Centre boundary. The existing site is identified within the adopted WAAP (2015) as Site W5, and is allocated as being suitable for comprehensive mixed use development including commercial retail development. The allocation looks at a redeveloped Brent House and rebuilt school on the adjacent site to the east collectively, however it does allow for an

alternative approach. The allocation states that in the event of the school not coming forward as part of a joint scheme, proposals may be brought forward for the Brent House site as a stand-alone development. Members should note the Ark Elvin Academy has recently received planning permission for a new school (ref; 15/3161), therefore this proposal relates to the redevelopment of Brent House only.

2. The Brent House site is a major development site within the town centre, with the potential to deliver significant regeneration to the eastern end of Wembley town centre. Mixed use redevelopment is supported in policy terms.
3. The Wembley Link SPD (2011) seeks to encourage expansion of the existing town centre eastwards towards Wembley Stadium. Brent House is identified as one of the key sites within this defined area. Through the SPD the Council will seek to create high quality, active frontages to this part of the High Road. It identifies a number of locations which will provide an opportunity for taller buildings, and encourage exemplary standards of design and the provision of family housing where appropriate.
4. London Plan policy identifies Wembley as an opportunity area, and the site is within the designated Wembley Opportunity Area which has been identified as having the capacity to deliver 11,500 new homes and 11,000 jobs.
5. The Council has (in 2015) successfully secured GLA Housing Zone designation for Wembley. The application site is within the designated zone. This designation will help to increase and accelerate the delivery of approximately 660 new homes in Wembley by 2021, including affordable housing. The current proposals will help to deliver a significant number of these new homes.
6. The mix of uses at ground floor being sought are A1, A2, A3, A4 and/or B1(a), along with a large element of residential use. The proposed range of uses are acceptable within a designated major town centre as defined in London Plan policy 2.15. In line with this policy the proposals will sustain and enhance the vitality and viability of the town centre function, accommodate economic and housing growth through intensification.
7. In light of the above, the principle of the proposed intensification of the application site via a residential-led mixed use scheme to provide 248 residential units including commercial floorspace, and associated public piazza and amenity space is supported in accordance with local and strategic planning policy.
8. The proposals sit comfortably with the emerging context in this part of Wembley, and the future redevelopment of Ark Elvin Academy school buildings to the west.

Affordable Housing

9. Policy 3.13 of the London Plan requires affordable housing to be provided on sites which are capable of providing 10 or more homes. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of new homes to be delivered in the borough are affordable and in line with London Policy 3.12 the maximum reasonable amount of affordable housing will be sought when negotiating on individual private residential and mixed use schemes, with due regard to a number of factors including development viability.
10. Henley Homes propose 30% affordable housing on the redevelopment of Brent House (74 of the 248 flats.) and have submitted a Financial Viability Assessment (FVA) undertaken by Jones Lang LaSalle (JLL) to demonstrate this level represents the maximum reasonable and viable amount of affordable housing the proposed scheme can deliver.
11. Officers appointed Capita to undertake an independent review of the FVA. The Capita review accepts the approach and the majority of the assumptions in the JLL FVA, with areas of disagreement between Capita and JLL relatively minor. Overall Capita conclude that 30% affordable housing is a viable proposition, and that an increase in affordable housing would render the proposed scheme unviable.
12. Capita do identify that an overage agreement, which secures the council benefit of an additional land payment should sales values exceed a certain level, constrains the ability of the proposed scheme to deliver more than 30% affordable housing. The business case and financing of the new Civic Centre approved by Executive was however predicated upon a target land receipt from the disposal of Brent House, in excess of the receipt and overage assumed in the FVA. Officers therefore take the view that the receipt and any overage payment represent infrastructure contributions to the new Civic Centre until any such time that the target level is exceeded, in which a case any additional overage payment should

then be ring-fenced for the delivery of affordable housing elsewhere in the borough.

Housing Mix

13. The proposed development would provide the following schedule of accommodation within blocks A, B, C, D and E.

Unit type	Unit No.s	Mix (%)
1-bed	84	33.8
2-bed	108	43.5
3-bed	49	19.7
4-bed	7	2.8
TOTAL	248	

	1-bed	2-bed	3-bed	4-bed	Total
Affordable Rent	8 (18%)	15 (33%)	15 (33%)	7 (16%)	45
Intermediate	16 (54%)	7 (25%)	6 (21%)	0 (0%)	29
Private	60 (35%)	86 (49%)	28 (16%)	0 (0%)	174

14. Core Strategy policy CP2 sets out that 25% of all new housing should be family-sized (3+bedroom). The proposed development would provide 22.5% of units as 3 + bedroom units (56 units) and therefore it is slightly short of the Council's Core Strategy target. However, this is a constrained town centre site and this is an important factor to recognise.

15. The proposal provides a mix of market housing and affordable housing. The affordable housing, which represents a 30% proportion (74 units) is proposed to be delivered with a tenure split of 61% affordable rent and 39% intermediate. These affordable units will be contained within blocks A and B.

16. The proportion of affordable housing proposed has been justified through a viability assessment, this has been subject to review by an independent consultant. This review has been carried out in order to assess whether the proportion of affordable housing represents the maximum reasonable amount, in line with London Plan (2015) policy.

Loss of existing office floorspace

17. The existing office building is currently vacant. Its demolition would represent a significant reduction in B1(a) office floorspace in Wembley. In considering its loss it should be noted that the site allocation W5, which envisages wholesale redevelopment does not require an economic assessment of lost office floorspace, nor does it require a re-provision of such floorspace. It is known and accepted that there is a surplus locally of older office stock, and proposals for new modern office floorspace are being directed away from the High Road towards the Wembley Stadium area. In this context there is no policy concern related to the loss of B1(a) office floorspace, nor is there a requirement for re-provision.

Density

18. Given the characteristics of the site, the PTAL rating 6(a), and its central location the London Plan density matrix (policy 3.4, table 3.2) would suggest an indicative residential density of between 650 to 1100 habitable rooms per hectare (hr/ha) and between 215 and 405 units per hectare (u/ha) for this site. The density calculation suggests the proposed development would have a density of 965 hr/ha and 322 u/ha, which is within the appropriate ranges.

Urban Design

Layout -

19. Following a design process that looked at an arrangement of buildings parallel to the High Road, and an alternative with an open courtyard to the south with buildings on three sides the chosen option was to have two parallel buildings (running north - south), separated by a central amenity space and public piazza. Both buildings are to be mixed use, blocks A and C fronting the High Road are to contain commercial units at the front of the site to ensure a strong active frontage to the High Road. Each commercial unit is to be 197sqm, with access gained either direct from the High Road, or via the public piazza. Each of the residential elements (blocks A, B, C, D and E) would have separate accesses.

Entrances to blocks A - D are all accessed directly from the central amenity court, and block E access which is at lower ground level is also gained by travelling through the central space and down a set of stairs, there is also lift access to ensure this is fully accessible. This arrangement is welcomed, entrances to each residential core will be well overlooked with offer much opportunity for natural surveillance.

20. Ancillary uses, and service areas (at ground and lower ground level) are located so that these can be easily accessed either from the central court area, or the service access for vehicles to the eastern side of the site.
21. The commercial offer is welcomed, it is considered that this will encourage active frontages and help to realise ambitions for the regeneration of the eastern end of the High Road. The public piazza, which is set to the back edge of the footpath will animate the space directly outside these two commercial units and provide a public open space for community use. This represents a significant public realm benefit. The change in levels across the site allows for the creation of defined landscaped zones. The piazza space can be used by the commercial units and visitors. A water feature is proposed in the mid-section of the central court to provide a separation between the public and private areas (discussed in more detail below).
22. Both blocks are set back from the existing High Road footway. Block A (8 storeys) is to be orientated at an angle meaning the set back at its most generous point is 3.2m, reducing down to 1.8m. Block C (10 storeys) which is sited parallel to High Road is set back 1.55m from the existing back edge of pavement. The strip of land in front of the buildings, outside of the adopted highway is to be offered to the Council for adoption and secured through s278 agreement. This will increase the width of the footway to 4.5 m, with the land to be adopted secured through the Section 106 agreement. The provision of a widened footway is considered to be a positive improvement to the High Road, and the proposed scheme also has the added benefit of providing a new public piazza, and this must be taken into consideration in the context of the relationships presented between buildings and existing footway.
23. The flexibility of commercial uses being sought (Use Classes A1, A2, A3, A4 and/or B1(a) will allow for greater diversity of uses. This flexibility may be beneficial when it comes to letting of these units and reduce the potential for these to lay vacant, but also in terms of contributing to the vitality and viability of the commercial offer at the eastern end of the town centre.
24. The proposed car park is for blue badge residents parking only, in total 20 disabled spaces are proposed at the rear of the site. These are located at lower ground floor level, partly within an undercroft area below block E. Vehicle access to these is to be via a ramp to the east of the site, mirroring the access route into the site currently, and similar to Elizabeth House. Pedestrian access is provided from this parking area to the residential entrances, with ramps and lifts provided to address the level changes across the site.
25. The separation provided by the building forms and parallel arrangement of blocks, means the building separation distances across the central piazza and private amenity court broadly comply with SPG17 distances, and exceed the requirement in part. These range from 23.5m apart at the front of the site between the face of blocks A and C, a minimum of 18.8m at the rear of the site, between the rear section of block D and western facade of block E. Whilst this is below the separation of 20m recommended within SPG17, the shortfall is marginal and only apparent over a relatively small part of the scheme. The two blocks are also splayed which opens up the view from the associated units. The majority of the units benefit from an outlook in excess of 20 m between the blocks. Furthermore the fact this is a scheme on a town centre site, in a designated opportunity area that is seeking to maximise housing potential is an important consideration, whilst the blocks is considerably lower (8- to 10-storeys) than others proposed elsewhere within the Wembley Growth Area. On balance the relationship between the facing elevations is considered to be acceptable as it will not compromise the quality of accommodation for future occupiers.
26. The facing elevations between the eastern facade of proposed blocks C and D to the western facade of neighbouring Elizabeth House are measured to range from 21m to the front of the site, increasing to 29m when measured at the rear of Elizabeth House. This level of separation will ensure that privacy for existing and prospective occupiers is maintained, and is fully compliant with SPG17.

Scale & Massing -

27. London Plan (2015) policy 7.7 requires that tall buildings relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm. The surrounding area is characterised by varying forms of development which generally move between 3 and 13 storeys high. Immediately to the east is Elizabeth House this recently built residential building sits at 13 storeys high.

West of the site is the existing Ark Elvin Academy school building, which is typically three storeys. Directly opposite, on the northern side of the High Road are five storey buildings.

28. The proposed development seeks buildings that are eight and ten storeys at the High Road frontage (blocks A and C respectively). Behind these block B, which is within the western building will step up to nine storeys, and block D is partly at ten storeys before dropping down to eight storeys, which is also the case for block E.
29. At the point where block D steps down from ten to eight storeys a kink in the building footprint is proposed. This has been introduced as a mechanism to reduce the bulk and massing of a building of this length, and this intervention is strongly supported in urban design terms.
30. The site is located within Wembley town centre, designated Opportunity Area to accommodate housing growth and in a highly accessible town centre location where more dense development can be accommodated in strategic planning policy terms. Within this policy context, and the immediate context that has been created by the recently built Elizabeth House (13 storeys) there are no concerns with the proposed scale and massing.

Elevational Treatment -

31. The main material chosen is brick, and two different colour bricks are proposed to add some variation and visual interest to the elevations. This approach will also help define the blocks variation in heights. A medium brown multi is proposed, and to contrast this a lighter buff brick will be used. To ensure a high quality finish the final approval of brick will be secured by condition.
32. Stair cores are recessed and defined through the use of different materials, and this helps break up the overall massing of individual blocks. To add further variation terracotta panels, in a light grey are proposed within certain areas across the facades. These are described as 'vertical fins', and do help to break up the use of brick and add interest. The residential entrances are to be defined by use of a different material, which will help to make these entrances legible and will assist for way-finding across the site. A darker and warmer terracotta panel is proposed for this, and there is considered to be a sound rationale behind this approach.
33. External projecting balconies are proposed and these are to be fully glazed, clarification of this was sought by the GLA who questioned the approach from a privacy point of view. In any event final details of balconies will be secured by condition. Design precedents have also been referred to for sites in Wembley Park, and 243 Ealing Road in respect of the proposed balcony treatment.
34. Overall, the elevational treatment of the proposed residential development is considered to be high quality. The use of good quality materials, that add interest is imperative to the overall quality of the design and this will need to be secured by condition. It is crucial to the overall success of the scheme that quality bricks are used, and these will be secured through condition.

Public Realm improvements / Landscaping / Amenity Space & Children's play.

35. The delivery of a new public piazza will be a positive addition. This will enhance the High Road along this section and it will encourage people to use the space directly outside the commercial units.
36. The section High Road footway along the site frontage is proposed to be widened to 4.5m. This is welcomed as it will improve pedestrian access along this busy, well used route. This widened strip should be offered for adoption under S38 of the Highways Act 1980, and secured as a condition of any approval.
37. The eastern footpath has been identified as being in need of improvement by your Transportation officer. To improve pedestrian and cyclist access it is considered that this footpath should be widened to 3.4m to facilitate use by cyclists as well as pedestrians. These improvement works will be consistent with pedestrian and cycle access improvements that have been secured through the Ark Elvin Academy planning permission on the adjacent site to the south. A strip of land, 1.8m wide is identified within this application site as being required for these access improvements to be delivered. As the existing footpath is adopted highway, any widened area would also need to be adopted through a S38 agreement.
38. Revised plans have been submitted which confirm the layout can accommodate the footpath widening without compromising vehicle access (see 'Transportation' section below for further detailed discussion).

Landscaping;-

39. Defined landscape zones are proposed which can be used by the public, with other private areas for residents use only.
40. A public piazza is proposed to the front of the site, this will be a new community space for public use and residents alike. The natural change in levels across the site allows the creation of different terrace zones and seating areas for formal and informal use of the space.
41. To provide a clear separation between public and private spaces a water feature is proposed within the central court area. Bridged access is to be provided over this into the private residential court area, and this will be restricted in terms of access. Raised planter areas are also proposed to provide further physical barrier between public and private space. This water feature has the potential to be an interesting and integral feature of the landscaping.
42. The private central court will have more of a residential feel to it, with planted areas and lawn for formal and informal recreation, with outside seating incorporated.
43. An avenue of new trees is proposed through the centre of the site, as well as perimeter tree planting, and associated shrub and other planting.
44. All residential units are to have private amenity space in the form of balconies, or private terraces. The communal roof terrace will be located on blocks D and E, and will help to contribute to the overall amenity space offer. In addition generous areas shared amenity space are proposed around the buildings. The central courtyard is the main feature, however other more intimate shared spaces are located across the site. The change in levels across the site allows for the division of spaces in this way. Lower garden areas are intended to serve residents of blocks B, D and E and these will be more informal spaces. All formal amenity areas across the site incorporate opportunities for play, as discussed below.

Children's play space;-

45. Using the Mayor's SPG on play and informal recreation it is predicted this scheme will have a child occupancy level of approximately 104 children. In line with the requirements of the SPG, 10 sqm of play space should be provided per child. Following a review the GLA find the landscape strategy, which consists of landscape play zones, with a range of play equipment to be satisfactory, and this is confirmed in the Stage 1 report.

Residential Quality

46. *Internal* - All of the proposed units have been designed to comply with the minimum sizes set out in the Mayor's Housing SPG, ensuring compliance with London Plan policy 2.5. This is set out in the submitted accommodation schedule.
47. In compliance with London Plan policy, the proposal has a high residential quality with 5-8 units per core and 2.6m floor to ceiling heights. There are no north facing single aspect units and each block has an entrance to each circulation core, that is fully accessible.
48. The proposal is London Plan compliant in respect of policy relating to accessible homes, units will be built to Lifetime Homes standard, and a minimum of 10% of units will be wheelchair accessible.
49. *External* - All units have been provided with private balconies or terraces which meet the Mayor's minimum standards set out in the Mayor's Housing SPG. In addition to this a range of communal amenity spaces are provided at ground level, which form part of the landscape strategy and a large communal roof garden / terrace to blocks D and E.
 - Communal amenity space at ground floor and roof level (blocks D and E = 2500
 - Private amenity space provision through balconies and private terraces = 1674sqm
50. The quantum of external amenity space would be 4174sqm, which does fall short of the minimum amenity space requirement of 20sqm per flat (4960sqm). However it is important to recognise the site constraints that contribute to this shortfall. This is a dense residential development within a town centre location. Delivering the amount of amenity space required to satisfy SPG17 is a challenge, and what is key in this instance is the quality and useability of the overall amenity space offer rather than a strict adherence to the overall quantum. As set out above the landscape concept is considered to be well

thought out, it will offer a range of different spaces, some communal and others more intimate, with opportunities for formal and informal recreation and play. On balance the amenity space provision is considered to be of high quality and broadly acceptable.

51. Balconies are all projecting externally, and range in size from 5 - 11sqm.
52. A Daylight, Sunlight and Shadow Assessment has been submitted to consider the levels of natural light that will be experienced within the proposed units and areas of open / amenity space.

Impact on Neighbouring Residents

53. The site is next to Elizabeth House to the east, the two sites are separated by a public footpath. It is relevant to note that a proportion of the flats within this existing building which face west already look onto the existing Brent House building, which is taller than the proposed replacement buildings.
54. The impact of the proposal on the amenity of these existing occupiers has been duly considered. The respective buildings would be between 21 and 29m apart. With this level of separation there are no concerns about overlooking or loss of privacy, these separation distances exceed the minimum SPG17 requirements.
55. In support of the scheme a Daylight, Sunlight and Shadow Assessment report has been submitted. This considers the effects of the proposal on the levels of daylight and sunlight received by nearby residential properties based on two analyses: Vertical Sky Component (VSC) and Average Daylight Factor (ADF), though the ADF analyses has only been applied to Elizabeth House where room layouts and room types are known. The assessment also gives consideration to 344-354 High Road (floors 1-2 opposite in residential use), and St Joseph's RC Infant School caretaker's house.
56. In terms of the levels of daylight experienced by neighbouring residential properties the assessment finds that all of the south facing windows within no's 344-354 High Road will all either achieve the BRE guide levels for VSC or will experience only marginal breaches. The results show that the school caretaker's house, to the south east will continue to comply with the levels for VSC. The daylight results for the west facing units within Elizabeth House show that a high proportion of the windows assessed will experience VSC above the BRE guide. Overall, more than 80% of these west facing windows will either comply with the BRE guide levels for ambient daylighting or will experience VSC levels only marginally below the guide levels that the reduction would not be seen to cause undue harm to amenity.
57. The ADF analyses also carried out provides a more sophisticated method of calculating the daylight conditions experienced. The ADF results for Elizabeth House demonstrate that 78% of the main habitable rooms / bedrooms assessed will achieve acceptable levels. This is considered to be a good level of compliance for a high density development, in a town centre location. A contributing factor here to those units not achieving compliance is that many of the rooms experiencing daylight levels below the BRE guide levels are set beneath deep projecting balconies, a consequence of the neighbouring scheme design. These projections restrict daylight penetration into the rooms below under existing conditions.
58. An analyses has also been carried out, omitting the projecting balconies from the neighbouring building. This shows that 90% of the rooms would achieve compliance were this the case.
59. The testing of the proposed units shows that a large majority of the windows (64%) will either comply with the guide levels for VSC, or where there is a fail will only experience marginal breaches of the guidance, and not to a level that would be deemed unacceptable. This is common in a dense, town centre location. It should be noted that in many cases the rooms served by windows experiencing lower VSC levels are served by other compliant windows.
60. The ADF analyses of the proposed units demonstrates that 89.4% of the main habitable rooms and bedrooms will achieve acceptable levels. This is considered to be a good level of compliance on such a site.
61. The sunlight analysis has found that there will be no harm to annual and winter sunlight availability to neighbouring properties. The scheme is considered to be compliant in this regard. Of the proposed units 68% and 88% will achieve the BRE guide levels for annual and winter sunlight respectively. Again, these are considered to be good levels of compliance in an urban, town centre site. Many of the windows that are failing are only doing so by marginal effects, and a high proportion are set below existing balconies which is a contributing factor.

62. The overshadowing analysis considered the communal amenity space within the site, and demonstrates that these areas will all comply with BRE guide levels.
63. In summary, the assessment demonstrates neighbouring residential and the proposed units will mostly receive good levels of daylight and sunlight. As referred to above there will be some instances where the BRE daylight and sunlight guidelines will not be achieved, in relation to neighbouring properties and the proposed units. However, it is accepted that this is a normal outcome of a high density, large scale development in a built up urban area.

Transport

64. The application site has a PTAL level 6 (excellent) and is located on a London distributor road and major bus route. Controlled Parking Zone "C" - 8am - 6.30pm, Mon-Sat (midnight on Wembley Stadium event days) operates. The restrictions also apply to Ecclestone Place, which is opposite the site and parallel to the High Road.

Car Parking

65. This site lies within the Wembley redevelopment Masterplan area. As such, car parking standards for the proposed uses on the site are set out in the Wembley Area Action Plan. The standard for residential use allows up to 0.4 spaces per unit for 1-/2-bed flats and 0.6 spaces per unit for 3-/4-bed flats where the public transport access is good. Applying this standard to the 248 proposed flats within the two proposed buildings gives an allowance of up to 110.4 residential parking spaces.
66. The proposed provision of only 20 disabled spaces for residential use within a partial undercroft car park at the rear of the site would therefore accord with maximum parking standards.
67. However, this provision falls short of satisfying the requirements of standard PS15 of the adopted UDP 2004, by failing to provide a space for each of the 25 proposed wheelchair units in the development. In addition, although a pedestrian route is provided to all building entrances, with ramps and lifts to address level changes, the spaces are located up to about 90m from the entrances to blocks A and C. This exceeds the maximum recommended distance for an uncovered route and a canopy should therefore be provided along the length of the route through the proposed rear amenity space.
68. Adequate headroom (3.5m) is indicated for the spaces to accommodate high-top conversion vehicles for wheelchairs. The applicant also proposes that 20% of spaces are provided with active electric vehicle charging points and 20% with passive charging points, which is welcomed.
69. In line with Policy TRN23 (UDP 2004) consideration also needs to be given to the impact of any overspill parking on highway safety and traffic flow in the area. In this respect, the site fronts a London distributor road and bus route, along which parking is not feasible due to the presence of daytime waiting restrictions and a long central island. The only nearby local access road (Ecclestone Place) is noted as being heavily parked already, so would also not be able to accommodate overspill parking from this development. As such, there is not sufficient spare capacity to accommodate residential parking from a development of this size.
70. The site does have excellent access to public transport services though and is located within a Controlled Parking Zone, so there is the scope to apply a 'parking permit restriction' to the proposed flats, thereby removing the right of future occupants of the development to on-street parking permits. It is recommended that this be secured through a Section 106 Agreement or condition, with an obligation placed on the owner to notify all prospective residents in writing of the restrictions. On this point the applicants are agreeable to such a restriction being imposed.
71. To support the 'parking permit restricted' housing, there are plenty of car club vehicles based in the local area, including a dedicated City Car Club parking space within the adjoining Elizabeth House development. The presence of these operations should be promoted to future residents through the Travel Plan (see below), with dedicated space provided on-site if the car club operators feel that demand warrants it. Given the town centre location, visitors to the proposed homes who do choose to drive can park within the existing town centre car parks.
72. For the commercial units, the maximum standard varies according to the use proposed, with one space per 100m² allowed for retail uses and one space per 400m² allowed for office uses. The two units would

each be permitted no more than one parking space, but with no allocated commercial parking proposed, standards would be complied with. Given the town centre location with excellent public transport accessibility and town centre parking available in the local area, the proposal is considered to be acceptable.

Cycle Parking

73. Standard PS16 of the adopted UDP 2004 requires at least one secure bicycle parking space per flat, so the proposed provision of 414 secure residential bicycle parking spaces within various secure storage rooms within each block is more than sufficient to satisfy requirements.
74. For the commercial units, standards again vary according to use, but the proposed provision of ten secure bicycle parking spaces for each unit in a secure store room is more than sufficient for any of the proposed uses. It is also recommended that at least four publicly accessible spaces (two 'Sheffield' stands) are provided within the proposed public plaza area at the front of the site for general visitors to the site, and this is secured by condition.

Servicing & Access

75. Standards PS17, PS19 and PS20 of the adopted UDP generally require small retail and café units to be serviced by transit sized vans, with office units requiring servicing by 8m rigid vehicles and public houses by 10m rigid lorries. A loading area is proposed on the eastern side of the site measuring 15m x 6m, which is sufficient to meet requirements for any of the proposed uses clear of both the highway and the access to the undercroft car parking area.
76. In terms of refuse storage, small store rooms are proposed alongside the entrance cores to each residential block, each accommodating two Eurobins and a wheeled bin. These are to be supplemented by a central bin storage area on two levels adjoining and beneath the loading bay, with lift access between the levels. The total capacity of the central bin store is 99 Eurobins and 42 wheeled bins.
77. An on-site facilities management company will be responsible for repositioning the bins between the residential cores, the main bin storage area and the bin holding area using an electric bin tug, which is fine in principle.
78. The facilities management team will also assist with ensuring that the estimated 23-24 daily deliveries to the site are well managed. A pre-booking system is to be operated to allocate timeslots to space is available when required within the loading area, whilst the facilities management team will also take responsibility for assisting with the transfer of goods from the loading area to the unit. These proposals are welcomed to help minimise any risk of loading activity obstructing the site access and should be formalised within a Delivery & Servicing Plan for the site (to be secured by condition).
79. In terms of fire access, the entrances to Blocks A-D are all within 45m of the loading area, although the western building requires access through the eastern building to achieve this. The entrance to Block E at the rear of the site exceeds the 45m distance though and with only 3.5m headroom provided for the undercroft parking, fire vehicles would not be able to turn at the rear of the site.
80. To address this, a strategy has been developed which will allow for fire access to Block E from the eastern facade, and this block will also make use of a sprinkler system. This approach has been discussed with your Building Control officer, who is generally supportive.
81. Vehicular access to the site is shown via a 6m wide driveway with 300mm margins along the eastern side of the site. This is wider than it needs to be (particularly beyond the loading bay towards the rear of the site) and can be reduced if required (see comments below).
82. Gates are shown set 15m into the site, to ensure that only authorised persons can access the loading area and car park, with adequate space provided to allow vehicles to stand clear of the highway whilst waiting for the gates to open. The proposed kerb radii match existing kerb radii and are fine, whilst adequate pedestrian and vehicular visibility will also be maintained.
83. The proposed crossover is shown sited about 2m east of its existing position though, so will need to be adjusted at the developer's expense, whilst the redundant crossover on the western side of the site frontage will need to be removed and reinstated to footway with full height kerbs.

84. Pedestrian access to the commercial units is proposed directly from the High Road footway, whilst access to the residential blocks will be via a central public plaza and gated private courtyard area, with steps/lifts provided as there is a fall in level towards the rear of the site for block E.
85. The High Road footway along the site frontage is proposed to be widened to 4.5m in small element paving slabs laid to adoptable standards (thus matching the existing surfacing treatment). This is welcomed to improve pedestrian access along this busy commercial frontage. Adoption of the widened strip as public highway would also be welcomed and it is recommended that the widened footway be offered for adoption under S38 of the Highways Act 1980 as a condition of any approval.
86. Consideration also needs to be given to the quality of pedestrian and cyclist access to and from the south. At present, there is a narrow public footpath along the eastern boundary of the site, linking High Road to London Road. The recently issued planning consent for the adjoining Ark Elvin Academy site, which included diversion of that footpath across the playing fields to the south, also secured its widening to 3.4m across the school site to accommodate future use by cyclists.
87. An amendment to the site layout was sought to secure the dedication a strip of land of up to 1.8m width along the eastern boundary of the site, in order to be able to increase the footpath width to 3.4m so that this is in line with the upgrade works secured through the Ark Elvin Academy consent. To achieve this, the car park access was amended, retaining sufficient width for vehicles. Transportation advise this amended layout is acceptable.
88. As the existing footpath is adopted as publicly maintainable highway, any works would need to be undertaken through an agreement under S38/278 of the Highways Act 1980.
89. Proposed landscaping materials within the site, including resin bound gravel for the paths in the central courtyard area and granite paving for the public plaza area and café seating areas at the front of the site, are fine.

Trip Generation

90. Future predicted trips to and from this development have been estimated using comparisons with five residential developments within other areas of London that have very good access to public transport services. The sites chosen are considered to offer an appropriate comparison.
91. No estimate of future trips to and from the commercial units has been provided though, as these are largely expected to attract visitors that are passing the site anyway (due to their size). Whilst this would typically be required, the absence of any parking for the commercial units does mean that staff and visitors would not be travelling to the site by car.
92. The above exercise gives estimated movements to and from the development totalling 32 arrivals/ 122 departures in the morning peak hour (8-9am) and 55 arrivals/42 departures in the evening peak hour (5-6pm).
93. Given the very low level of parking proposed and the constraints on on-street parking in the surrounding area, only 3% of future journeys are assumed to be made by car and this assumption is accepted. On this basis, just 1 arrival/4 departures in the am peak hour and 2 arrivals/1 departure in the pm peak hour are estimated to be by car. On this basis, the actual impact of the development on the local road network is not considered likely to be significant enough to warrant further junction analysis, with vehicular movements likely to be far lower than for the former use of the site as offices.
94. In terms of public transport trips, the development is estimated to generate 57 additional bus journeys in the am peak hour and 36 journeys in the pm peak hour, whilst 63 additional trips in the am peak hour and 39 additional trips in the pm peak hour are estimated to be made by tube/rail.
95. Transport for London have raised concerns over the number of additional bus journeys generated in relation to the impact on bus capacity in the area. As bus service enhancements cannot be secured through the CIL, they have therefore requested a financial contribution towards the service enhancements being identified through the forthcoming Wembley bus strategy, and a reasonable contribution towards bus service enhancements would be welcomed by the Transportation Unit.
96. TfL have expressed no concerns regarding impact on rail or tube capacity.

97. Future walking and cycling trips to and from the site have been estimated at 19 trips by foot in the am peak hour and 12 trips in the pm peak hour (in addition to the public transport trips which need to travel by foot between the site and the station/stop), whilst 3 and 2 trips by bicycle are anticipated in each peak hour.
98. The widening of the footway along the site frontage to cater for the increased footfall is welcomed, as is the ability to secure footpath widening to improving pedestrian and cyclist routes to and from the south along the footpath adjoining the site.

Travel Plan

99. To help to manage future trips to and from the site and ensure the development does not have any negative impacts, a Residential Travel Plan and a Commercial Travel Plan Statement have been prepared and submitted with the application. The use of a Travel Plan Statement for the commercial floorspace is acceptable, as the relatively small size of the units mean they would not in themselves warrant a full Travel Plan. These documents set out a range of measures to help to support sustainable travel.
100. However, the proposed measures are very limited and in particular, little support is proposed for Car Clubs in the area. As a minimum, the presence of local Car Clubs should be promoted to future residents and this should include engagement with car club operators to establish whether they would require dedicated parking space for vehicles on the site and the offer of free or subsidised membership of a car club to new residents.
101. The Residential Travel Plan has been assessed using TfL's ATTrBuTE programme, but it has failed the ATTrBuTE test. Aside from the limited measures proposed (which also omit any mention of how the car park would be managed), the proposed targets are weak, offering no targets for reducing or managing car use to the site, but instead proposing a target to reduce public transport usage.
102. In the event that planning consent is to be granted, this should be subject to a S106 requirement or condition to submit and receive approval for a modified Travel Plan prior to occupation of the building.

Construction Management

103. Further detail is to be secured by condition through the requirements to submit for approval in writing a Demolition Method Statement and a Construction Logistics Plan.

Ecology & Flood Risk

104. A Phase 1 habitat survey and protected species assessment have both been carried out. This appraises the ecological constraints of the site, and provides recommendations for protecting and enhancing the wildlife value of the site. The assessment findings are that:-
- The site does not form part of any statutory, or non-statutory designated nature conservation site.
 - All buildings on site were found to have negligible potential to support roosting bats, no evidence of roosting was found during the survey of existing buildings. A single London plan tree was identified as having low potential to support roosting bats, as ivy growth may potentially conceal opportunities for roosting. Recommendations have been made to employ safeguards during tree felling works, these will be secured by condition.
 - The site has medium potential to support breeding birds, it has suitable breeding habitat in the form of trees and shrub planting. Recommendations have been made to provide mitigation against this, it is recommended that all vegetation clearance on site should be outside of the main nesting season (march to August inclusive). Where this is not possible, a search for nesting birds up to 48 hours prior to vegetation clearance must take place
 - There are proposed enhancement measures to improve the biodiversity of the site, which are welcomed in the context of London Plan policy 7.19 and Brent Core Strategy policy CP18. To this end green roofs are proposed, areas of wildflower meadow have been incorporated into the landscape layout, areas of amenity grassland will be provided and there is potential for green walls (i.e. trellis structure with climber plants) to be incorporated, and these will be secured by condition. New tree, shrub and hedgerow planting are also part of the landscape strategy.
 - It is recommended that bird nesting boxes and bat boxes be installed on site, and these will be secured by condition.

Provided the above measures are secured through conditions there would be no overriding concerns of an

ecological nature.

Flood Risk Assessment;-

105. The site area is less than 1 hectare in size, and is located in Flood Risk Zone 1 meaning it has the lowest risk of flooding. The location of the proposed development, in an area at the lowest risk of flooding is in accordance with the sequential test, as set out in the National Planning Policy Framework (NPPF). No on-site mitigation is therefore required, and floor raising is not considered to be a necessary form of mitigation. Notwithstanding this, it is recommended that the finished floor levels are raised a minimum of 75mm to 100mm above the ground level to prevent in the ingress of floodwater caused as a result of any localised surface water flooding. The Mayor confirms in the GLA's Stage 1 report that the proposals comply with London Plan policy 5.12 in this regard.

Drainage;-

106. The Flood Risk Assessment suggests a number of drainage measures are to be incorporated to reduce surface water run-off to a greenfield rate, with restricted flows to the public surface sewer system. Opportunities for this have been identified through reducing the area of impermeable surface, green roofs, rainwater harvesting, swales, rain gardens and underground storage. Further details will be secured through condition.

Noise Assessment

107. A Noise Impact Assessment has been undertaken, this assesses the suitability of the proposed scheme for residential development. A noise survey was undertaken at Brent House in order to collect data representative of the worst case levels expected due to all nearby sources. The main source of nearby noise is road traffic noise from the High Road, with some sporadic noise coming from the nearby school(s).

108. To comply with BS8233:2014 "Sound insulation and noise reduction for buildings" and recommended internal noise levels for daytime and night-time the external building fabric would need to be designed accordingly. The brickwork design would contribute to a significant reduction in ambient noise levels, however good quality glazing specification will also be required. The robust glazing specification proposed should achieve suitable attenuation for all elevations in line with BS8233:2014. Your Environmental Health officer has though recommended a condition requiring post completion testing for all residential units to demonstrate all internal noise levels have been met, with scope for mitigation if its turns out not to be the case.

Microclimate / wind studies

109. A wind microclimate study has looked at locations around the proposed development and assessed their pedestrian safety and comfort for proposed usages. This study predicts the proportion of time an area will experience wind speeds in excess of threshold values for safety and stability and threshold values associated with a range of typical activities, such as walking, awaiting a bus, or sitting outside a cafe. Wind tunnel modelling was carried out to enable the pedestrian wind environment at the site to be quantified and classified for proposed usage, based on the recognised standard Lawson criteria for pedestrian comfort and safety. The wind environment was assessed at a total of 69 locations.

110. The study finds that at approximately 35m and 45m in height, the proposal does not protrude substantially above neighbouring buildings and does not represent a substantial obstruction to prevailing winds.

111. In terms of pedestrian safety, the wind conditions are rated as suitable all locations.

112. In terms of pedestrian comfort, wind force and conditions at entrances are found to be suitable for short periods of standing. Looking at the outside space (recreational areas) the proposed development is found to be suitable for pedestrian comfort for recreational usage with the exception of three locations. These are in the middle of the two buildings, and the report recommends that further mitigation measures such as trees, planting and / or screening be introduced to improve conditions in these outside spaces. Further details of mitigation will be secured through condition.

113. The study finds that post construction the proposed development has a negligible impact on the suitability of the wind microclimate relative to existing surrounds.

114. It concludes that post development wind conditions are predominantly suitable for existing and

planned uses. Some minor exceptions exist, though mitigation against this can be provided through further development of localised landscaping conditions.

Waste

115. A detailed waste management strategy has been prepared, in accordance with Brent's own waste planning guidance (2013). This takes account of commercial and residential waste requirements. As discussed in the above 'Transport' section this is considered acceptable in terms of the on-site management and collection arrangements proposed. No comments have been provided by the Council's Recycling and Waste team in respect of the overall strategy, and any response provided will be reported in a supplementary report.

Update on the GLA position - post Stage 1 report

116. In issuing its Stage 1 report the GLA advised that the principle of development was acceptable in strategic terms. Further information was required in relation to housing, design, inclusive design, energy, flooding, drainage and transport in order to demonstrate the scheme is fully compliant with the London Plan. The table below provides a further update on each item.

Issue raised by GLA in Stage 1 report	Post Stage 1 report update
Housing	<p>The GLA has requested that the results of the independent FVA be shared, demonstrating that the maximum reasonable amount of affordable housing is being secured.</p> <p>This information will be shared with the GLA when the application is formally referred to them for its Stage 2 response (post planning committee resolution).</p>
Design	<p>Further response was provided by the applicant.</p> <p>The GLA has confirmed that;</p> <ul style="list-style-type: none"> • The use of external lifts is acceptable given the need to provide fully inclusive access across the site's varying levels. • The stepped access route to block E is welcomed and the animation of this route with regular entrances is also welcomed. • Further clarity has been provided which provides sufficient comfort that the eastern footpath access will be safe, secure and allow for passive surveillance. • Reservations exist with regards the glazed balcony treatment. The applicant is encouraged to strike an appropriate balance of glazing to ensure an appropriate level of privacy is maintained.
Inclusive access	See comments above.
Energy	The applicant has provided the further information requested in relation to management arrangements proposed for the CHP system. Based on this the GLA confirm there are no outstanding issues on energy.
Drainage	Further details of detailed drainage arrangements will be secured by an appropriate condition, as the GLA's stage 1 report indicates.
Transport	<p>The GLA notes the parking layout revisions that increase the number of disabled spaces from 16 to 20.</p> <p>TfL stresses that ultimately the decision on levels of parking provision rest with the Local Authority.</p>

	<p>Whilst they support the increase to 20 spaces in principle they have commented that this results in a layout which is not as as preferable as the original layout with 16 spaces, for the purposes of inclusive access. On balance they would support the original layout with 16 spaces.</p>

117. Subject to confirmation of the affordable housing position (to be confirmed in the Stage 2 referral) and the securing of an appropriately worded condition in respect of drainage details there are no outstanding issues, that need to be addressed for the GLA's purposes.

118. On the issue of parking, the updated position provided is noted, as is the fact the GLA confirms they are happy to defer to the Local Authority to determine what an appropriate level of parking is on site. In this case officers consider that it is preferable to secure additional on site disabled parking to bring the development closer in line with the policy requirement for 10% of spaces (25 in total). To this end the increased offer would see 20 disabled spaces being provided on site. This is still less than 10% requirement, therefore the applicants have sought to justify the provision, and comparisons have been made with a number of large residential schemes in London with less than 10% provision. These schemes used census data to identify the likely local demand for disabled parking, and the same has been done for Brent House which indicated that 12 spaces would be the likely demand. With a car park management plan secured by condition, which will ensure bays are assigned to Blue Badge holders as required, on balance this justification is considered to be acceptable in this location.

119. TfL has identified a need for bus capacity enhancements in the Wembley area due to a number of existing routes through Wembley being at capacity. Their evidence base has lead them to seek a contribution of £319,000. This level of contribution is subject to further discussion between TfL and the applicant. At this stage a final level of contribution has not been agreed. Members are therefore requested to make a resolution on the application and to delegate authority to officers to agree upon a final level of contribution, pending further discussion between TfL and the applicant.

Conclusion

120. The proposed development would deliver the following benefits

- 1) The delivery of much needed new housing, including 30% affordable housing within the designated Wembley Housing Zone
- 2) The delivery of a new public piazza and widened public footpath(s)
- 3) Help to regenerate the eastern end of Wembley town centre
- 4) The re-use of a vacant office building with a residential led, mixed use development
- 5) A CIL contribution of approximately £3.5M towards local infrastructure improvements.

Officers consider that on balance the scheme would make a positive contribution and recommend the application for approval subject to the conditions and obligations set out in this report.

SUSTAINABILITY ASSESSMENT

ENERGY

The applicant has supplied an energy statement as part of the submission which indicates measures that will achieve a 31.9% reduction in CO2 emissions beyond the requirements of Part L of the 2014 Building Regulations. This is not strictly in compliance with policy 5.2 of the London Plan, falling short of the target 35%. The energy statement has been reviewed by the Council's Sustainability Officer and is considered that a carbon off-set contribution should be secured to make up for the identified shortfall. Compliance with this target and the wider sustainability measures should be secured in a s106 agreement, or by condition as part of any permission.

In the Mayor's Stage 1 report it was confirmed that scheme has broadly followed the energy hierarchy. Further information is required in respect of the management arrangements proposed for the site heat network (CHP system) before the final proposals can be understood. The short fall in carbon dioxide reductions was also noted, and the GLA re-iterated that this should be met by a carbon off-set contribution.

A post Stage 1 response from the GLA (dated 19/01/16) does confirm that the applicant has provided sufficient information now on the management arrangements (including anticipated costs for the CHP

system), and that there are now no further outstanding issues.

S106 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
- Affordable Housing - 30% proportion (45 affordable rented units and 29 shared ownership flats) and to ring-fence for affordable housing any overage payment in excess of target level receipt and overage payment required to finance Civic Centre.
- Car-Parking Permit Free development to remove the rights of residents to apply for parking permits in the surrounding roads in the vicinity of the site.
- Join and adhere to Considerate Constructors scheme
- Energy - Achieve a 31.9% reduction in CO2 emissions beyond the 2013 Building Regulations and to provide a carbon off-set contribution of £16,738 to be used towards on / or off-site improvements related to carbon reduction to off-set the shortfall below the target 35%.
- Submission and approval of a revised Travel Plan to score a PASS rating under TfL's ATTruTE programme prior to first occupation, to include provision of a subsidised Car Club membership for future residents and to fully implement the approved plan for the lifetime of the development thereafter.
- Undertaking of highway works along the High Road site frontage and the footpath along the eastern side of the site through an agreement under S38/S278 of the Highways Act 1980, in order to (i) widen the footway along High Road frontage to at least 4.5m; (ii) widen the footpath along the eastern boundary of the site to at least 3.4m; (iii) remove the existing vehicular access to the site and replace them with footway with full height kerbs; and (iv) provide a new crossover for vehicular access to the site; together with any necessary ancillary or accommodation works and any works to statutory undertakers' equipment rendered necessary by these works, in accordance with detailed plans to be approved by Brent Council's Transportation Unit
- TfL contribution towards bus capacity enhancements in Wembley .

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

CIL DETAILS

This application is liable to pay **£3,542,690.67*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 12075 sq. m.

Total amount of floorspace on completion (G): 24543 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	23975		12179.4523 896834	£200.00	£35.15	£2,990,490.54	£525,578.71
Shops	568		288.547610 316587	£40.00	£35.15	£14,169.75	£12,451.67

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	275	
Total chargeable amount	£3,004,660.29	£538,030.38

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



Brent

DECISION NOTICE – APPROVAL

Application No: 15/4743

To: Mr Pender
PPM Planning Limited
185 Casewick Road
West Norwood
London
SE27 0TA

I refer to your application dated 30/10/2015 proposing the following:
Proposed demolition of existing office building and erection of two buildings of between eight and ten storeys accommodating 248 dwellings (84 x 1-bedroom, 108 x 2-bedroom, 49 x 3-bedroom & 7 x 4-bedroom units) and flexible commercial space at ground floor (for Use Classes A1, A2, A3, A4 and/or B1(a)), new public square, landscaped communal gardens, associated landscape works, alterations to existing crossover(s) and basement car and cycle parking.
and accompanied by plans or documents listed here:
(See Condition 2)
at Brent House, 349-357 High Road, Wembley, HA9 6BZ

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 2012
London Plan 2015
Brent Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance
Wembley Area Action Plan 2015

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

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Employment: in terms of maintaining and sustaining a range of employment opportunities
Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness
Transport: in terms of sustainability, safety and servicing needs

- 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):

Existing:-

01-03 revB
01-06
02-03 revB
02-06
03-03 revB

Proposed:-

400 revP0
401 revP0
402 revP0
403 revP0
404 revP0
405 revP0
406 revP0
407 revP0
408 revP0
409 revP0
410 revP0
411 revP0
412 revP0

500 revP0
501 revP0

P002 revP0
P100 revP3
P101 revP4
P102 revP0
P103 revP0
P104 revP0
P105 revP0
P106 revP0
P107 revP0
P108 revP0
P109 revP0
P110 revP0
P111 revP0
P112 revP0
P200 revP0
P201 revP0
P202 revP0
P203 revP0
P300 revP0

Landscaping:-

692.3F
692.4F
692.5C
692.6C
692.2H

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

- 3 All disabled parking spaces (which shall be used exclusively by Blue Badge residents), cycle parking stands, loading / servicing turning area and refuse and recycling facilities shall be provided and permanently marked out prior to occupation of any part of the approved development in full accordance with approved plans, and thereafter retained in accordance with the approved details throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Furthermore, a minimum of 20% of parking spaces shall be provided with active electric vehicle charging points and 20% with passive charging points, and thereafter retained in accordance with the approved details throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, or the conditions of general safety within the site and along the neighbouring highway & amenity and to provide sufficient vehicle parking, cycle parking facilities and refuse and recycling facilities.

- 4 Development shall not commence (save for demolition) until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed in full thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community

- 5 The uses hereby approved shall not commence until a detailed Delivery and Servicing Plan (including details of a pre-booking system for servicing vehicles) has been submitted to and approved in writing, by the Local Planning Authority which shall include further details to demonstrate how the different servicing demands will be appropriately managed on site. Thereafter the approved plan shall be implemented in full for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian and highway safety

- 6 Notwithstanding the plans hereby approved the development shall not be occupied unless a further four visitor cycle parking spaces (x 2 "Sheffield" stands) have been provided within the public piazza area, and thereafter retained throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason;- To ensure adequate visitor cycle parking.

- 7 In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, a communal television system/satellite dish shall be provided. The equipment shall be located so as to have the least impact on the external appearance of the development.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- 8 Prior to any demolition works, a qualified asbestos contractor shall be employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

Reason: To ensure the safe development and secure occupancy of the site proposed for use.

- 9 Vegetation clearance shall be undertaken outside of the nesting bird season (generally extends between March and September inclusive). If this is not possible then any vegetation that is to be removed or disturbed shall be checked by an experienced ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting any works which may affect them is required to be deleted until the young have fledged and the nest has been abandoned naturally.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 (as amended).

- 10 Any existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Director of Transportation prior to the occupation of the new development

Reason: In the interests of traffic and pedestrian safety.

- 11 Prior to installation further details of any extract ventilation system and odour control equipment for the commercial units, including all details of external ducting, must be submitted to the Local Planning Authority for approval. The approved equipment shall be installed prior to the commencement of the use and shall thereafter be operated at all times and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of nearby residents

- 12 (a) No development shall commence on site (save for demolition) until a Training & Employment Plan has been submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following:

- (i) the details of the Training & Employment Co-ordinator;
- (ii) a methodology for meeting the Training & Employment Targets and the Training & Employment Reporting Schedule;
- (iii) a commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job

The approved Training and Employment Plan shall be implemented for the lifetime of the construction of the development.

- (b) The buildings shall not be occupied until the Training & Employment Verification Report has

been submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

- 13 Prior to any felling of the existing London Plan tree, located in the north-east corner of the site (identified as TN4 in the Phase 1 habitat survey) further survey work shall be carried out by an experienced ecologist for any bat roosts. If roosts are found to be present appropriate mitigation measures shall be submitted to and approved in writing by the local planning authority prior to the carrying out of any works to this tree, and thereafter works shall be fully implemented in accordance with the details so approved.

Reason: In the interest of biodiversity and in accordance with the Wildlife & Countryside Act

- 14 Not less than 10% of residential units shall be wheel chair accessible (in the case of Affordable Rented units) or Easily Adaptable (in the case of Private and Intermediate units) unless otherwise agreed in writing by the Local Planning Authority.

Reason; To ensure suitable facilities for disabled users, in accordance with the London Plan policy 4.5.

- 15 The area denoted as "public plaza" within the plans hereby approved shall be provided upon first use of the buildings hereby approved, shall be made publicly accessible (save for temporary closures of parts of the space that are required for maintenance purposes) and shall be permanently maintained thereafter for the lifetime of the development.

Reason: In the interests of amenity and the environment for residents and other users of the development and the High Road.

- 16 Notwithstanding the contents of the Design & Access Statement further details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any above ground construction work is commenced (save for demolition). The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority .

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

- 17 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site clearance, or construction works on the site (save for demolition). Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include the following details:-

(a) the identification and means of protection of existing trees and shrubs not directly affected by the building works and which are to be retained, this shall make reference to the existing trees along the southern site boundary;

(b) proposed walls and fences and other means of enclosure indicating materials and heights;

(c) screen planting along the eastern and western boundaries

(d) adequate physical separation, such as protective walls and fencing between landscaped and paved areas;

(e) existing contours and any proposed alteration to ground levels such as earth mounding;

(f) provision for satisfactory safety features around the water feature

(g) areas of hard landscape works and further details of the proposed materials;

(h) details of the proposed arrangements for the maintenance of the landscape works

(i) further details of all outside seating and childrens play equipment.

Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 18 Prior to the commencement of any works on the site a Construction Logistics Plan, including but not limited to detailed measures of how construction related traffic is to be managed, shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in full thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to mitigate the impact of the development on local highway conditions during the works.

- 19 Prior to the occupation of any part of the residential development, the applicant shall submit a verification report which provides evidence that the mitigation measures described in the approved Air Quality Impact Assessment have been implemented in full. The verification report is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site proposed for residential use.

- 20 The Combined Heat and Power unit installed shall meet or improve upon the emissions standards and technical details described in the Air Quality Assessment. Tests shall be undertaken on the installed unit to demonstrate that the emissions standards have been met, and a report setting out the results and conclusions of that test shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use. The CHP unit shall thereafter be maintained in such a way as to ensure that these standards continue to be met.

Reason: To protect local air quality, in accordance with Brent Policies.

- 21 Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction works, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

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

- 22 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full in accordance with the approved remediation works. A verification report shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

- 23 Prior to occupation of any of the residential units a post-completion test shall be carried out to demonstrate that the required internal noise levels for residential units as recommended within BS8233:2014 have been met and the results of this shall be submitted to and approved in

writing the Local Planning Authority prior to first residential occupation. Should the results show that the required internal noise levels have not been met, for any of the residential units then a scheme of mitigation works shall be submitted to and approved in writing by the Local Planning Authority, and the approved works fully implemented prior to first occupation of those affected residential units.

Reason: To obtain required sound insulation and prevent noise nuisance in the interests of prospective occupiers residential amenity.

- 24 Prior to commencement of works (save for demolition) further details of mitigation measures, to ensure an acceptable environment is maintained in terms of pedestrian comfort and wind force conditions for the central amenity space, are to be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented fully in accordance with these approved details, and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason; To ensure the safe occupancy of the site.

- 25 Prior to commencement of works (save for demolition) further details of all external lighting, (and CCTV) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented thereafter, and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of safety, amenity and convenience.

- 26 A Parking Management Plan shall be submitted to and approved in writing prior to first occupation of the development. The plan shall demonstrate how the disabled only parking spaces on-site will be allocated only to residents who possess a Blue Badge parking permit, with a mechanism for the allocation of spaces to be reviewed on a regular basis to ensure the needs of disabled occupiers are properly considered for the lifetime of the development. The approved plan shall be implemented in full, and maintained for the lifetime of the development thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason; To ensure adequate provision is made on site for disabled parking.

- 27 Notwithstanding the plans hereby approved a revised landscape plan shall be submitted to and approved in writing demonstrating how "play zone 4" (previously depicted on drg 692.4F) will be re-located on site, and the development shall be carried fully in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason; To ensure satisfactory provision for child play space on site.

- 28 Within 3 months of the date of commencement of works on site, details of proposed bird and bat nesting boxes shall be submitted to and approved by the Local Planning Authority. The installation of the approved nesting boxes shall be undertaken in full in accordance with the Phase 1 habitat survey and prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of wildlife preservation

- 29 A Demolition Method Statement (CMS) shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any demolition or construction works on site. The approved Statement shall be fully implemented thereafter in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To limit the detrimental effects of noise and disturbance from demolition / construction works on adjoining sites and nearby residential occupiers.

INFORMATIVES

- 1 If the development is carried out it will be necessary for existing crossing(s) 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. Should Application for such works should be made to the Council's Safer Streets Department, Brent House, 349 High Road Wembley Middx. HA9 6BZ Tel 020 8937 5050. The grant of planning permission, whether by the Local Planning Authority or on appeal, does not indicate that consent will be given under the Highways Act.

- 2 Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
 - (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings

- 3 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

Any person wishing to inspect the above papers should contact Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227