

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

10 February, 2016

15/4473

SITE INFORMATION

RECEIVED: 14 October, 2015

WARD: Wembley Central

PLANNING AREA: Wembley Consultative Forum

LOCATION: CAR PARK, Montrose Crescent & Land N/T 499 & 509 High Road, Wembley (including existing steps connecting to High Rd, Wembley with Station Grove), HA0

PROPOSAL: Proposed redevelopment of Montrose Crescent car park and land n/t 499 and 509 High Road, Wembley to include a part 3, 6, 13 and 18 storey development on Curtis Lane and a part 4 and 6 storey building on the High Road, Wembley comprising of 186 residential units (43 x 1 bed, 108 x 2 bed and 35 x 3 bed), 1,312 sqm of commercial space comprising A1, A2, A3, A5, B1(a) and/or D1 uses, replacement public car park comprising of 89 public car parking spaces, associated amenity space, landscaping, cycle parking, new lift access to High Road together with alterations to existing stepped access from the High Road to Curtis Lane and Station Grove and public realm improvements.

APPLICANT: Ares Properties Limited

CONTACT: Maddox and Associates Ltd

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_124568

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SITE MAP



Planning Committee Map

Site address: CAR PARK, Montrose Crescent & Land N/T 499 & 509 High Road, Wembley (including existing steps connecting to High Rd, Wembley with Station Grove), HA0

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This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS



Above: Site plan



Above: CGI from Station Grove



Above: CGI from Copland Road



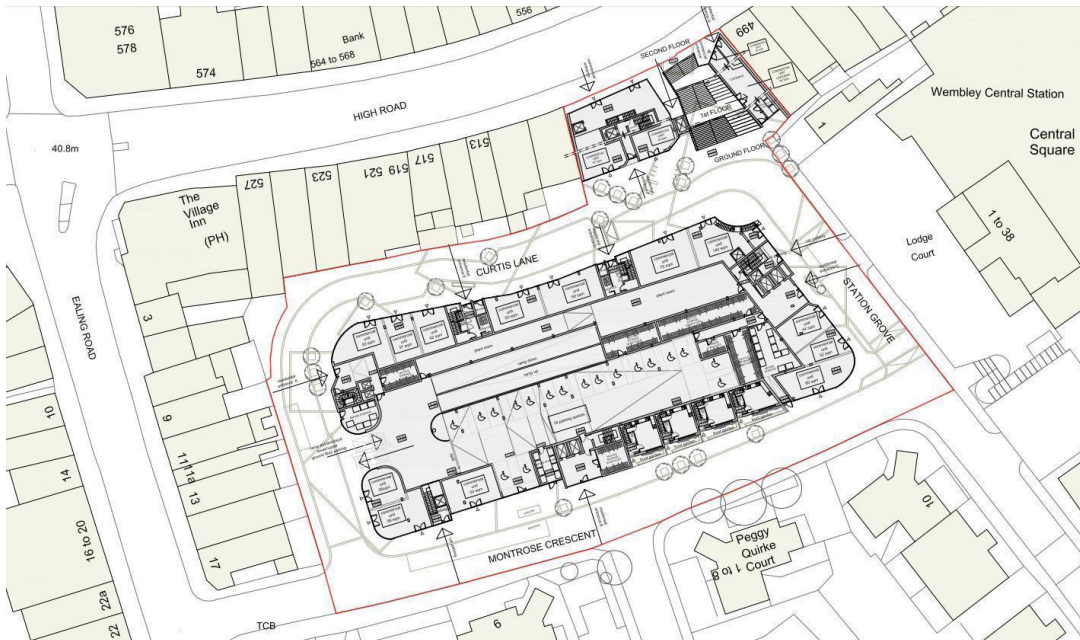
Above: CGI from High Road



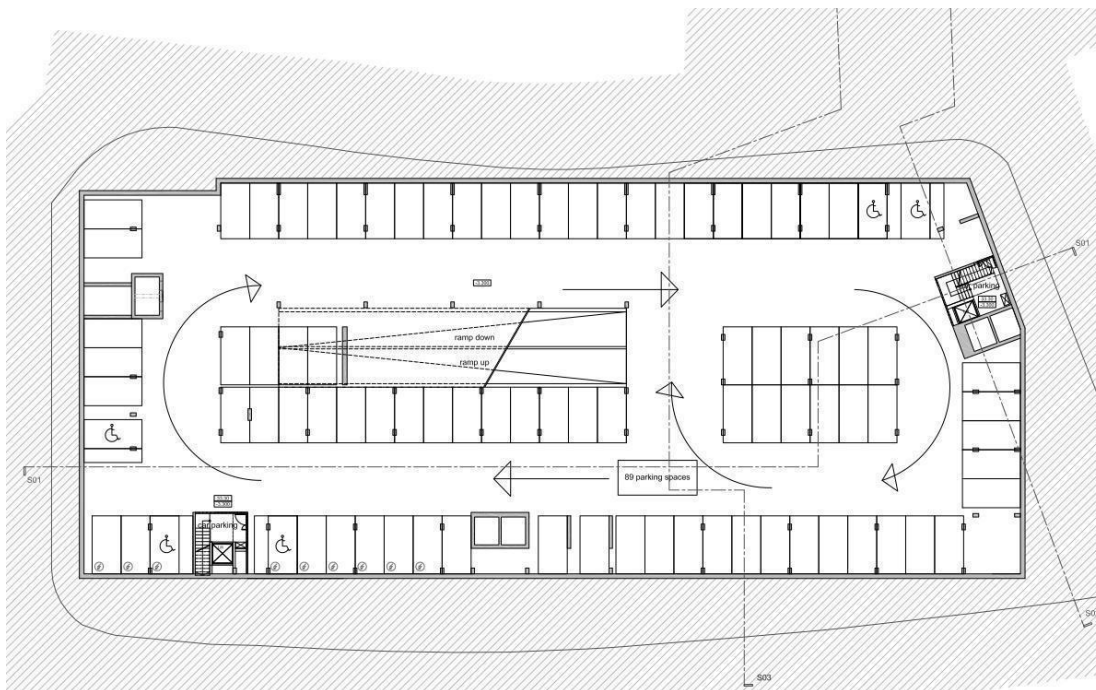
Above: CGI from High Road



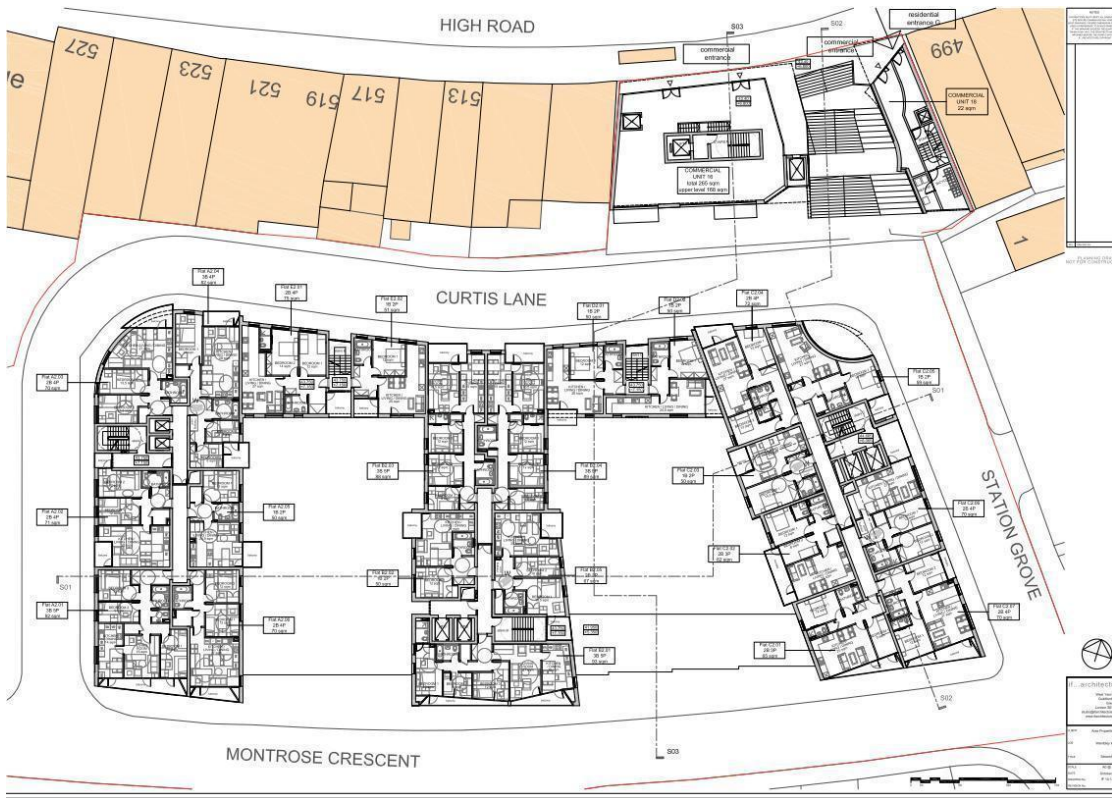
Above: Landscape plan



Above: Ground floor plan



Above: Basement car park plan



Above: Second floor plan



Above: High Road elevation



Above: South elevation (Montrose Crescent)

RECOMMENDATIONS

Resolve to grant planning permission subject to the referral to the Mayor of London, and 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 redevelopment of Montrose Crescent car park and land n/t 499 and 509 High Road, Wembley to include a part 3, 6, 13 and 18 storey development on Curtis Lane and a part 4 and 6 storey building on the High Road, Wembley comprising of 186 residential units (43 x 1 bed, 108 x 2 bed and 35 x 3 bed), 1,312 sqm of commercial space comprising A1, A2, A3, A5, B1(a) and/or D1 uses, replacement public car park comprising of 89 public car parking spaces, associated amenity space, landscaping, cycle parking, new lift access to High Road together with alterations to existing stepped access from the High Road to Curtis Lane and Station Grove and public realm improvements.

B) EXISTING

The application site comprises of two parcels of land within Wembley Town Centre, one is south of Wembley High Road and bound by Curtis Lane and Montrose Crescent. This is Montrose Crescent surface car park, which is a public pay and display car park that primarily serves shoppers and visitors to Wembley Town Centre, and the northern section of Ealing Road. The car park has 130 spaces, including 3 disabled spaces. This car park is situated to the rear of buildings fronting High Road, Wembley and is set at a significantly lower level to the High Road.

In addition the site also comprises a vacant, cleared plot of land between 499 and 509 High Road. The existing stepped access which links High Road with Curtis Lane, Station Grove, Montrose Crescent and beyond is part of the application site, and upgrade works are proposed to this stepped access as part of the proposals. There is a significant levels difference between the two sites.

Wembley Central station is immediately adjacent to the site to the east.

This is not within a Conservation Area, nor does it affect any Listed Building's.

C) AMENDMENTS SINCE SUBMISSION

Since its submission the scheme has been amended in the following ways:-

- Minor alterations to the design / materials
- Minor changes to the commercial unit / shopfront designs to introduce ventilation louvres
- Alterations to the ground floor layout in response to Secure by Design feedback
- Setting back of the car park entry barrier
- Revisions to the highway layout and the location of dedicated on-street loading bays

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows

- The opportunity for new homes, new commercial floorspace and a significant contribution to the regeneration of the western end of Wembley town centre.
- The contribution towards affordable housing on a site within the designated Wembley Opportunity Area.
- The appropriateness of a dense, residential led mixed use development in this location.
- The replacement town centre shoppers car park.
- The transport impacts of the proposed development.
- The quality of the proposed residential accommodation.
- The impact of the development on the living conditions of neighbouring occupiers.

The wide range of public realm improvement proposed, including improvements to the existing High Road stepped access.

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) |
|-----------------|----------|----------|------|-------|----------------|
| Dwelling houses | | | | 18782 | 18782 |
| Shops | 0 | | 0 | 2681 | 2681 |
| Sui generis | | | | 1312 | 1312 |

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) | 32 | 97 | 23 | | | | | | | 152 |
| PROPOSED (Flats û Social Rented) | 5 | 9 | 12 | | | | | | | 26 |
| PROPOSED (Flats û Intermediate) | 6 | 2 | | | | | | | | 8 |

RELEVANT SITE HISTORY

There is no recent planning history relevant to the Montrose Crescent car park site, or the vacant land situated between 499 and 509 High Road, Wembley.

CONSULTATIONS

Press Notice published on 05/11/15
Site Notice(s) displayed on 16/11/15

Statutory consultation period of 21 days started on 29/10/15. In total 909 individual properties were notified of the proposal. This included properties at the following locations;-

Central Square
Manor Court, Central Square
Ramsey House, Central Square
Metro Apartments, Central Square

Chaplin Road
 Copland Road
 Ealing Road
 High Road, Wembley
 Lancelot Road
 Montrose Crescent
 Ranelagh Road
 Station Grove
 Turton Road, and
 Union Road

To date a petition raising objection has been received, this is signed by 65 signatories. In addition two individual objections have also been received.

One representation in support of the proposal has been received. It is stated this proposal will be a positive addition to the area, provided it does not worsen existing traffic congestion problems in the area.

| Grounds for objection | Response |
|--|---|
| The proposal will cause further traffic congestion in the area, and it should be retained as a car park. | see paragraph's 45 - 54 |
| Loss of view | One's view is not protected in planning terms. Notwithstanding this Lodge / Manor Court is sited some 26m away from the tallest element fo the proposal and due consideration has been given to the impact on neighbours outlook, daylight and sunlight, as discussed in paragraph 102 |
| What will happen to the existing car park, and where will these cars go in future? | A public pay and display car park is being re-provided at basement level. This is discussed further in paragraph's |
| Where will future residents park? | <p>The scheme is parking permit free. Residents will not be eligible for on-street parking permits in the vicinity of the site.</p> <p>The residents parking spaces at ground floor are for Blue Badge holders only.</p> |
| What will happen to the existing H17 & 223 bus stop on Montrose Crescent? | This will be temporarily relocated along Station Grove, and this will be confirmed in a Construction Logistics Plan to be secured by condition. |
| The 18-storey block is out of context to the existing buildings. | <p>see paragraph's 71 - 74</p> <p>The tallest element of the development is comparable to the the height of Lodge Court</p> <p>It should be noted that the height was not raised as a concern following the CABA review, nor has it been raised by the GLA in the Mayor's Stage 1 report.</p> |
| Loss of natural light to Lodge Court. | See paragraph 102 |
| Will increase pressure on schools, doctors and dentists | The Community Infrastructure Levy (CIL) will be charged on the development. This will secure significant funds to make infrastructure improvements. This money can be used to fund new schools, doctors and dentists. |
| Disruption to residents during construction due to noise, construction vehicles, dust and dirt. | 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, noise and disturbance should this be required. |

| | |
|---|---|
| <p>Will result in poor air quality in the surrounding area due to increased traffic congestion that would follow.</p> | <p>Mitigation measures are proposed for air and noise quality to minimise impacts during construction. These will be secured in a final Construction Management Plan.</p> <p>Air quality impacts in relation to traffic associated with the development are predicted to be negligible.</p> |
|---|---|

STATUTORY CONSULTEES

Transportation;-

See detailed comments below in 'Remarks' section

Urban design;-

No objection has been raised, further clarity was sought on fenestration and external materials

Landscape Design / Principal Tree Officer;-

No objection has been raised, observations have been made in respect of the proposed public realm improvements, namely the palette of materials and tree planting methods. In any event it is noted this will be captured through the S38/278 agreement. Further clarification is sought on planting and tree planting details, which is secured through a landscape condition.

Regulatory Services (Environmental Health);-

No objection raised, but conditions have been recommended relating to air quality impact assessment, demolition and construction on site, and verification of the implementation of noise mitigation measures as recommended in the submitted noise assessment.

Sustainability Officer (internal);-

The energy strategy is of high quality. It considers Lean, Clean and Green measures as required by the London Plan and shows how it meets the 35% reduction over Part L 2014. No further information is required.

Thames Water;-

No response.

Transport for London;-

- Require an increase in electric vehicle charging points
- Require the development to permit free for future residents
- Sought clarity on cycle parking for commercial units
- Secure all highway and public realm works through legal agreement
- Reviw and revise the initial travel plan in order to pass the ATTrBute assessment
- Secure the provision of a Delivery & Servicing Plan and Construction Logistics Plan by condition.

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 category 1A 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.

The Stage 1 report is dated 08/12/15. In their report it is stated that the principle of a proposed residential-led, mixed use development is supported in accordance with local and strategic planning policy. However, specific issues relating to housing, affordable housing, play space, inclusive design, sustainable development and transport should be resolved prior to the final decision making stage to ensure compliance with the London Plan.

- Housing & affordable housing;- The proposed housing mix, density and quality standards are generally supported, subject to the submssion of a detailed residential schedule. However, further discussion is welcomed pending the outcome of the independent assessment of the applicant's viability appraisal regarding the maximum reasonable amount of affordable housing and how the proposed tenure split has been arrived at.
- Children's play space;- Further clarification is required with regards to the proposed child yield of the development, and the size of the dedicated play areas and how this correlates with the overall child yield and and the access arrangements. The applicant should also demonstrate how the needs for older

children will be met.

- **Urban design**;- Following the positive engagement with GLA officers and design revisions made the scheme is now supported in strategic urban design terms.
- **Inclusive design**;- It should be confirmed that the 10% wheelchair accessible units will be provided across all tenures. It should also be demonstrated how the shared surfaces around the building will be safe, accessible and provide clearly defined and safe crossing points for those who are visually impaired.
- **Sustainable development**;- The carbon dioxide savings meet the target set within policy 5.2 of the London Plan. Further information is sought to support the carbon savings before compliance can be verified.
- **Transport**;- Further discussion, clarification and / or commitments are required to address those issues regarding electric vehicle charging provision, securing pedestrian improvement measures, provision of staff cycling facilities, a cycling audit, financial contributions towards bus capacity improvements, submission of a revised travel plan and the provision of a construction logistics plan.

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;-

No written responses have been received.

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's106 Supplementary Planning Document
- Brent's Site Specific Allocations Development Plan
- Wembley Area Action Plan 2015
- Wembley West End SPD 2006

DETAILED CONSIDERATIONS

Land Use Principles

1. The site is situated within the designated Wembley Town Centre boundary. The existing site is identified within the adopted WAAP (2015) as Site W1, and is allocated as being suitable for comprehensive mixed use development including retail or other town centre uses. A replacement town centre car park and amenity space should be provided.
2. Due to the complexity of the site, the change in levels between High Road and Montrose Crescent and the multiplicity of ownership a series of developments have not been progressed over previous years. Due to ownership the ambitions for a comprehensive approach have not been realised to date, and mean

that it is highly unlikely they ever will. The extremely fragmented ownership is the main reason why this application comes forward involving part of, but not all of the allocated site outlined in allocation Site W1. When the scheme was initially discussed at pre-application stage it was acknowledged by officers that the phased redevelopment of the site could be supported in principle, due in part to the fragmented ownership and related issues, and subject to the current proposals not prejudicing the remainder of the site, should this come forward in the future for development. It is officers view that the current scheme would not be prejudicial to the later redevelopment of the wider W1 were this to come forward.

3. The Wembley West End site is a major development site within the town centre, and could deliver significant regeneration to the western end of Wembley town centre. Mixed use redevelopment is supported in policy terms on this gateway site to the town centre.
4. The Wembley West End (South) SPD was adopted in 2006, it has in part been superseded by the more recent WAAP document. This SPD supports the comprehensive redevelopment of the wider site, requires a replacement town centre car park, supports new retail / commercial uses and deems higher density development to be appropriate. In design terms it identifies that a higher scale towards Station Grove may be acceptable, provided proposals attempt to mitigate any potential negative impacts of a taller building through exemplary design. This SPD is evidence of the policy support for the redevelopment of this key town centre site, and the more recent site allocation W1, identified in the WAAP reinforces this.
5. 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.
6. London Plan policy 2.15 promotes London's network of town centres as the main foci beyond the Central Activities Zone for commercial development and intensification including residential development and that development in town centres should seek to sustain and enhance their vitality.
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 186 residential units including commercial floorspace, a replacement shoppers car park and associated amenity space is supported in accordance with local and strategic planning policy.

Affordable Housing

8. 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.
9. The proposed scheme was initially to provide for 34 of the 186 flats to be delivered as affordable housing (18.28%) and the applicant has submitted a Financial Viability Assessment (FVA) undertaken by HEDC to support that position in line with planning policy. The FVA contends that 18.28% affordable housing represents the maximum reasonable and viable amount of affordable housing the proposed scheme can deliver, with the residual value of the scheme in deficit against the benchmark land value.
10. Officers appointed BNP Paribas to undertake an independent review of the HEDC FVA. BNP Paribas have confirmed that the private residential sales values are reasonable, and their quantity surveyor has confirmed the base build costs are reasonable. There has however been lengthy dispute over a number of the other FVA assumptions, including the developer profit margin, Existing Use Value (EUUV) of the site, affordable housing values, construction timetable and some other costs. The applicant and HEDC in the course of the FVA review have conceded on some matters, including a reduction in the developer profit margin from 20% to 17%, and provided additional evidence to support other elements of the FVA.
11. BNP Paribas have confirmed that 18.28% does represent the maximum reasonable and viable amount of affordable housing the proposed scheme can deliver, however on the basis of an appraisal of proposed scheme where the residual value deficit against the benchmark land value is de minimis.
12. Sensitivity analysis undertaken as part of the review also indicates that in the circumstances of reasonable residential sales values growth over the course of the development, there would be the scope for the scheme to deliver additional affordable housing planning obligations. Given the relatively low level of affordable housing proposed against the Local Plan target, and these reasonable prospects, Officers

therefore recommend that a s106 review mechanism reassess scheme viability post implementation and prior to practical completion, such that a reasonable proportion of any surplus generated over the agreed developer profit margin (but capped at a level commensurate with 50% affordable housing delivery on the scheme) be ringfenced for affordable housing delivery elsewhere in the borough.

13. Following further negotiation with the applicant, and despite the FVA demonstrating that only 34 flats (18.28%) is currently the maximum reasonable amount of affordable housing the scheme can viable bear, the applicant has in good faith offered to provide in total 38 flats (20.43%) as affordable housing on a broadly policy compliant 69:31 tenure split. This revised offer is welcomed and officers consider there to be sound justification behind the proportion of affordable housing proposed. The review mechanism will still be captured through the s106.

Housing Mix

14. The proposed development would provide the following schedule of accommodation.

| Unit type | Unit No.s | Mix (%) |
|--------------|------------|---------|
| Studio | 0 | |
| 1-bed | 43 | 23 |
| 2-bed | 108 | 58 |
| 3-bed | 35 | 18.8 |
| TOTAL | 186 | |

15. Core Strategy policy CP2 sets out that 25% of all new housing should be family-sized (3+bedroom). The proposed development would provide 18.8% 3-bedroom units and therefore it is short of the target. Notwithstanding this officers recognise this is a high density residential scheme, in a town centre location and inevitably it will not always be possible to achieve 25% of units as family units when individual site circumstances are taken into account, and when balanced against the suitability of the site, the need to maximise housing output and the proportion of affordable housing.
16. The proposal provides a mix of market housing and Affordable Housing. The Affordable Housing is proposed in the form of affordable rented units (all of Core A, 26 units) and 12 units as shared ownership (in Cores D, E and H). The 38 affordable units equates to 20.4% affordable housing provision.
17. 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 3.11.

Density

18. Given the characteristics of the site, the PTAL rating, and its central location the London Plan density matrix (policy 3.4) would suggest an indicative residential density of between 650 to 1100 habitable rooms per hectare. The density calculation suggests the proposed development would have a density of 1490 habitable rooms per hectare (hr/ha) or 504 units per hectare. The proposed development has a density that exceeds the appropriate range, in the Mayor's Stage 1 report this is acknowledged by the GLA, who state the density ranges set out in table 3.2, of policy 3.4 of the London Plan should not be applied mechanistically and that PTAL alone is not an appropriate measurement for density. Other factors such as local context, design, transport capacity, infrastructure and amenities such as open space and play space are all factors to be taken into consideration when optimising housing potential. It should also be acknowledged the site is in an identified Opportunity Area, and is a location where residential densities and output should be optimised and one where development proposals should contribute towards meeting, or where appropriate, exceeding the minimum guidelines for housing, in accordance with London Plan policy 2.13.

Transport

19. The application site has a PTAL level 6 (excellent). Wembley Central station is adjacent to the site, to the east. It is also well served by a number of bus routes along High Road, Ealing Road and Montrose Crescent.
20. Montrose Crescent is a local access road and bus route. Curtis Lane is an adopted rear service road and

Controlled Parking Zone "C" - 8am - 6.30pm, Mon-Sat (midnight on Wembley Stadium event days) operates.

Residential

21. Residential car parking is proposed for blue badge holders only (Wheelchair Accessible parking). Car parking standards for the proposed uses are set out in the adopted WAAP (2015). 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-bed flats where the public transport access is good. Applying these standards the 186 proposed flats would be permitted up to a maximum 81.4 car parking spaces and therefore the proposed provision of 19 disabled spaces at ground floor level would accord with standards, whilst also providing a disabled parking space for 10% of the units to satisfy Brent's adopted standard PS15 and London Plan 2015 policy. Access to the residential spaces will be via a vehicular gate, and separate from the basement level town centre car park which will allow access to be restricted to only those residents with 'Blue Badge' parking spaces.
22. However, UDP (2004) Policy TRN23 also requires consideration to be given to the impact of any overspill parking on traffic flow and road safety in the area. Although the adjoining streets are not heavily parked at night, there is not considered to be sufficient spare capacity to accommodate residential parking from a development of this scale. The site does have very good access to public transport services (PTAL 6) though and is located within a Controlled Parking Zone, so there is the scope to apply a 'parking permit restriction' to all of the proposed flats, thereby removing the right of future occupants of the development to on-street parking permits. It is recommended that this parking permit restriction be secured through a Section 106 Agreement, with an obligation on the owner to notify all prospective residents in writing of the permit restrictions. This would provide an effective form of mitigation against future overspill parking on surrounding roads.
23. To support the 'parking permit restricted' housing, a Car Club bay is proposed to be provided on-street along the western side of Station Grove fronting the site. This is welcomed in support of the Travel Plan measures and the Traffic Regulation Order for the bay will form part of the approved S278 works.

Cycle Parking;-

24. Standard PS16 of the adopted UDP 2004 requires at least one secure bicycle parking space per flat, so the proposed provision of 372 secure bicycle parking spaces within various secure storage rooms is more than sufficient to satisfy requirements. This is confirmed by Brent officers, and the GLA.

Commercial

25. For the commercial units, maximum standards vary according to the use proposed, with one space per 100m² allowed for retail uses and one space per 400m² allowed for office uses. Both the size and use of the various units within the site is proposed to be flexible, with unit sizes potentially varying between 32m² and 265m². Nevertheless, with no allocated parking proposed for any of the commercial units, maximum standards would be complied with.

Cycle Parking;-

26. For the commercial units, standards again vary according to use, but as a rule of thumb, it is recommended that at least ten publicly accessible spaces are provided within or alongside the site. To this end, eight 'Sheffield' stands (16 spaces) are proposed within the re-landscaped length of Curtis Lane close to the steps to the High Road, which is welcomed.

Replacement Town Centre Car Park

27. It is a requirement of Core Strategy site allocation W1 that a replacement town centre car park is provided. The site currently comprises a public car park, comprising of 130 spaces (including 3 disabled spaces) which is fairly well used. This parking offer is proposed to be reduced in size and re-provided within a new basement level, comprising of 89 car parking spaces.
28. To support the basement parking proposal, a Car Parking Assessment has been submitted with the application which includes detailed surveys of existing car park usage across the course of a week and weekend in July 2015. These surveys showed parking demand peaking at 106 vehicles between 1.30-2pm on a weekday lunchtime, with the only other period during which demand exceeded 90 vehicles being between 1.15-2pm on a Sunday.

29. As such, there would be a potential shortfall in parking provision within the basement car park at the mid-point of the day if the car park is reduced in size to 89 spaces.
30. However, the survey also identifies a total of 155 on-street pay and display bays within 200m of the site, principally on Station Grove but also on Montrose Crescent, Union Road, Copland Road, Ealing Road, Lancelot Road and Turton Road. On cross-checking capacity, your Transport officers advises that a figure closer to 135 bays appears to be available in practice, with the number of bays in Station Grove in particular being overestimated in the submitted assessment.
31. Four surveys undertaken on a weekday, Saturday (non-event), Saturday (Stadium event) and Sunday in July identified peak occupancy of 84 cars in these bays on the Sunday survey, leaving a minimum of 51 unused pay and display spaces in the vicinity of the site. This is evidence of spare parking capacity existing on surrounding streets within the vicinity of the site.
32. On this basis, there is considered to be sufficient parking available on- and off-street to meet the current peak demand for public car parking on this site. On this basis town centre parking provision will not be unduly affected by the parking offer.
33. Nevertheless, previous Council surveys of car park usage in Wembley town centre generally show that other car parks offer plenty of spare capacity, with Wembley Central and Elm Road car parks in particular being consistently less than 50% occupied. As such, evidence suggests there is no general shortage of on- or off-street pay and display parking in Wembley town centre, so the advice from your Transport officer is that any reduction in the capacity of this car park could be comfortably absorbed in the local area.
34. To ensure the basement car park is welcoming and attractive for users it is essential the design and layout is well considered and safe for users. To this end your Transportation officers have stated that the car park must be designed to obtain 'Park Mark' accreditation, and confirmation of this being achieved is to be secured through condition. In terms of the practical aspects of the car park design, your Transportation officer has advised that suitable dimensions are shown for parking spaces and the aisle widths, with a suitable proportion of disabled (5%) and electric vehicle charging points (10%) shown. It has been confirmed that headroom within the car park will provide the necessary head height (at least 2.6m) for access to the wheelchair parking spaces, to allow higher vehicles to access those spaces. This is welcomed by Transportation
35. Access to the basement car park is proposed via a 6.6m wide, two-way straight ramp to a gradient of 9.65%, which is in line with recommended design guidance, subject to the provision of 300mm kerbed margins on either side.
36. The access into the car park from Curtis Lane is otherwise shared with the access to the disabled residential car parking spaces, with an entry/exit arrangement with 2.9m lanes separated by a 400mm island with a ticket machine and barriers. The entry barrier has, at the request of Transportation officers been moved further back into the site to allow the residential parking area to be accessed independently of the town centre car park barrier.
37. Pedestrian access to the town centre car park is proposed in the NE and SW corners of the site from Station Grove and Montrose Crescent respectively and will comprise stairs and lifts, which is fine. These entry / exit points are considered to be the most legible locations for pedestrians and will assist in terms of pedestrian wayfinding for the car park.
38. A Car Park Management Plan setting out charging structures and enforcement measures should also be submitted for approval, and this is to be secured by condition. In addition, car park directional signage is fairly limited at present, with only small car park direction signs located on Ealing Road. As a minimum these should be enlarged and supplemented by a sign on Montrose Crescent opposite the Curtis Lane junction. Further details of both will be secured through condition.

Servicing & Access;-

39. Standards PS17, PS19 and PS20 of the adopted UDP generally require small retail, café and office units of under 100m² to be serviced by transit sized vans, with larger units requiring servicing by 8m rigid vehicles.

40. As with the parking assessment though, the proposed flexibility in terms of the size and the use of the commercial units means a firm assessment of servicing requirements is not possible, but as an average your Transportation officers advise, provision of about six transit sized bays would be broadly in line with standards for retail uses.
41. No off-street servicing is proposed within the site in any case though. Instead, the building is to be set back from the existing highway along the Curtis Lane and Station Grove frontages of the site in order to allow a new footway of between 2.4m – 3m width to be provided around the eastern, northern and western sides of the site, with the footways along the Montrose Crescent frontage and on the opposite side of Curtis Lane also widened. Alongside the provision of new and widened footways, Curtis Lane itself is proposed to be enhanced with new surface treatment to make the street more attractive, more pedestrian friendly whilst introducing vertical deflection and selective carriageway narrowing down to 3.7m to keep traffic speeds low through here.
42. Incorporated into the highway design will be on-street loading bays for use by this development and the existing units fronting High Road and Ealing Road opposite. This layout has been amended to satisfy Transportation. In total four on-street loading bays are proposed around the site, and tracking has been carried out to confirm that a refuse / emergency vehicle can travel around the site with the servicing bay locations as proposed.
43. The new loading bays will also need to serve existing shops and businesses at 509-527 High Road and 1-17 Ealing Road as well as the new commercial and residential floorspace proposed. Surveys of vehicle delivery movements in Curtis Lane suggest that the road currently carries up to 4 movements per hour. On this basis, and following examination of survey delivery movements for comparable sized developments in London the provision of four bays is considered to be sufficient, and will ensure the High Road infill building can be also serviced at the rear, clear of High Road which is welcomed.
44. A Delivery & Servicing Plan has also been produced to accompany this application. This proposes that deliveries are scheduled between commercial operators, with delivery times planned one day in advance. Deliveries at peak times will be avoided where possible. Requests will also be made to commercial operators and to residents to only use companies that use 8m rigid lorries or smaller
45. To ensure that a quick turnover of loading bay occupancy is maintained, it is suggested that a 20 minute time limit be applied to each bay. This will need to be reflected in the Traffic Regulation Order, but is certainly feasible.
46. The length of the road between Montrose Crescent and the car park entrance is also proposed to be made two-way, to improve egress from the basement public car park.
47. In addition, the buildings fronting High Road are also to be set back at street level by about 1.2m to increase the footway width along this section to about 4.5m. This is welcomed in this busy stretch of highway, where the presence of a bus stop adds to footway congestion. The applicants have confirmed that they are also agreeable to an obligation requiring them to upgrade the existing pavement along this stretch. This will be captured through the S38/278 agreement.
48. As part of the public realm / highway works raised tables are proposed on Curtis Lane at the foot of the steps from the High Road and from Wembley Central Square to provide level pedestrian crossing surfaces to better link the development with Wembley town centre.
49. The provision of new and widened footways and raised tables is welcomed as a necessary requirement to provide safe and convenient access to the proposed commercial units along Curtis Lane and need to be constructed to an adoptable standard and offered for adoption as public highway under S38 of the Highways Act 1980. Such works also need to include the footway fronting 1 Station Grove, which is outside the red line of the application site.
50. It is noted that the building is proposed to oversail the new footway around much of the site perimeter, but headroom above the footway of at least 3m is provided in all locations, increasing to 4.5m where the building is within 1.5m of the carriageway. With these clearance heights achieved Transportation have confirmed, the oversailing of the building is fine in principle and will require a S177 oversailing licence from Brent's Transportation Unit, alongside the S38 approval process.

Transport Assessment / Trip Generation;-

51. Future predicted trips to and from this development have been estimated using comparisons with three residential developments and seven food retail units within areas of London that have very good access to public transport services. The sites chosen are considered to offer an appropriate comparison.
52. Totalling residential and retail trips together gives estimated movements to and from the development totalling 83 arrivals/125 departures in the morning peak hour (8-9am) and 163 arrivals/144 departures in the evening peak hour (5-6pm). Saturday lunchtime retail trips have also been estimated as 136 arrivals/132 departures between 1-2pm.
53. Of the above trips, 9 arrivals/23 departures in the am peak hour and 29 arrivals/27 departures in the pm peak hour are estimated to be by car.
54. However, these predicted flows are very much a worst case. In respect of the proposed development the highly constrained level of residential parking (just 19 disabled spaces) would be likely to further restrain residential car trips, whilst the retail trips have been based upon a worst case of a small food retail store. The occupancy of the retail units is not known, but would be likely to comprise a mixture of small units with generally lower levels of trip generation. In addition, it is anticipated the retail units will draw a great deal of their trade from customers that are visiting the town centre anyway, so many of the trips will not be new. In terms of car trips, many would therefore be using the public car park on the site already.
55. As such, the actual impact of the development on the local road network is not considered to be significant enough to warrant further junction analysis, with the junctions of the one-way Montrose Crescent and Union Road onto Ealing Road not being known to suffer any particular congestion problems. Additional flows on roads and junctions further field would be insignificant in comparison with existing flows.
56. In terms of public transport trips, the development is estimated to generate 6-7 additional bus journeys in the two peak hours and 36-49 additional tube/rail journeys. Although the restraint on parking within the site may mean these figures are underestimated.
57. TfL has in its formal response identified that existing bus routes through Wembley are currently exceeding capacity. With the number of large developments planned in Wembley, and the uplift in residential units that would follow were these all to be implemented then there is an approach to seek contributions from these to go towards bus capacity enhancements. The need for a financial contribution has therefore been highlighted. TfL has requested £109,000 however the amount is subject to further discussion between TfL and the applicants and the agreed level of contribution will be secured through legal agreement, and agreed prior to the application being reported to the Mayor for his Stage 2 report. In this situation Members are requested to make a resolution on the application and to delegate authority to officers to agree the final level of contribution, pending further discussion between TfL and the applicant.
58. In terms of walking and cycling routes the additional trips are considered to be significant. To help to establish the impact of these trips, a PERS audit of the local pedestrian network has been undertaken. This has identified problems with the lack of footways along Curtis Lane and vegetation on Station Grove adjoining the site, which will be addressed by the proposed S278 highway works. In addition, restricted footway width along Montrose Crescent with obstruction by bus stops, street furniture and trees was identified as a significant issue that would be addressed through the provision of a wider footway.
59. The applicant suggests that the works to the steps and Curtis Lane will help to redirect pedestrian movement away from the High Road frontage to help address footway congestion issues. This is not entirely accepted as being sufficient to address the issues raised, but these will be further considered through Brent's Wembley High Road corridor study, which is currently in progress.
60. Road safety has been considered, and personal injury road accidents in the vicinity of the site have been examined. This showed no recorded incidents on the roads immediately adjoining the site.

Travel Plan;-

61. To help to manage future trips to and from the site and ensure the development does not have any negative impacts, a Travel Plan has been prepared and submitted with the supplication.
62. This sets out a range of measures to help to support sustainable travel, including provision of Travel Packs to residents and staff, promotion of walking and cycling initiatives and promotion of public transport, to be managed by a Travel Plan Co-ordinator and monitored over a period of five years.

63. One important further measure is the establishment of a Car Club for the development, which an operator has agreed to establish in a future marked bay on Station Grove. Three years free membership is proposed to be offered to residents, whilst the Car Club operator has offered a free one year business account to future commercial units. This initiative is welcomed and the TRO costs for the bay will need to be wrapped up in the S278 works agreement.
64. The Travel Plan has been assessed using TfL's ATTrBuTE programme and although it is almost a model plan, it was lacking in consideration of future targets against which the success of the plan can be measured. As such, it initially failed the ATTrBuTE test. Modifications have subsequently been made to the plan, and TfL have been able to since confirm that the revised plan is now acceptable. Implementation of this will be secured through the s106 legal agreement.

Construction Management

65. A Construction Management Plan has been submitted with the application, setting out arrangements for the management of the construction works and associated traffic over the programmed two year period.
66. It is anticipated all construction materials will be stored within the site, with 'Just-in-Time' principles used to minimise on-site storage requirements, which is welcomed. A delivery booking system will also be used to further minimise congestion locally.
67. Construction works will entail the closure of adjoining footways, particularly along Montrose Crescent where the existing bus stop will also need to be closed and relocated elsewhere. The temporary site for this has been agreed with TfL following a site meeting on 26/01/16 and it is understood this is now broadly acceptable to the GLA / TfL. Footway closures will require a temporary Traffic Regulation Order and hoarding licence from Brent's Transportation & Environmental Protection teams.
68. Delivery vehicles will need to approach the site via the Ealing Road/Montrose Crescent junction, but wider routing strategies are not known at present and will need to be agreed at a later date. This will include agreeing abnormal load deliveries with Brent Council and the Police.
69. The above principles will need to be incorporated into a detailed Construction Logistics Plan (CLP) for the development as a condition of any approval.
70. In summary there are no objections on transportation grounds to this development. Subject to a s106 legal agreement to secure undertaking of highway works in Station Grove, High Road, Montrose Crescent, Curtis Lane and the steps linking Station Grove and High Road through an agreement under S38/S278 of the Highways Act 1980. In addition the development would need to secure its status as 'car free' through legal agreement, which will also secure the Travel Plan, and provision of subsidised Car Club membership for future residents. Conditions will secure the submission and approval of a Construction Logistics Plan (CLP) and Car Park Management Plan (CMP).

Urban Design

Layout -

71. The proposed development is arranged as two separate buildings, one building sited on the existing car park site, the other on the vacant plot of land fronting Wembley High Road (between no's 499 and 509). Both buildings are to be mixed use, the car park site building will comprise of basement car parking in the form of a replacement town centre car park for public use, with residents parking, commercial and residential uses at ground floor level and residential units above. The High Road infill building will have commercial uses at Curtis Lane and High Road levels, with residential units above. In total the car park site building will have 13 commercial units, with 5 on the smaller High Road site, and these units range in size from 22sqm to 140sqm. The residential elements would have separate accesses (eight in total) from Curtis Lane, Montrose Crescent and Station Grove. Likewise the basement car park will also have separate accesses in the south-west and north-eastern corners of the building, accessed from Montrose Crescent and Station Grove respectively. The commercial units wrap around the car park site building at ground floor, providing active frontages around much of the building and will have level access from Curtis Lane, Montrose Crescent and Station Grove. This approach of wrapping the ground floor with active uses is strongly supported in urban design terms and has the support of the GLA. In the Mayor's Stage 1 report the GLA has confirmed that this layout has positively responded to their earlier concerns about stretches of blank frontages. Commercial units that form part of the High Road building will also

address Curtis Lane, as well as the stepped access (proposed to be widened) and the High Road, which is also welcomed.

72. The commercial offer is strongly supported, it is considered that this will encourage active frontages around the building and to Curtis Lane and will potentially draw pedestrians down from High Road. The activity proposed at ground floor is considered crucial to attracting pedestrian footfall, and the flexibility of commercial uses being sought (Use Classes A1, A2, A3, A5, B1(a) and/or D1 uses) will allow for greater diversity of uses. This flexibility may be beneficial in terms of letting of these units and reduce the potential for these to lay vacant, but also in terms of vitality and viability of the commercial offer at the western end of the town centre.
73. The proposed car park site building would build over the entirety of the existing car park. At first floor level and above the building comprises the residential accommodation in three distinct linear blocks that sit on top of a podium that accommodates the parking and servicing, with the large majority of residential units benefiting from an east-west aspect. These three elements rise to 17, 12 and 5-storey's high (plus ground level). The arrangement proposed ensures that the three distinct elements are arranged around communal courtyard gardens, with an open aspect to the south to maximise daylight and sunlight. The buildings are linked to the north with a horizontal element that is part 2 and part 3 storeys. The separation provided by the courtyard arrangements, means the building separation distances range from 17.6m - 24m, which is broadly compliant with guidance contained in SPG17 and would provide suitable amenity, privacy, outlook and light for future occupiers. Despite the minor shortfall in part across the courtyards it is recognised that this is a dense development, and is seeking to maximise housing potential, in line with London Plan policy. In a high density scheme such as this, within an urban setting it is not unusual to experience some tighter relationships than those that would typically be sought in applying SPG17. Across Curtis Lane the facing elevations of the car park site building (north eastern corner) and south facing units within the High Road building partly overlap, the elevations are 12.6m apart. This relationship will affect nine units, at third, fourth and fifth floors, which equates to 4.8% of all units. Furthermore six of the nine units, those within the car park site building are all dual aspect also, this helps to further mitigate the relationship. This does require further consideration in terms of the relationship between these two buildings, and the quality of residential accommodation (discussed in more detail in the 'Quality of Accommodation section of this report).
74. The car park building is generally not set back from the back edge of pavement at ground floor, however new improved and widened footways are to be provided around the site, and secured under a S278 agreement. Some set back of the building and defensible space is included to the south, along Montrose Crescent. The improvements to the highway and public realm that are proposed around Curtis Lane, Montrose Crescent and Station Grove give scope for new tree planting to soften the environment. As discussed in the 'Transport' section of this report above the High Road block is set back by about 1.2m to increase the footway width along this section of High Road to about 4.5m. This is welcomed in this busy stretch of highway, where the presence of a bus stop adds to footway congestion.
75. Two smaller blocks are proposed to be located on the High Road site, with commercial units at ground and residential above. These blocks will be sited either side of the improved pedestrian stepped access.
76. As discussed below in further detail the existing stepped access connecting High Road and Station Grove is proposed to be widened by approximately 4.5m to improve pedestrian legibility. At the mid point the steps will be 9m wide, increasing to 12m at the widest point, which is at Curtis Lane level, this represents a significant public realm improvement. In addition active uses are proposed to frame the widened steps, a cafe use is proposed to the eastern side of the steps. This commercial unit is entered at the half-way point of these steps to exploit the new extended steps / outside seating area. It is hoped this arrangement will bring activity to this route, and a new fully accessible glazed lift is also proposed within the High Road building to ensure this is fully accessible for all users.

Scale & Massing -

77. 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. A cluster of existing tall buildings are evident at Wembley Central. Immediately to the east of the site is Lodge Court, this residential building sits at 13 storeys, further east of this is the more recent Wembley Central development and the tallest element of this is broadly the same height as the proposed 17 storey element. Lower flatted buildings to the south along Montrose Crescent are 3/4 storeys high and the buildings to the north (High Road) and west (Ealing Road) typically range from 3/4 storeys high at Curtis

Road level and 2 storeys high to the High Road and Ealing Road frontages.

78. The proposed development seeks to exploit the level difference across the site in order to place taller elements where they will have less impact. As previously described the car park site building will be 17 storeys (plus ground) to the eastern end, stepping down to 12 and 5 storeys (plus ground) as you move east - west across the site. The High Road infill building will be 4 storeys at this level, adjacent to two storeys. In the context of surrounding built forms, and historic building heights locally in Wembley Central and along the High Road the proposed development is consistent, and appropriate with its local context. The site is located within Wembley town centre, and 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.
79. A protected views assessment has been carried out to test the impact of the proposed development on Wembley Stadium views that are protected through policy. It is identified that two protected views have the potential to be impacted. These protected views, identified in Core Strategy policy WEM6 are from Horsenden Hill, Perivale (London Borough of Ealing) and One Tree Hill, Alperton (Brent). The assessment demonstrates that the proposed development would partly breach the line of the existing Lodge Court residential block (Wembley Central), and part of the view to the eaves of the southern roof canopy to the Stadium. The Stadium arch would be visually unaffected. The overall impact is therefore considered to be minor and not significant. With regards the second protected view the proposed development would not impact on the Stadium view. On balance it is considered that the visual impact of the proposed development would be acceptable in the context of these two strategic views.
80. Subject to further detailed consideration of the relationship to existing buildings and neighbouring residential amenity (see below section 'Impact on Neighbouring Residents') there are no concerns with the proposed scale and massing of the development.
81. The GLA have set out in their Stage 1 report that the height and massing do not raise any strategic issues, and as a result of the revisions made in response to the GLA pre-application advice, the scheme is supported in strategic urban design terms.

Elevational Treatment -

82. Despite being located in two separate buildings the development would have a consistent architectural language, reflected in the consistency of materials across both buildings. The elevations are generally simple in design with well proportioned and generous openings, including recessed balconies and deep window reveals. Elevations would predominantly be finished in brick. At the lower levels a darker brick is proposed, the upper levels would be finished in a lighter brick. This approach which makes use of two bricks will add interest to, and break up the elevations and therefore the quality of the brick used will be imperative to the overall quality of the design and this will need to be secured by condition. The brick elevations will be complemented by recessed and projecting balconies, perforated metal balconies and screens, in a bronze colour which has the potential to be a very interesting architectural detail. At ground level the treatment proposed is to use large amounts of clear and coloured glazing (Reglit vertical panels are proposed for the coloured elements), these will complement the brick, add colour and interest to the elevations. To break up the brick treatment as you get higher up the building the design proposes to carry elements of these coloured panels up the facade of the building, which is welcomed. This material will be used on both buildings, and also to frame the stepped access connecting High Road to Station Grove which helps to provide an easily identifiable connection across the site.
83. Overall, the elevational treatment of the proposed residential development is considered to be high quality. The layering of the different materials in a horizontal form helps to provide a consistency throughout and adds interest, which in turn helps break down the massing.
84. Members should be aware that as part of the pre-application work the scheme underwent a CABE Design Review process. CABE was broadly supportive and recognised the opportunities that this site presents. The scheme was largely well received, and it was noted by CABE that the sensitive massing and green courtyards allow for a scheme that benefits from good natural light. CABE challenged the applicants to think further about the scheme's integration into the public realm, strengthening connectivity and further animating the streetscapes. All of which have been considered, developed further and responded to in the final proposals.

Retail Demand Study

85. This was commissioned with the sole purpose of investigating if the nature of the retail and commercial accommodation proposed is likely to attract occupiers. To inform this a review of the local market has been undertaken, consideration on the likelihood of letting the proposed floorspace and a potential 'meanwhile' strategy in the event that there is no demand for the proposed units.
86. The local market review looked at take-up levels of retail floorspace over the last 5 years, and average annual take-up equates to 80% of the total retail floorspace currently being marketed. It concludes that the market signals support the view that there will be demand for the quantum of retail floorspace proposed.
87. The study has found that letting demand for retail units locally is demonstrably high, as shown by the high take-up rate and low vacancy rates for retail floorspace locally. The fact the site is located very close to Wembley town centre and Ealing Road will only be a benefit in this regard. In this instance, and due to local market demand the site location, set behind the High Road is not seen to be a barrier to letting these units.
88. The 'meanwhile' strategy will allow for alternative uses in the event that the units remain empty, despite reasonable marketing efforts. The strategy submitted is however lacking in detail and further details of a revised strategy will be secured through condition.

Public Realm improvements / Landscaping and trees

89. A wide range of public realm improvements are proposed at ground level around the site and the existing stepped access linking High Road and Curtis Lane. These works are designed to improve the physical environment, improve pedestrian safety and legibility, slow down the movement of vehicles around the site and facilitate pedestrian priority on the routes around the site.
90. Works will comprise of defined hard landscape surfaces with designated pedestrian routes / zones. New hard landscaping will seek to integrate with the development through the proposed palette of materials and the concept to introduce patterns within the hard landscape around the site to add interest. The introduction of raised tables across Curtis Lane and Station Grove, to slow down vehicles and give priority over to pedestrians is welcomed.
91. New street lighting, signage, street furniture and planting (including new trees) all make up the proposed public realm works. New street tree planting is proposed around the site, in the order of twenty new trees, further details of which will be secured through condition and / or S38/278 agreement.
92. These improvement works are welcomed in principle, though your Landscape officer has expressed some reservations in terms of the palette of hard landscape materials to be used (in part), and the tree planting methods. In any event the final detail will be secured either through condition and / or under a S278 agreement. Detailed S278 design drawings will need to show appropriate surfacing materials, particularly for the raised table areas which will need to be surfaced in modular/block paving, along with suitable waiting and loading restrictions, street lighting, signing, drainage, street furniture and planting.

High Road steps

93. The development proposes to widen the existing 3.5m wide publicly adopted steps connecting Station Grove to High Road to an overall width of 6.8m -11.6m. The eastern width of the proposed steps are shown as level terraced areas though, rather than steps. In urban design terms this is a very important element of the proposal, and will give this route greater prominence and legibility. By keeping it open to the sky this responds directly to the GLA's pre-application comments, and also ensures the route will be attractive to users and will afford clear sight lines from High Road down to Station Grove and Curtis Lane, which in turn will help attract people down to the proposed commercial offer. As an additional feature to help emphasise this route a light tensile fabric / canopy is proposed over the steps. This could add an interesting detail to the scheme, and further details of this will be secured through condition.
94. The widening of the steps is proposed to comprise 40 steps with 150mm risers and 300mm treads, which is within the recommended design parameters for public stairs.
95. The proposals to widen the existing stepped connection between High Road and Curtis Lane are strongly supported, and represent a significant improvement for pedestrian legibility. Details for the steps will need to be secured to include materials, lighting, corduroy tactile paving, handrails and wayfinding signs.

96. A new public lift is also to be incorporated into the building on the western side of the steps and this is welcomed, providing a new step-free route connecting Curtis Lane and High Road. This would not be accepted for adoption as part of the highway though.

Residential Quality

97. *Internal* - All of the proposed units have been designed to comply with the minimum unit sizes set out in the Mayors Housing SPG. Compliance with this is confirmed by GLA officers.

98. There are no single aspect north facing units included, and it has been confirmed that the proposed floor to ceiling heights are 2575mm, in accordance with the Mayor's Housing SPG.

99. Nineteen wheelchair accessible flats are proposed, within blocks A, B and C and will be delivered across the mix of units in both the affordable and private elements. This is preferable to the GLA, and the level of provision (10%) is in line with London Plan policy.

100. It has been demonstrated the units will meet Lifetime Homes Standard criteria. Furthermore the scheme has been designed to ensure that the most flats accessed from a single core is seven, this is in accordance with the Mayor's Housing SPG which sets a limit on the number of units accessed from a single core at eight.

101. *External* - The quantum of external space would meet the minimum amenity space requirements as set out in SPG17 and the London Plan through the provision of communal terraces, private balconies and communal gardens/courtyards. It will provide 1100sqm of communal amenity space overall in three different areas. The private balconies and terraces will provide a further 2670sqm. Overall this amounts to 3770sqm, this satisfies the SPG17 requirement for 3720sqm in total.

102. Revised child yield calculations have been calculated in response to the GLA Stage 1 report. These show that overall the proposals are likely to yield 52 children, of which 25 will be under five years old. This generates an overall playspace requirement of 520sqm, of which 250sqm should be provided on site. To address the proposals will provide 226sqm of formal play space, with a further 165sqm of informal play space on site for children under five. These play spaces will be distributed across the communal amenity areas to give maximum access, and this welcomed. In addition it should be noted that the inclusion of outdoor gym equipment on the second floor mezzanine level will help meet the needs of older children.

103. On balance the scheme will comply with local and strategic policy in relation to amenity and children's play space.

Noise Assessment:-

104. An assessment has been undertaken to establish whether existing noise levels at the site pose a constraint to the proposed residential units. Measurements of baseline noise conditions have been recorded, and levels used to determine the noise levels at the closest facades of the proposed development to the High Road and car park sites. As a response to the surrounding environment good acoustic design and a range of mitigation measures should be used to achieve appropriate internal noise levels for residential occupation, to ensure noise from road traffic does not present a risk.

105. It is stated that noise egress from commercial units will be mitigated to comply with BS8233, and the separating floor between upper ground commercial use and residential will be designed to certain specification, as set out in the report. Any building services plant associated with the commercial use will be designed to ensure that the rating level is 10dB below the background noise level, which is acceptable.

106. Mitigation measures proposed relate to glazing specification for attenuation purposes, facade construction and adequate ventilation provisions. Further details of this can be secured by condition.

107. The Environmental Health officer has reviewed the findings of the Noise Assessment report and is satisfied with the findings. Conditions are recommended to ensure that all proposed mitigation measures are incorporated, and a post completion assessment conducted to confirm that internal noise levels have been achieved.

Impact on Neighbouring Residents

108. The siting of the buildings and existing built forms in the vicinity mean that there are adjacent residential buildings in close proximity. Daylight and sunlight analyses have been carried out for surrounding residential property. The impacts of the proposal on the living conditions of adjoining residents is discussed below.

Summary of how daylight and sunlight are considered for planning;-

- BRE Guidelines are used to determine the acceptability of proposals in terms of their internal daylight and sunlight and the impact on daylight and sunlight to the surrounding properties.
- BRE Guidelines specify that daylight and sunlight results be considered more flexibly in the context of an urban site.
- According to BRE Guidelines a surrounding existing building to a proposed scheme will retain the potential for good daylighting if the Vertical Sky Component (VSC) is in excess of 27%, or is reduced by less than 20% from its existing level. Furthermore, if the area of the room that can see the sky at desk height (known as daylight distribution or no sky contour) is reduced by less than 20% of its existing area, then the loss of daylight will probably be unnoticeable according to the BRE Guidelines.
- Average Daylight Factor (ADF) is used by the BRE Guidelines as a measure of internal daylight levels achieved.
- The test for sunlight to neighbouring properties looks at south facing windows to habitable rooms, and is expressed as annual probable sunlight hours (APSH). If the retained total APSH is reduced by less than 4% or the change from the existing is less than 20% for the total and winter levels of APSH then this would meet the BRE Guideline levels.
- The method for assessing internal new build criteria for daylight and sunlight is ADF and APSH.

High Road properties to the north

No's 509 - 527 High Road are immediately north of the proposed development, the rear elevations of these face the proposed development. These comprise a mix of entirely commercial uses, and some with commercial uses on the lower floors with flats above. Due to the staggered building line the separation between this existing terrace of buildings and the proposed development ranges between 15.4m and 10m, across Curtis Lane.

Ealing Road properties to the west

Existing buildings along this frontage are a mixture of commercial and some with commercial at lower floors and flats above. From the rear facade of these buildings a separation of 14.9m is to be achieved.

Plaza Parade, Ealing Road and No's 1 - 8 Montrose Crescent to the south-west

At the closest point these two buildings will be 20m apart. In daylight terms, the testing shows all windows serving habitable rooms meet BRE Guidelines in terms of VSC. In sunlight terms all windows within 90 degrees of due south meet BRE Guidelines for APSH. Overall this building is fully compliant with BRE Guidelines for daylight and sunlight with the proposed building in situ.

Residential properties on at 9 Montrose Crescent and 45 - 79 Copland Road to the south

No 9 Montrose Crescent is a flatted block 3/4 storeys high and separation distances range between 18.4m and 16.8m away from the southern facade of the proposed building.

45-79 Copland Road (not 39-65 as referred to in the study) is a flatted block 3/4 storeys high to the south of the proposed building. In part this faces the open car park, so the change in VSC will inevitably be larger than 20% of its existing level. Notwithstanding this all rooms tested meet the BRE guide for daylight distribution with the proposal in place, indicating an acceptable level of amenity.

Peggy Quirke House on Montrose Crescent to the south

Sited south of the proposed development, this 3/4 storey flatted building will be situated 18.4m from the southern facade of the proposed building. This currently faces the open car park, in daylight terms all windows experience greater than 20% reductions in VSC. However, all rooms tested meet or come sufficiently close in daylight distribution for the proposal to be considered acceptable. In sunlight terms, all windows which face within 90 degrees of due south comply with BRE Guidelines for APSH

10 Station Grove (No's 1 8 Marylebone Court) to the south east

Currently facing the open car park, all windows experience a loss of more than 20% VSC in the proposed situation. However a large majority of rooms (including all living rooms), meet or come sufficiently close to the BRE Guidelines for daylight distribution to be considered acceptable. In terms of sunlight all windows facing the site do not require testing, as these do not face within 90 degrees of due south.

Lodge Court (No's 1 - 38) and No 1 Station Grove to the east

Lodge Court, which is an existing 13 storey residential block will be sited 26m away from the eastern facing facade. Its neighbour, 1 Station Grove, a two storey dwelling will be some 18.3m away at its closest point.

Lodge Court currently faces the open car park, so when comparing existing and proposed situations there will be reductions above 20% in VSC to certain windows. However the daylight distribution for all windows meets the BRE Guidelines, indicating an acceptable internal environment will continue to be maintained. In sunlight terms, all windows meet the BRE Guidelines in terms of APSH with the proposed building in place. Overall, the analysis demonstrates, this building is considered compliant with BRE Guidelines on daylight and sunlight with the proposal in place.

1 Station Grove currently faces an open car park, so when comparing existing and proposed situations there will be reductions above 20% in VSC to all windows. However, the daylight distribution for all three facing windows comes sufficiently close to the BRE Guidelines to be considered acceptable. The results show the first floor living room meets the BRE Guidelines, whilst the BRE Guidelines for the ground floor come sufficiently close to the Guidelines to be considered acceptable, receiving 21% annual APSH compared to the 25% recommended.

Moore Court to the south-east

South-west of the proposed building, at the closest point the existing and proposed buildings will be approximately 40m apart. The results show that over half of the windows analysed meet BRE Guidelines in terms of VSC, and that all rooms meet or come sufficiently close in terms of daylight distribution to be considered acceptable. In sunlight terms all rooms contain at least one window which meets or comes sufficiently close to BRE Guidelines for APSH to be considered acceptable with the proposal in place.

109. The analyses, based on methods laid out in the BRE guide shows that a number of surrounding residential properties will experience reductions in Vertical Sky Component greater than 20%, however this is a reflection of the current open nature of the site. However this is not the only measure of daylight and sunlight. Daylight distribution has been used to measure the impacts, and a significant majority of habitable windows and rooms to existing surrounding properties either meet the BRE guidelines, or come sufficiently close to be considered acceptable, which is to be expected in an urban environment surrounded by existing properties. VSC alone is not an appropriate method of testing due to the open nature of the site. On balance the results are considered to be acceptable and demonstrate that neighbouring amenity will not be unduly harmed

Air Quality Assessment

110. The site is within a designated Air Quality Management Area (AQMA), as such an assessment of potential air quality impacts was undertaken. This looks at the impacts during construction and operation phase.

111. Due to the proposed reduction in parking numbers the proposal is not expected to increase traffic, therefore it follows that the traffic impacts on local air quality would be negligible. There is the potential for impacts on local air quality during the construction phase, but with mitigation this can be addressed.

112. Your Environmental Health officer is satisfied with the findings and recommendations set out in the assessment. Conditions are recommended to demonstrate proposed air quality mitigation measures have been implemented.

Ventilation / Extraction Strategy:-

113. This sets out the strategy for providing mechanical ventilation to the commercial uses, for which flexible uses are sought for uses A1, A2, A3, A5, B1(a) and / or D1. Ventilation is required for the removal of any odours from kitchens associated with possible A3 / A5 uses.

114. To minimise the visual impact often associated with ventilation equipment the shop fronts have been designed to include high level louvers for general ventilation purposes. To aid with the extraction of kitchen odours associated with A3 and A5 uses a dedicated route from the rear of each unit, through the building will be provided. Risers will be provided in cores A, B and C. The approach set out will minimise the visual impact, however further details of the system (including noise details) will need to be secured by condition.

Wind Assessment

Document Imaged

115. As part of the consideration of the microclimate effects of the proposed development a pedestrian wind assessment has been carried out. Consideration of the impact of development on wind and microclimate is set out in London Plan policies 7.6 and 7.7. The assessment uses the Lawson criteria, which is a widely accepted environmental criteria for the assessment of pedestrian comfort and safety. The result of the assessment indicates that the site and its immediate surroundings remain within the recommended criterion on the basis that the wind velocity is unlikely to exceed 14.1m/s for more than 0.01% of the time. This is in line with the Lawson criteria for pedestrian safety.

116. Some localized zones of wind acceleration have been observed at the south-west corner of Lodge Court (Station Grove) and near the junction of Ealing Road and High Road. The latter is the result of funnelling of westerly winds along Curtis Lane. It is noted in the assessment that the frequency of north and NNE winds is only limited to 6.3% and 9.4% of the time, respectively, indicating a low level of frequency. Results also show that the proposed development will reduce the zone of wind exceedance around south western corner of 10-18 Station Grove.

117. To provide mitigation against wind acceleration around the north-eastern corner of the proposed development the landscape plan has been developed with this in mind. Appropriate landscape features, such as street tree planting, bike stands and street furniture have all be included. These will all help to act as wind breakers.

Flood Risk

118. The site is not in an area of flood risk, nor is the site area greater than 1 hectare, as such the Environment Agency are not a statutory consultee. Given these site characteristics the proposal would not present an unacceptable risk from flooding.

Update on the GLA position - post Stage 1 report

119. The GLA has confirmed in writing that Stage 1 issues highlighted relating to housing, childrens play space, design, inclusive design, energy and transport have all been addressed. There are no outstanding issues to be addressed.

Conclusion

120. The proposed development would deliver the following benefits

- 1) The delivery of much needed new housing, including 20% affordable housing.
- 2) The delivery of a replacement town centre shoppers car park.
- 3) Significant public realm improvements within the vicinity of the site, including substantial widening of the heavily used pedestrian steps connecting High Road and Station Grove.
- 3) Regenerate a key site to the western end of Wembley town centre
- 4) Provide a mixed use development that contributes to the overall town centre / High Road offer
- 5) A substantial CIL contribution towards local infrastructure improvements.

Officers consider that on balance the scheme would make a positive contribution to Wembley town centre and help to realise long held ambitions for the redevelopment of the existing car park site, and vacant High Road site. The proposal has strategic support from the GLA. Officers 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 the 35% reduction in CO2 emissions beyond the requirements of Part L of the 2014 Building Regulations in compliance with policy 5.2 of the London Plan. The energy statement has been reviewed by the Council's Sustainability Officer and is considered to be done to a very high level and to be robust. However, compliance with this target should be secured in a s106 agreement as part of any permission.

In the Mayor's Stage 1 report it was confirmed that the carbon dioxide savings meet the target set within policy 5.2 of the London Plan. Some further informaton has been sought to support the carbon savings from energy efficiency measures alone, how the demand for cooling will be minimised and confirmation that all domestic and non-domestic uses will be connected to the site heat network, before full compliance with London Plan energy policy can be verified.

It has since been confirmed in post Stage 1 comments that the additional information sought by the GLA has been provided, and that there are no outstanding issues in terms of energy.

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 - 34 units in total - 26 as Affordable Rent and eight as Shared Ownership, with a review mechanism
- Car-Parking Permit Free development to remove the rights of residents to apply for parking permits in the surrounding roads
- Join and adhere to Considerate Constructors scheme
- Energy - Achieve a 35% reduction in CO2 emissions beyond the 2013 Building Regulations
- Submission, approval and implementation of a Travel Plan to score a PASS rating under TfL's ATTrBuTE programme prior to first occupation, and to fully implement the approved plan for the lifetime of the development .
- Undertaking of highway works in Station Grove, High Road, Montrose Crescent, Curtis Lane and the steps linking Station Grove and High Road through an agreement under S38/S278 of the Highways Act 1980, to:- (i) provide widened and repaved footways along the four frontages of the main development, along the High Road frontage of the site and along the northern side of Curtis Lane; (ii) amend the traffic management of the length of Curtis Lane between Montrose Crescent and the future car park entrance to operate with two-way traffic flow; (iii) realign the kerbs along the northern length of Curtis Lane to reduce the carriageway width to 3.7m with at least three 12m long parallel loading bays to a design to be agreed with Brent Council's Transportation Unit; (iv) provide raised block-paved tables along the length of Curtis Lane and in particular at the foot of the steps between High Road and Station Grove and at the junction of Station Grove and Montrose Crescent; (v) amend waiting and loading restrictions in the vicinity of the site, to include a Car Club bay and a transit sized loading bay along the Station Grove frontage; (vi) widening of the steps linking Station Grove and High Road (with the adjoining terraces narrowed by up to 800mm so as not to encroach over the line of the existing steps); together with associated paving, street lighting, street furniture, lining, signing (incl. car park direction signing on the wider network), planting and drainage, 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 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 London Plan, Core Strategy, Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

CIL DETAILS

This application is liable to pay **£5,790,543.95*** 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): sq. m.

Total amount of floorspace on completion (G): 22775 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 | 18782 | 0 | 18782 | £200.00 | £35.15 | £4,611,651.79 | £810,497.80 |
| Shops | 3993 | 0 | 3993 | £40.00 | £35.15 | £196,084.82 | £172,309.54 |

| | | |
|--|----------------------|--------------------|
| 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 | £4,807,736.61 | £982,807.34 |

*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.

Should also be noted that the Gross Internal Area of the development and the associated CIL contributions specified are based on the area of both the fully enclosed spaces and also balconies that are either fully recessed within the main fabric of the building, or partly recessed. The applicant is of the view that the calculation should not include balconies for the purposes of GIA, and they have sought further clarification on this from RICS. Your officers have been discussing this point with the applicant and there is a difference of opinion on what constitutes GIA for the purposes of CIL. Your officers do not consider that the RICS opinion provided is categorical in this regard.

The level of CIL contribution is a straight calculation based on floorspace which is not negotiated for individual schemes in the same way that Section 106 contributions are. The calculation is based on the RICS code for measuring practice, and also with the GLA CIL guidance also referring to the Valuation Office Agency Guidance relating to Gross Internal Area. For the avoidance of doubt, floorspace figures have been checked and agreed for the various elements of the scheme, excluding the balconies. The applicant calculates a total GIA of 21,653sqm (excluding balconies), which is agreed so that the only remaining matter to be determined is whether the balcony spaces constitute GIA, which your officers consider do. Inclusion of the balconies which are considered to have a gross internal floor area results in a total GIA of 22, 775. The difference in opinion therefore comes down to 1122sqm of floorspace.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

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Application No: 15/4473

To: Ms Dimond
Maddox and Associates Ltd
23 Hanover Square
London
London
W1S 1JB

I refer to your application dated 20/10/2015 proposing the following:
Proposed redevelopment of Montrose Crescent car park and land n/t 499 and 509 High Road, Wembley to include a part 3, 6, 13 and 18 storey development on Curtis Lane and a part 4 and 6 storey building on the High Road, Wembley comprising of 186 residential units (43 x 1 bed, 108 x 2 bed and 35 x 3 bed), 1,312 sqm of commercial space comprising A1, A2, A3, A5, B1(a) and/or D1 uses, replacement public car park comprising of 89 public car parking spaces, associated amenity space, landscaping, cycle parking, new lift access to High Road together with alterations to existing stepped access from the High Road to Curtis Lane and Station Grove and public realm improvements.
and accompanied by plans or documents listed here:
(See Condition 2)
at CAR PARK, Montrose Crescent & Land N/T 499 & 509 High Road, Wembley (including existing steps connecting to High Rd, Wembley with Station Grove), HA0

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

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
Site-Specific Policies

- 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):

IF 14-12-001
IF 14-12-002 revA
IF 14-12-003
IF 14-12-100 revA
IF 14-12-101 revE
IF 14-12-102
IF 14-12-103 revA
IF 14-12-104 revA
IF 14-12-105 revA
IF 14-12-105 revA
IF 14-12-106 revA
IF 14-12-107 revA
IF 14-12-108 revA
IF 14-12-109 revA
IF 14-12-110 revA
IF 14-12-111 revA
IF 14-12-112 revA
IF 14-12-113 revA
IF 14-12-114 revA
IF 14-12-115 revA
IF 14-12-116 revA
IF 14-12-117 revA
IF 14-12-118 revA
IF 14-12-119 revA
IF 14-12-120 revA
IF 14-12-200 revC

IF 14-12-201 revA
IF 14-12-202 revB
IF 14-12-203
IF 14-12-204 revA
IF 14-12-205 revA
IF 14-12-206 revA
IF 14-12-207 revA
IF 14-12-208 revA
IF 14-12-209 revA
IF 14-12-300 revA
IF 14-12-301
IF 14-12-302
IF 14-12-500

Design & Access Statement

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

- 3 The basement car park shall not be used unless details have been submitted to demonstrate that the car park design has achieved Park Mark accreditation unless otherwise agreed in writing by the Local Planning Authority.

Reason; To ensure the car park is safe for end users.

- 4 The basement car park shall not be used unless a Parking Management Plan has been submitted to an approved in writing by the Local Planning Authority. The plan shall include details of charging structures, enforcement measures and shall confirm how the charging structure will target town centre car park users and discourage residential occupiers (with the exception of blue badge holders) and how it will discourage parking for Wembley Stadium events. The approved plan shall be fully implemented for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason; To ensure adequate parking arrangements are provided on site.

- 5 All parking spaces (including disabled bays), Electric Vehicle Charging Points (including passive provision), cycle parking stands, loading bays 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.

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 cycle parking facilities and refuse and recycling facilities.

- 6 Prior to the occupation of the development, the applicant shall submit a report to the Local Planning Authority for approval in writing, which provides evidence that the mitigation measures as described in the 'Noise Assessment' have been implemented in full, and also, that the indoor ambient noise levels as recommended by BS8233:2014 ('Guidance on sound insulation and noise reduction for buildings') have been met within the residential properties. In the event that the report finds these levels have not been achieved then a scheme of mitigation measures shall be submitted to and approved in writing by the Local Planning Authority and fully implemented thereafter.

Reason: To obtain required sound insulation and prevent noise nuisance

- 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 the commencement of works on site further details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that a minimum headroom of 2.6m will be achieved within the basement car park to all designated disabled spaces, and the development shall be completed in accordance with the approved details.

Reason; To ensure suitable access for disabled parking spaces.

- 9 Prior to the commencement of construction works above ground level further details of a scheme of improved car park directional signage shall be submitted to and approved in writing by the Local Planning Authority, and the approved signage shall be installed prior to first use of the car park hereby approved

Reason; To ensure the car park is legible for prospective occupiers.

- 10 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 shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. 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 an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) all planting and trees including location, species, size, density and number incorporating native species
- (b) details of the layouts of the courtyards and shared amenity space, including details of play equipment for formal and informal play within the courtyards
- (d) details of the provision of artificial bird and bat boxes
- (e) areas of all hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users
- (f) the location of, details of materials and finishes of, all street furniture, drainage and external cycle stands
- (g) proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
- (h) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
- (i) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.
- (j) details of materials, lighting, tactile paving, handrails and wayfinding signs related to the steps connecting High Road with Station Grove
- (k) details of all tree planting pits (including surfacing)

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

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

- 11 Further details of the roof plan, confirming the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, shall be submitted to and approved in writing by the Local Planning Authority, prior to completion of construction work and the development shall thereafter be completed in accordance with the approved details.

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

- 12 Prior to the occupation of the development a report which provides demonstrates that the mitigation measures described in the approved Air Quality Impact Assessment have been

implemented in full shall be submitted to and approved in writing by the Local Planning Authority.

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

- 13 Prior to the operation of any externally audible plant equipment installed pursuant to this consent (such as air handling units, generators, ventilation/extraction systems, with the exception of operation to test that equipment), an assessment of the noise level from the installed plant together with any associated ducting, achieving 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises, shall be submitted to and approved in writing by the Local Planning Authority . The method of assessment shall be carried out in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. If the predicted noise levels of the plant exceed those specified within this condition, then a scheme of insulation works to mitigate the noise shall be included. The recommendations provided within the noise assessment together with any required mitigation measures shall be carried out in full accordance with the approved details prior to first use of the plant equipment hereby approved.

Reason: To protect that users of the surrounding area do not suffer a loss of amenity by reason of noise nuisance.

- 14 Prior to commencement of works a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority, the plan shall include further details of temporary bus stop measures along Montrose Crescent and the plan shall be implemented in full thereafter for the lifetime of the construction of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason;- To ensure the free flow and safe movement of vehicles.

- 15 Prior to commencement of works further details of all external lighting, including the siting of the lighting units, type and specification of units and light contour plans, 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.

- 16 Prior to first occupation of the commercial units hereby approved, a Deliveries and Servicing Management Plan setting out delivery arrangements, shall be submitted to and approved in writing by the Local Planning Authority, and the servicing of the commercial units shall thereafter be undertaken in accordance with the approved details.

Reason: In the interests of providing sufficient servicing facilities on site.

- 17 Notwithstanding the Meanwhile Strategy referred to in the submitted Retail Demand Study (sec 8.0) and prior to commencement of works further details of a revised strategy shall be submitted to and approved in writing by the Local Planning Authority, and implemented in full thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of proper planning

- 18 Prior to the commencement of works on site details of the glazing specification to demonstrate that all habitable rooms adjacent to the High Road will provide attenuation in accordance with Table 6 of the *entran* Noise Assessment shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed fully in accordance with these details thereafter.

Reason; In the interest of the amenity and health of future occupants.

INFORMATIVES

- 1 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

- 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 During demolition and construction on site:
 - The best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise from the site;
 - The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 08:00 – 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;
 - Vehicular access to adjoining and opposite premises shall not be impeded;
 - All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only;
 - A barrier shall be constructed around the site, to be erected prior to any demolition;
 - A suitable and sufficient means of suppressing dust must be provided and maintained.
 - A wheel washing facility shall be installed and operated to ensure that dust/debris is not carried onto the road by vehicles exiting the site.

Reason: To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of nuisance and pollution

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