

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 May, 2016
03
15/4708

SITE INFORMATION

RECEIVED: 29 October, 2015

WARD: Tokyngton

PLANNING AREA: Brent Connects Wembley

LOCATION: Apex House, Fulton Road and Albion House, Albion Way, Wembley, HA9

PROPOSAL: The demolition of the existing buildings and redevelopment of a part 8-, part 9- and part 28-storey building comprising 558 student accommodation units with associated ancillary facilities at ground floor level, landscaping works, and cycle parking spaces, and a 49sqm cafe (Use Class A3) at ground floor level.

APPLICANT: HTA Design LLP

CONTACT: HTA

PLAN NO'S: Please see condition 2.

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

When viewing this on an Electronic Device

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_124816

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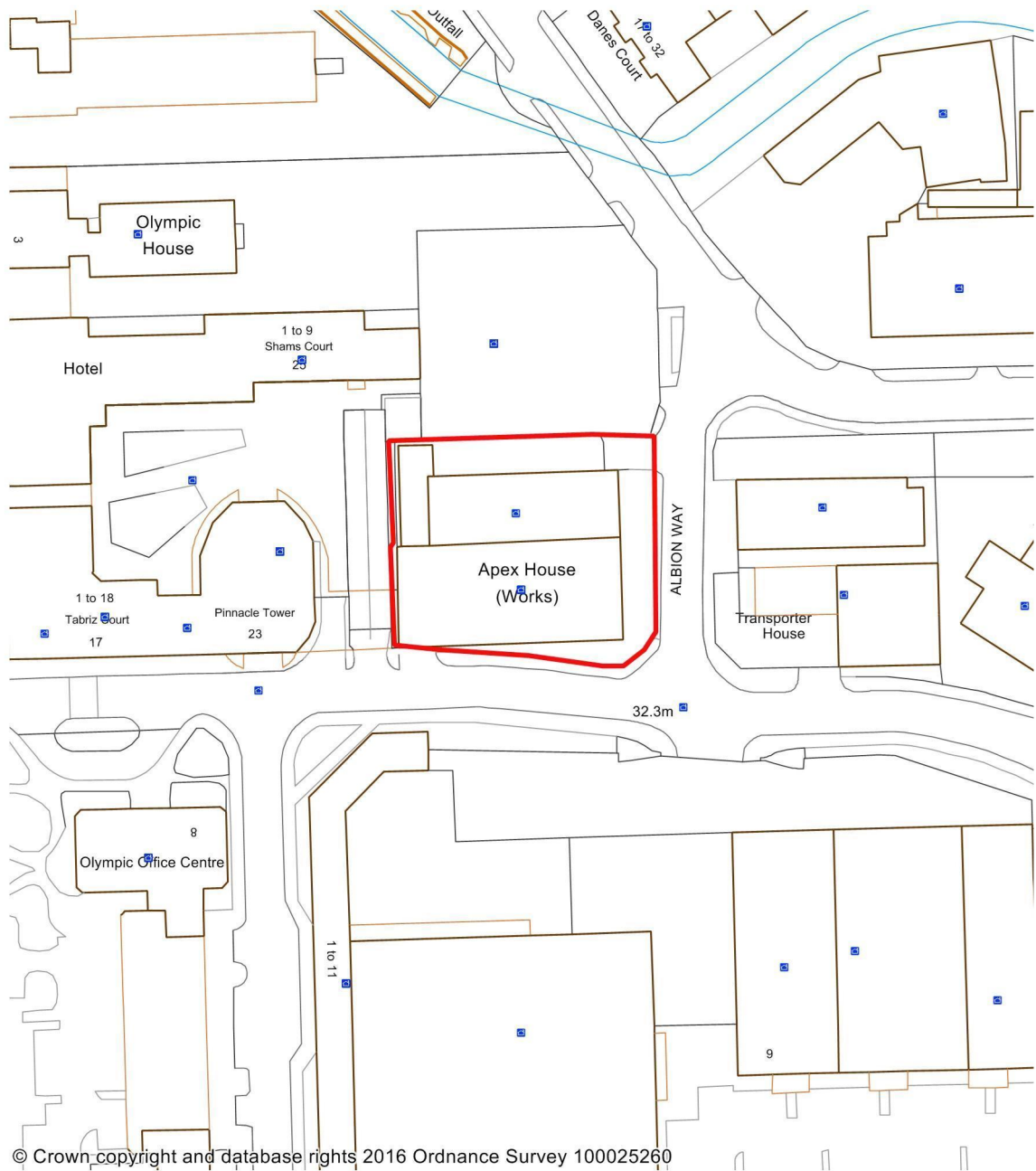
SITE MAP



Planning Committee Map

Site address: Apex House, Fulton Road and Albion House, Albion Way, Wembley, HA9

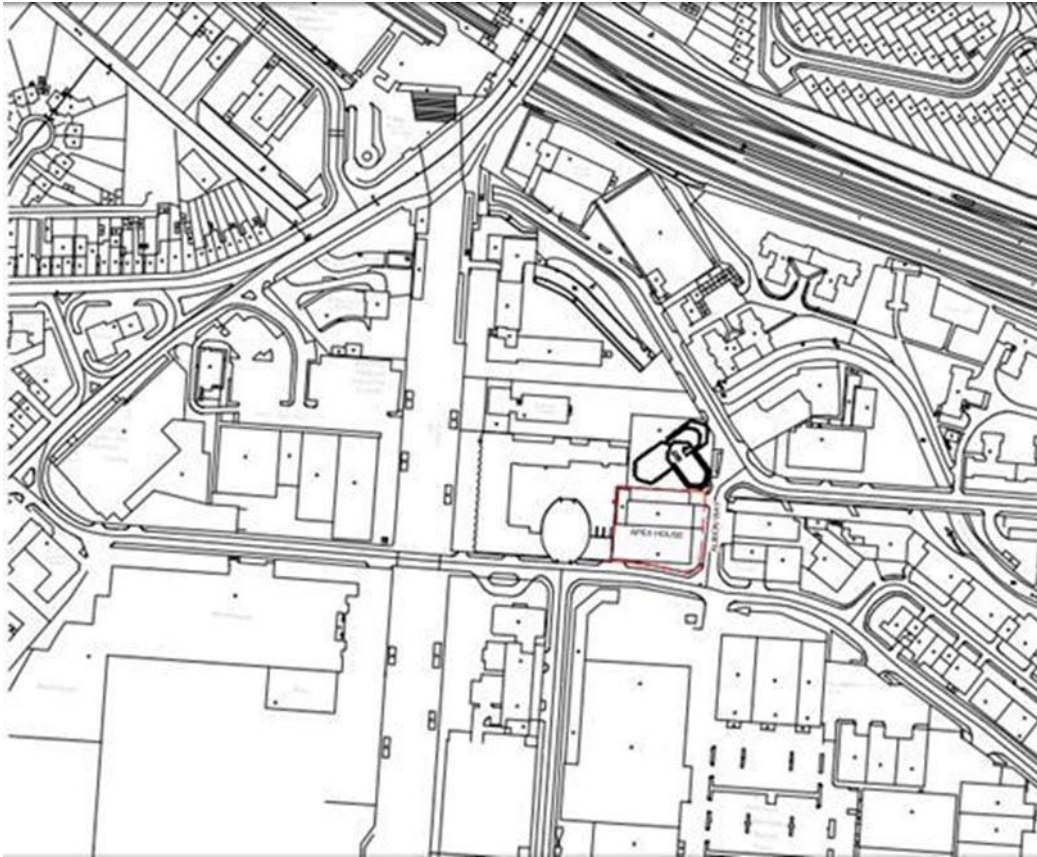
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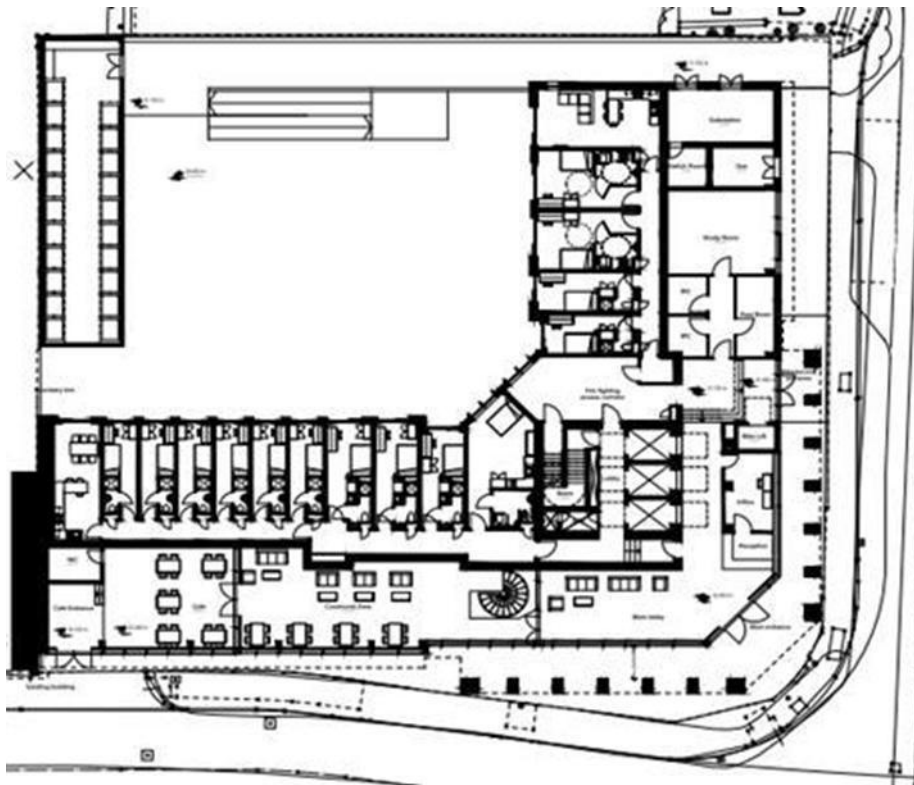
This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS



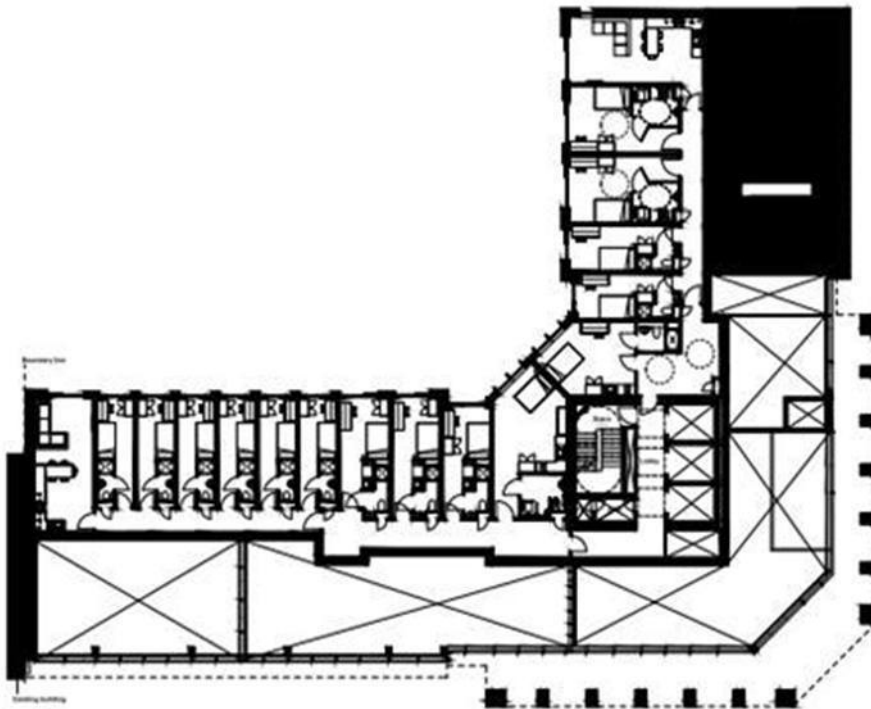
Site location plan



Ground Floor Plan

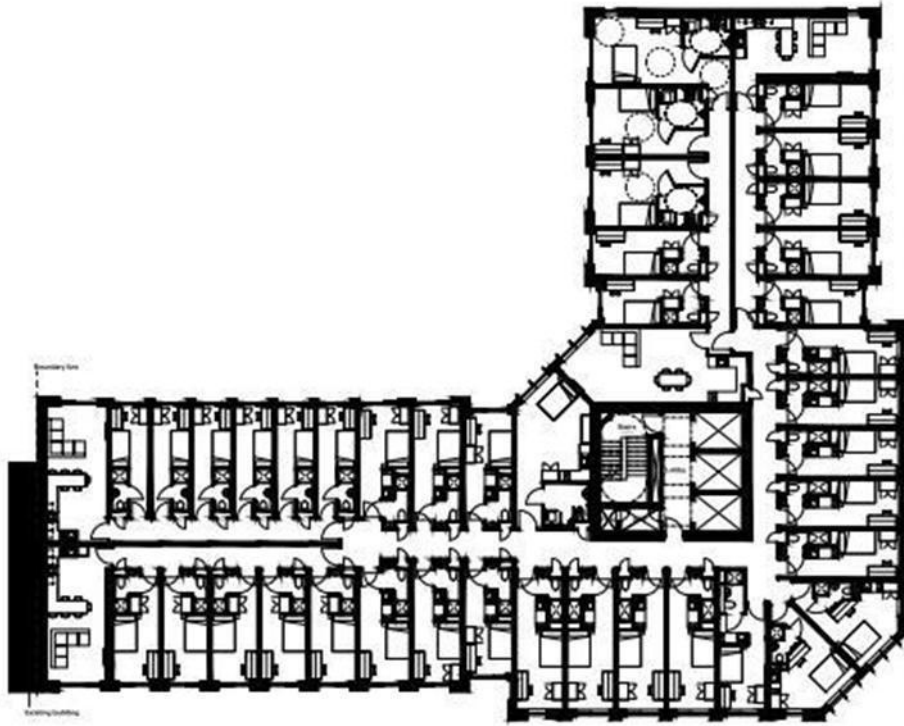


Landscaping Plan

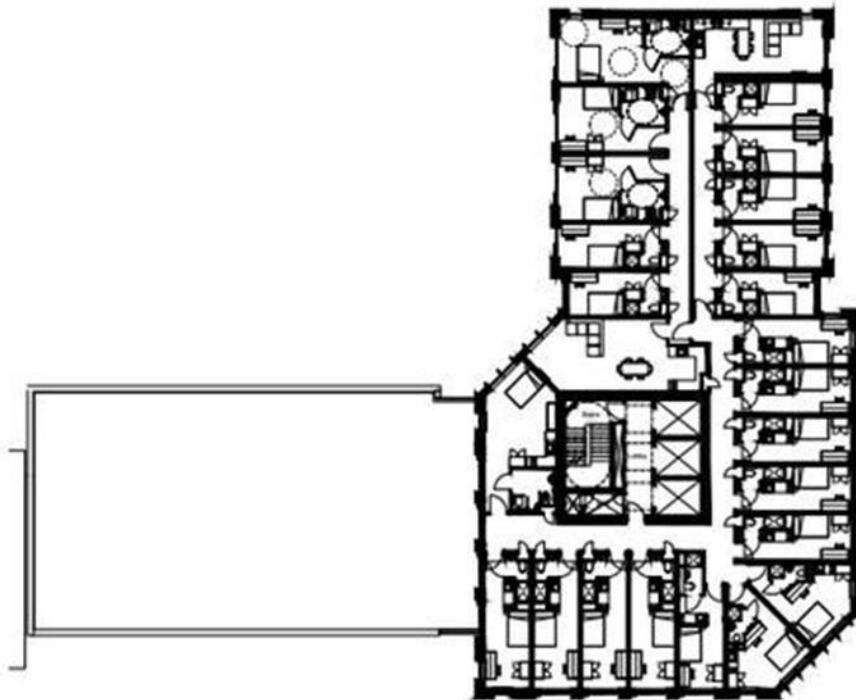


First Floor Plan

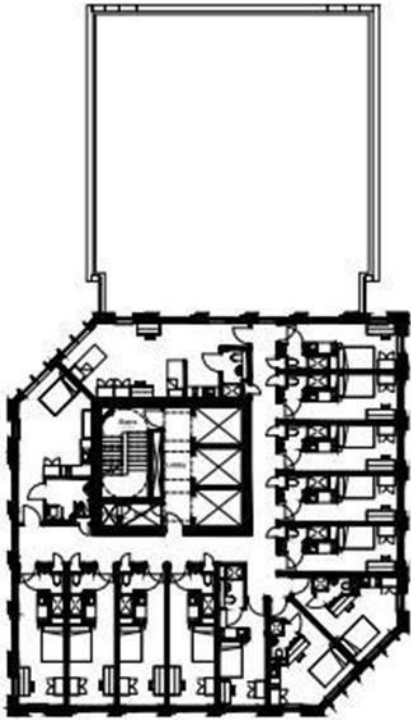
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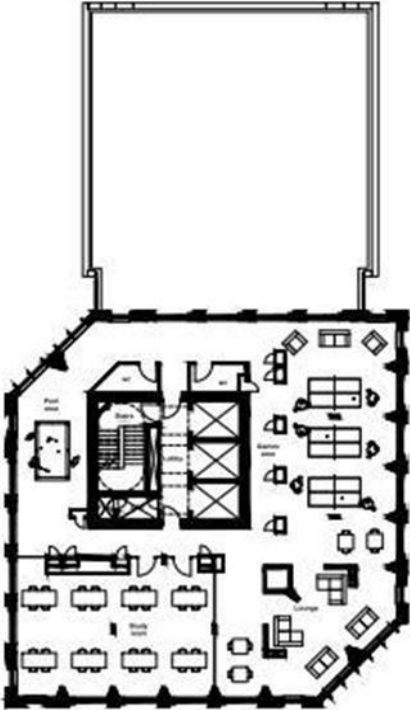
Floors 3-7



Floor 9



Floor 10-21



Top floor



West Elevation



South Elevation



East Elevation



North Elevation



View from Olympic Way



View from Fulton Road



View from North End Road



View from Wembley Park Station

RECOMMENDATIONS

Resolve to grant planning permission, subject to the Stage 2 referral to the Mayor of London, and subject to the completion of a satisfactory Section 106 or other legal agreement and to delegate authority to the Area Planning Manager 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.

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A) PROPOSAL

The application seeks full planning permission for the demolition of the existing building to provide a part 8-, part 9- and part 28-storey building, which will comprise 558 student accommodation units. Associated ancillary facilities at ground floor, which include common rooms, games room/study area, entry lobby/lounge, gym, cinema room and a laundry. Landscaping works will be undertaken as well as the provision of cycle parking spaces and a 49sq.m. cafe that will be available for public use.

B) EXISTING

The application site is located on Fulton Way, situated on the corner of Fulton Road and Albion Way in Wembley. Fulton Road runs along the south of the site and Albion Way to the east. To the north of the site is the recently completed Karma House which comprises approximately 450 student rooms. To the west of the site is Pinnacle Tower (formally Shubette House), completed in 2012, which is a mixed-use development comprising residential, retail and a hotel and fronts on to Olympic Way.

The site is currently occupied by a two storey building which is used as a car repair garage and a bakery/cafe. Car parking is currently provided along Albion Way out the front of the existing building. The site has a public transport accessibility level (PTAL) of 5, on a scale of 1 to 6b, where 6b is the most accessible. The nearest London Underground station is Wembley Park, located approximately 375 metres north of the site.

C) AMENDMENTS SINCE SUBMISSION

The applicant has redesigned the internal layout to include a wider range of room sizes and now includes cluster flats with single bedrooms, and shared rooms which has increased the overall number of rooms to 558 (580 bed spaces). This has also led to an increase in height of the tower element of the scheme from 27 storeys to 28 storeys.

Additional information has been provided confirming that all entrances into the building, as well as each floor within the building, will have level access. Furthermore the application is now providing wheelchair units across a variety of room sizes.

The rear courtyard has been altered as this space is not particularly useable, and will now provide more of a visual benefit to the scheme and surrounding development. Planting species have been carefully selected to ensure that they can tolerate heavy shade and will provide year round visual amenity.

The roof terrace has been introduced to the scheme to provide some amenity space for the students and to maximise the usable areas of the development.

Alterations have been made to the layby directly outside of the application site on Albion Road in order to ensure this is policy compliant and can be used appropriately.

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows

- Providing new student accommodation. The proposal for 558 student units at Apex House is acceptable in policy terms, taking into consideration the existing permissions for student accommodation already consented in the Wembley Growth Area.
- The impact of a tall building in this location. The approach to the height, massing and material palette has been supported by GLA officers and CABI Design Review Panel who consider it will provide a high architectural quality that is appropriate for a building of this height. Council officers also support this view.
- Layout and make up of development The proposals include wheelchair units in cluster rooms, as well as studio units in response to the comments made by the GLA. The scheme includes an element of student rooms at affordable rents, as a result the internal layout has been redesigned to include a wider range of room sizes to allow for a wider range of rental values.
- The transport impacts of the proposed development. The site is in an area of excellent public transport accessibility and is considered to be acceptable in these terms.
- The impact of the development on the living conditions of neighbouring occupiers. The application has

demonstrated that neighbouring residential units will mostly receive good levels of daylight and sunlight. This is considered to be a normal outcome of a high density, large scale development in a built up urban area.

E) MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Businesses and offices	1990		1990	0	-1990
Restaurants and cafes	0		0	49	49
Sui generis	0	0	0	15685	15685

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

No relevant site history.

CONSULTATIONS

Initial consultation

Site Notice displayed on 16/11/15

The owner/occupier of 486 different properties were notified of the application 12/11/2015. This included properties in the following locations:

Wembley Retail Park
Olympic Office Centre
Tabriz Court
Pinnacle Tower
Shams Court
Danes Court
Felda House
Olympic Way
Rutherford Way
Watkin Road

Additional consultation

The same properties were notified of additional information being submitted with the application 23/12/2015.

Further consultation

Site Notice displayed on 31/03/2016
 Press Notice 07/04/2016

The same properties listed above were notified of the amended description 31/03/2016.

23 representations were received from 9 different properties and 3 un-specified properties, objecting to the proposal.

A petition containing 47 signatures was also received objecting to the proposal.

The grounds of objection were as follows.

Grounds for objection	Response
Increase in noise as a result of the development	Council's Environment and Regulatory officers were consulted. They recommend that subject to appropriate conditions the proposal is considered acceptable in these terms.
Increased traffic as a result of the development	The Transport Assessment does not show this to be the case. No parking is proposed therefore the number of vehicles associated with the building will be very limited. This is supported by TfL and your Transportation officers. See paragraphs 112-121 of the report.
Loss of privacy and impacts on surrounding residential properties	Separation distances and relationships with surrounding properties has been duly considered, and as set out in paragraphs 67-72. The separation distances will exceed the minimum required by SPG17.
Loss of daylight and sunlight to surrounding properties	Daylight / sunlight report was commissioned and submitted with the application. The report found to result in acceptable impact on surrounding properties. This is elaborated on in paragraphs 74-88 of the report.
Properties already suffer from construction noise and disturbance	It is inevitable that there would be some degree of disruption, as there would with any large development of this sort of magnitude. A Construction Logistics Plan will be secured by condition, and there is other legislation (outside of planning control) that can be used to control working hours, and minimise noise and disturbance should this be required.
Impact on residents from event days are already poor this will make it worse	The management of event days is not the responsibility of the developer or site operator. However, restrictions will be put in place on the operation of the building of event days, for example deliveries.
Useful to understand the need for student accommodation in the area	Document submitted with application demonstrates the need for student accommodation in London and its appropriateness in the borough. Paragraphs 17-21 of the report elaborates on this.
Exceeds approved masterplan heights	The policy context and height of the development is addressed in paragraphs 23-29.
Proposal will be an over-development	The principle of providing student accommodation in this highly accessible location is supported as

	outlined in paragraphs 14-18. The scale of development is supported as outlined in paragraphs 23-31.
Will result in increased anti-social behaviour	There is no justification that the proposals will result in anti social behaviour, any such instances should be reported to the Police.
Lack of landscaping contained in the proposal	There are not many opportunities for soft landscaping within the site due to the restricted nature of the site. Roofs will be maximised and used. New park in close proximity coming forward for development.
Student housing does not provide any affordable homes for the borough	As the scheme is not for C3 residential units, affordable housing provision is not required as part of the development. The scheme does propose lower than average rents for students though which will help with the accessibility of he rooms to students from all backgrounds.
Proposal significantly taller than surrounding buildings	The context of the subject site and the cluster of tall buildings that it will form part of are discussed in paragraph 29.
Proposal will impact on microclimate, wind turbulence, overshadowing and noise.	These issues are assessed in paragraph 94-98 and are found to be acceptable.
Inappropriate land use / loss of existing use at the site	This is discussed in paragraphs 2-6 of the report. The proposed development considered acceptable in principle and in policy terms.
Insufficient consultation by the applicant	This point is noted, however, the consultation carried out by the applicant is out of the control of the Council.
Cumulative impact of student uses / over-concentration	This issue is addressed in the principle section of the report, paragraphs 12-16.
Proposed units are all self contained and regarded as C3 not sui-generis	The students use of the site will be secured through any planning permission and will be tied in via legal agreement and conditions. A standard level of facilities for student accommodation is provided within the development as outlined in paragraphs 53-54.
Proportion of student housing will be too high in policy terms	This matter of student population is covered by the Wembley Area Action Plan policy which looks to ensure that no more than 20 % of the new residents are students. In the short term it is possible that the proportion of students who reside within Wembley are above this level if the student housing schemes come forward before the development of the other sites in the locality. However, this policy looks to ensure that an appropriate balance is achieved in the medium to long term.

Wembley National Stadium Limited

A representation was received from Wembley National Stadium Limited raising the following concerns over the proposed height of the tower element of the application and the implications of its location in relation to the stadium.

The applicant has explored the potential of the tower on protected views of the stadium and the only view that could potentially be affected by the proposal is that from Barn Hill. Images demonstrating the impact of the tower on this view have been included within the submission. The development is outside of the viewing corridors from the locations identified in the Wembley AAP (Policy WEM 6 and Maps 4.5 and 4.6) to the stadium and its arch.

The applicant has made an assessment of the student population on the minimum new homes in the growth area and the existing consented schemes. The rooms proposed by this application do not exceed the limitations set out in policy but do not take into account the 90, 000sqm of student accommodation proposed by the recently submitted Quintain application 15/5550 or the Quintain application at South West Lands 14/4931 which proposes 500 student rooms.

This scheme for Apex House has been demonstrated as complying with policy in terms of student numbers and if approved will be added to the overall figure for Wembley. Conditions will be attached to the two schemes mentioned above to ensure the number of student rooms permitted do not exceed the restrictions set out in policy, taking into account the outcome of this current application.

Statutory consultees

Environment and Regulatory Services

The application submitted information including a Contaminated Land assessment, Asbestos survey report and Noise Impact Assessment. Officers were happy with the findings, however, recommended conditions be attached to any planning permission relating to: Contaminated land Investigation, remediation and verification; Asbestos; Noise tests prior to occupation; Construction dust and noise management.

A CHP system is proposed, however, no air quality assessment report has been submitted in relation to this. A condition requiring one to be carried out prior to the commencement of development is therefore recommended.

Transportation

Revised drawing number AHW-HTA-A-SK160324-003 proposes a 12m long and 2.5m wide loading bay which is acceptable. The footway behind the loading bay will be 2m wide which is also acceptable. Additional footway will also be offered for adoption at the junction of Albion Way/Fulton Road which is acceptable. There are no transportation objections subject to appropriate conditions, legal agreement and informatives.

Sustainability Officer (internal)

The report is quite thorough and has taken careful consideration to achieve the three measures required by the London plan. The calculations have been updated to baseline on Part L 2013 rather than 2010 which makes the 36.8% reduction exceed the 35% requirement and no financial contribution is required.

Thames Water

No objection raised subject to appropriate conditions being attached to any decision, relating to drainage infrastructure.

Greater London Authority

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

of London.

The Stage 1 report is dated 28/01/16. In their report it is stated that the principle of student housing in this highly accessible location is supported in strategic terms. However, further information and discussion, as stated below, will be required to ensure the proposal complies with the London Plan:

- **Principle of development:** Given the sites location and the low quality of the existing industrial building on site, the principle of the loss of industrial accommodation does not raise any strategic planning concerns. The principle of providing student accommodation in this highly accessible location is supported in principle. However, Brent Council should be satisfied that the quantum of student housing proposed will not negatively impact on existing services and is appropriate on this site given the recent proposals for student accommodation within the immediate vicinity of the site. If there is no agreed undertaking with an educational institution to take up the student accommodation the applicant should deliver an element of accommodation that is affordable for students.

- **Urban design and tail buildings:** The 'L' shaped floorplate has resulted in a simple form and an efficient clustering of student rooms. The provision of communal amenity space for the students is also supported. The height and massing of the proposal is welcome and responds to the adjacent development.

- **Inclusive access:** The applicant should provide further details of how disabled people will access the building and courtyard space. It is disappointing that wheelchair units have not been provided in the cluster rooms. The applicant should provide typical room layouts for the wheelchair units.

The additional information submitted by the applicant addresses GLA officers comments raised in the stage 1 report. The proposal is now considered to be in accordance with London Plan Policy 7.2 'An inclusive environment'. No further information is required.

- **Sustainable development:** Further information and discussion are required before the proposals can be considered to be acceptable and the carbon dioxide savings verified. The proposal complies with London Plan policies 5.12 and 5.13. Conditions securing commitment for climate change adaption measures should be included within the application when it is referred back to the Mayor.

The applicant has provided further assessment and clarification on these matters, particularly in relation to carbon dioxide savings in order to satisfy these comments from the GLA

- **Transport:** Further information regarding transport matters are required for assessment prior to the application being referred back to the Mayor.

The applicant has addressed the number and location of cycle spaces to be provided, and the proposal is in accordance with London Plan policies. The applicant has completed both PERS and a cycling audit which are acceptable to TfL.

Officers consider that these matters have been adequately addressed. Indeed, secondary correspondence from the GLA confirm that 'the applicant has addressed all of the issues/recommendations that TfL raised during stage 1.'

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 Tokyngton ward;-

No comments have been received at the time this report was written.

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)

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

DETAILED CONSIDERATIONS

1. Principle of development

2. Loss of existing light industrial accommodation

3. The site is located in the Wembley Opportunity Area. Policy 2.13 'Opportunity Areas and Intensification Areas' and Table A1.1 of the London Plan identify the Opportunity Area for a minimum of 11,500 new homes and indicative employment capacity of 11,000 and seeks to better integrate the world class stadium and other facilities with the surrounding development context. Development should contribute to the regeneration, vitality and viability of Wembley as a town centre. Proposals in the Opportunity Area should enhance permeability and connectivity to the wider hinterland. Development within this area should also exceed minimum guidelines for housing and employment requirements, should maximise public transport access, deliver social and economic inclusion and promote high quality design.

4. The Wembley Area Action Plan (WAAP) identifies the development site as an area that can benefit from higher densities and is suitable for hotel or residential development, provided commercial uses are located at ground floor. Policy 2.16 and Tables 2.1 and A2.1 of the London Plan identify Wembley as a town centre with the potential to develop strategic functions in leisure/tourism/arts/culture/sports.

5. The site is also listed within the borough's adopted Site Specific Allocations (SSA) (2011) as allocation W4, along with Shubette House and Karma House - both of which have now been developed. The allocation notes that this grouping of sites is a 'major opportunity for a mix of uses' including residential, retail and affordable work space, amongst other uses.

6. Given these points and the low quality of the existing industrial building on site, the principle of the loss of industrial accommodation is considered acceptable.

7. Providing new student accommodation

8. The need to provide student housing is acknowledged within the London Plan at Policy 3.8 Housing Choice which states at part (h) that: 'strategic and local requirements for student housing meeting a demonstrable need are addressed by working closely with stakeholders in higher and further education and without compromising capacity for conventional homes'.

9. The provision of higher density residential development for specialist needs such as those of students is supported by the London Plan (paragraph 2.72F).

10. In response to the London Plan, Brent's Core Strategy Policy CP21 seeks to make locally appropriate provision for Brent's wide range of specific and special housing needs, including hostels for households without children (including key workers and students).

11. The site is located within a Strategic Cultural Area and the principle of student accommodation with shared student and commercial uses at ground floor level is generally acceptable for this location.

12. The WAAP Policy WEM23 Student Accommodation seeks to ensure that there is not an over

concentration of purpose-built student accommodation, and therefore allows for an element of student accommodation to be built at locations where major mixed use development is appropriate, subject to consideration of whether it would undermine the delivery of conventional housing. The Plan also says that in order to maintain a balanced community the development of purpose-built student accommodation will be controlled: student accommodation will not be allowed once the total number of approved student bedrooms exceeds 20% of the projected increase in the Wembley Growth Area population.

13. Based on the assumption that the Wembley Growth Area will have a minimum of 11,500 new homes, which is established in the WAAP and the London Plan, and using the national average household size of 2.3 people (Core Strategy, ONS Census 2011) and taking into account consents granted prior to the adoption of the Wembley Masterplan, the expected increase in population of Wembley is 27,223. Therefore the student population of the area could be 5,444.

14. Since 2011 there has been consent for 4,525 student bedrooms within Wembley, however, not all of these have been completed and occupied.

15. Assuming that all of the permissions are built out, there are a further 919 student rooms which could be granted permission, based on the population projections outlined above.

16. Therefore the proposal for 558 student rooms at Apex House is acceptable in policy terms, taking into consideration the existing permissions for student accommodation already consented in the Wembley Growth Area. It should be noted that outline consent is sought for the Quintain Masterplan (15/5550) and South West Lands (14/4931) proposals, with student accommodation sought as optional floorspace within those applications. When those applications are put forward to the planning committee for determination, the number of student rooms within Wembley will take into account the 558 student rooms proposed within this application and conditions will be attached restricting the provision of student accommodation within those consents (if granted).

17. The location of the site within Wembley can play an important role in delivering lower priced accommodation to London students, whilst still offering an accessible location for those studying at the City's universities. Cushman Wakefield who have carried out the market demand report for Apex House, suggest that Apex House rents will be considerably below the London average of £233 and can be deemed "affordable" to a large number of London students.

18. There is policy support to develop the site for student accommodation: the WAAP and Masterplan identify that Wembley is a suitable location, and it has been demonstrated that the proposed development will not exceed the 20% of the proposed population growth in the area, which itself is based on a minimum proposed increase in dwellings.

19. London Plan policy requires proposals for Student Housing to demonstrate that there is sufficient demand for the proposed accommodation and a Student Housing Demand Report has been submitted with this application. The assessment highlights that student numbers in London have increased by 10% over the last five years. It is specified that the proportion of students living in purpose built accommodation in London is below proportions in other regions and the average for England, and that the student accommodation that is in the pipeline in London is not sufficient to meet demand.

20. The report states that there is still scope for at least 16,000 new purpose-built bed spaces within London. Wembley is a developing student accommodation location, but is still home to less than 2% of London supply. As a hub of regeneration there is considerable scope for development, especially given the ease of access to a large number of London universities. The assessment also highlights that the proposal does not result in an exceedance of the policy level set out in the WAAP. Your officers consider that the assessment provides sufficient reassurance regarding the demand for Student Accommodation.

21. The S106 agreement that will be secured through this consent will restrict the use of the accommodation so that it can only be occupied by full time students enrolled on UK accredited and based further education courses for not less at 80% of the time. The other 20%, (outside term time,) the Council is content that the units may be rented out on short-term lets, perhaps assisting tourism within the summer vacation period.

22. Urban design

23. Height and massing

24. London Plan Policy 7.7 covers the location and design of tall and large buildings. It requires that tall and large buildings should not have an unacceptably harmful impact on their surroundings.
25. The criteria state that tall buildings should be located in suitable sites in places such as opportunity areas, or areas of intensification or town centres that have good access to public transport. The criteria also advise that tall buildings should not have an adverse impact on the character of the area, should relate well to the scale and character of the area especially at street level, have ground floor activities that have a positive relationship to the surrounding streets, enhance legibility and permeability, and contribute to local regeneration.
26. Relevant Local Policy is contained in saved policy BE10 of the Adopted UDP (2004). This policy confirms that high buildings, i.e. those over 25 metres are most appropriate in locations where their visual and other impact can be accommodated and the Wembley Regeneration Area is specifically confirmed in the policy as a preferred location for such buildings.
27. Greater London Authority (GLA) officers as well the CABA Design Review Panel consider that the principle of a tall building of the scale proposed at this highly accessible location within the Wembley Growth Area is acceptable in planning terms and your officers are of the same opinion.
28. In terms of height, it should be noted that the WAAP identifies the site as 'sensitive to tall buildings', defined in the associated Tall Buildings for Wembley document as having 'some scope for the development of tall buildings' with 'clear constraints'. It should also be noted that the WAAP states that tall buildings in its area of coverage need to 'demonstrate the highest architectural quality'. It is considered that the height of the tower this scheme proposes at the corner of Fulton Road and Albion Way is acceptable because a tall building is a suitable way to mark and frame the north end of the linear park proposed in the emerging masterplan to the south of the site. Whilst the site is located outside of the park itself, it acts as a clear visual marker and will be seen from within the park from a number of views.
29. The subject site is located within an area where tall buildings have been developed, and the proposal would add to the cluster effect of these tall buildings. Notwithstanding this, the site is relatively small and the proposed building height is taller than the surrounding context. The massing of the building, with a tower element and two plinths is supported as it ensures the building relates well to the surrounding context. The two plinths relate directly to the adjacent development and help to create an urban block. The materials have been chosen to reflect and compliment those on the surrounding buildings whilst the mass is concentrated at the corner of Fulton Road and Albion Way, terminating key views along Fulton Road.
30. The applicant has proposed glass reinforced concrete (GRC) as the predominant cladding material with variations in colour palette to distinguish between the three elements of the building and to provide appropriate transition to the adjacent buildings. The tower element will also be clad in aluminium panels which creates varied texture and vertical proportions. The Fulton Road frontage will be clad in GRC and terracotta planks and the Albion Way frontage will be clad in GRC and porcelain planks. Both these frontages are recessed from the building line of the tower which provides distinction between the two plinths and the tower element.
31. The approach to the height, massing and material palette has been supported by GLA officers and CABA Design Review Panel who consider it will provide a high architectural quality that is appropriate for a building of this height. Council officers also support this view.
32. Notwithstanding this, the final choice of material and quality of detailing is critical to ensuring the final design is appropriate, and as such it is recommended to include a clause in the section 106 agreement that will ensure the same calibre of architects are retained to produce all construction drawings, or a budget is allocated to allow them to review these when they are produced.
33. It has been identified within the WAAP that views of the Stadium contribute a significant amount to the perception of Wembley as a whole, performing a range of functions that add a layer of depth to the visual experience of the area. Views shown within the submitted documentation demonstrate that the proposal would be subordinate in height compared to the Wembley Stadium arch, and would not detract from the appreciation of views towards the stadium.
34. Within the Design & Access Statement it is clearly shown that there is no significant detrimental impact on the protected views to the Stadium from Wembley Park Station and Barn Hill Open Space. It has also been shown that the protected views of the borough's UDP are not interrupted by this proposed development.

35. Appearance and finish

36. The tower is designed as a broadly symmetrical building with two chamfered corners. The design of the elevation is organised into a base colonnade, intermediate groupings of windows into vertical stacks and a crown where the colonnade on the ground floor is reflected at the roof.

37. The tower will be characterised by strong vertical lines, created by light grey stone-coloured GRC clad columns, and metal elements. There are GRC clad horizontal divisions at three, four and five storeys; the divisions are larger as the height increases. Visual separation between each storey is created by a dark metal panel. Full height windows are proposed with perforated metal panels that allow the windows to be opened for ventilation.

38. Amendments have been made to the scheme which originally proposed a uniform approach for each elevation, mirrored around the chamfered corners. The current proposals have two approaches derived from the preliminary thermal and daylight assessments.

39. Working within the regular grid of the major structural components the windows and ventilation panels will vary depending on orientation and storey height, to create facades that are responsive to achieving the best levels of daylight whilst minimising the risk of overheating within a consistent design response.

40. The colonnade at the base of the tower is considered to be a positive element of the proposal. To maximise the opportunities presented by the inclusion of the ground floor café, a generous covered outdoor space has been created and the colonnade and wider footway which will encourage pedestrian activity in this location. Additionally, it provides a sheltered arrival that significantly reduces wind speeds to protect pedestrians and create a more comfortable microclimate. It offers a degree of shading to the larger areas of glazing around the entrance which may otherwise overheat.

41. The scheme proposes double height space at the entrance of the building, which eases the ground level, pedestrian feel of the building into the overall scale of the development as the proportions increase with the height of the tower. This helps create an appropriate human scale to the tower at the lower levels whilst still relating to the surrounding pattern of development and creating an appropriate articulated finish for the tower itself.

42. The main entrance on the corner is clearly defined and creates an attractive approach to the building, however, the remaining building frontages are not lost as a result of this, the active frontages and types of uses proposed help to articulate the street and ground floor level of the building as it wraps around the corner.

43. Overall, the elevational treatment of the proposed scheme is considered to be high quality. The detailing is considered to provide a vertical emphasis which visually grounds the mass of the building to its site.

44. The wing adjacent to Pinnacle Tower of the Shubette House site is eight storeys high, maintaining the building height along the Fulton Way elevation. The gap between the tower and this wing creates a visual separation between the two elements. The external frame is again GRC, with terracotta panels which will relate to the existing terracotta panels on Pinnacle Tower. The positioning of storey heights and horizontal detailing on Pinnacle Tower is echoed in the proposed design for Apex House, with the upper floors on both buildings set back

45. The ten storey block fronting onto Albion Way is also characterised by a GRC frame, in a colour which is intended to work well with the light grey of the tower, and Karma House to the north. The gap between the tower and this part of the building creates a visual separation between these two elements of the proposed development.

46. Layout

47. The overall approach to the layout is accepted by council officers and has been supported by the GLA as well as the CABA Design Review Panel.

48. As mentioned previously, the building is arranged in an L shaped configuration around a central courtyard. The principle access to the building is from the corner of the site at the junction of Albion Way and

Fulton Road.

49. The building is subdivided into three separate elements; the principle tower and then the two shoulder blocks. These are designed to integrate with Karma and Shubette House, both in their overall massing and their materiality.

50. The ground floor is designed to maximise active frontage to the street particularly along Fulton Road. The common room and a cafe are both located along this frontage with the main entrance located recessed behind a colonnade at the junction of Fulton Road and Albion Way. Along Albion Way secondary uses including study spaces, a potential shop and ancillary accommodation are located. Student rooms all face into the new courtyard.

51. The student's rooms are all accessed off a central core within the tower. The tower is designed to be symmetrical around a diagonal line. The South East and North West corners are both chamfered to reduce the building scale and reference the forms of Karma House.

52. Following an initial response from the GLA, the applicant has submitted a revised layout which has altered the number and type of rooms proposed. The scheme now includes an element of student rooms at affordable rents, as a result the internal layout has been redesigned to include a wider range of rooms sizes to allow for a wider range of rental values. The building now includes cluster flats with single bedrooms, and a small number of shared rooms, which has resulted in an increase in the number of rooms, 558 rooms (as opposed to 520) - or 580 bed spaces. The proposals now include wheelchair units in cluster rooms, as well as studio units in response to the comments made by the GLA. It should be noted that the Area Action Plan policy restricts the maximum number of student bedrooms and not beds. In this instance, a small number of twin rooms (12 rooms) is proposed to address affordability comments from the GLA. Whilst officers consider that the inclusion of a small number of twin rooms is acceptable as it provides lower priced student accommodation, officers may have concerns regarding the provision of significantly higher proportions of twin rooms.

The proposed composition of the development is now as follows:

Room Type	Number of bed spaces	% of development
Cluster en-suite	1.	25%
Studios	334	57%
Accessible rooms	56	10%
Double twin rooms	44	8%
Total	580	100%

53. Apex House has been designed to include a wide range of large communal spaces for students. Students spend key parts of their time in their place of accommodation, this means that these spaces are key to delivering a successful and fulfilling time at university. Social interaction is important in residential accommodation, with students cooking, relaxing and now studying with each other (as group study becomes a more important part of learning - replicating the work place).

54. The current practice in constructing student accommodation is for developers to create larger social spaces and a wide range of room sizes, including some smaller rooms, to encourage social interaction and to meet student demand. This is reflected in recent London developments such as Angel Lane and Stratford One. Students are provided with a wider range of larger social and amenity spaces such as gyms, cafes, study and cinema rooms. These types of amenities are becoming the standard in new private sector developments across the UK, especially in locations not in immediate reach of university campuses such as the application site.

55. Landscape

56. It is acknowledged that the courtyard will be shaded for the majority of the time, however, it remains an important element of the overall design of the development. The courtyard has been designed as a visual amenity for the residents not just of the proposed building but also of Karma House and Shubette House, offering a significant improvement from the current poor quality industrial warehouse roof. The courtyard offers access to the bike storage whilst also allowing refuse to be stored discretely.

57. The planting species have been carefully selected to ensure that they can tolerate heavy shade. The retaining walls that form the handrail to the ramps that form the north and western boundary of the courtyard

will be clad in natural stone, the specification of which will be light in colour to maximise light and reflections within the courtyard.

58. The seating edge around the grove of trees will be formed from either granite or acid etched finish precast concrete. A light coloured resin bound aggregate is proposed as the main surface material in the courtyard. This will assist in the courtyard appearing as bright as possible while also complimenting the main building elevations.

59. The roof terrace at the top of the tower will enjoy views over Wembley Park. The student common room is located in close proximity to the roof terrace, in order to be close to an external break out space. It will provide outdoor amenity space where students can socialise or find some quiet space to study. The raised planters will contain a mix of shrub planting and small trees.

60. The landscape approach has been supported by the Council officers and is considered to be appropriate for the locality. Further details of all of the materials and planting species and specimens will be secured via condition to ensure that the finished appearance and longevity of the area are considered to be appropriate.

61. *Inclusive access*

62. Inclusive design principles, if embedded into the development and design process from the outset, help to ensure that everyone, including older people, disabled and Deaf people, children and young people, can use the places and spaces proposed comfortably, safely and with dignity.

63. It is proposed that the development will include 558 rooms of which 10% will be spatially designed to be wheelchair accessible. The applicant has provided an additional accessibility statement in support of the application setting out the approach and continued work to try and improve the accessibility and movement in and around the building.

64. There will be a ramp to the sunken courtyard at basement level. This is primarily for access to the cycle parking and is not intended to be used for disabled access, for which dedicated lifts are to be provided within the building.

65. The application documents confirm that inclusive and convenient access for all will be achieved throughout the rest of the development, with all public realm spaces designed to ensure inclusive access with level, wide and smooth surface approaches and minimal obstacles. Level access will be provided to all non-residential uses, within all buildings and to external amenity areas. This is supported, however, it is felt necessary secure details of landscaping and site levels by condition, to ensure that inclusive design objectives are met.

66. Impact on neighbouring properties

67. *Impact on neighbouring amenity*

68. The closest dimension between the proposed tower and that of Shubette/Pinnacle House is over 38m which is significantly more than that between the existing tower and the hotel to the west. It should also be noted that the windows in this elevation of the tower on the west side are secondary windows to the relevant rooms with their primary windows to the south or angled away in the chamfered North West corner. This will result in an acceptable relationship between the units in terms of overlooking and privacy.

69. Brent's SPG 17 in section 3.3 includes a minimum privacy separation distance of at least 20m - this is significantly exceeded in the proposed relationship between the existing apartments in Shubette House and the proposed Apex Tower, and therefore the proposal meets the required standards in the guidance.

70. Whilst at the lower level of the development, the projection of the west wing of the Apex House development does extend partially to the north beyond the rear building line of Shubette house. It is worth noting that this was accommodated for in the plan of Shubette house with the projection of the existing stair case on the west side of the tower similarly projecting from the main building line but actually a little closer to the tower than the proposed projection. This distance is still over 13.7m which also meets the standards in the SPG.

71. It should also be noted that the screened balcony structure of Shubette house was designed with the completion of the wider urban block (including Apex House) in mind as well as maintaining appropriate levels

of privacy around the courtyard of the overall urban block.

72. The separation of the subject building to surrounding properties is considered to be appropriate in this locality and results in an appropriate relationship with the existing surrounding development.

73. Sunlight and daylight

74. A report has been prepared by Malcom Hollis LLP which has been submitted with the application to assess the impact upon the daylight and sunlight amenity of the existing surrounding buildings which may arise from the proposed development at Apex House.

75. Building Research Establishment (BRE) Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (BRE, 1995) also known as the BRE Guide, was used to establish the extent to which the proposed development meets current best practice guides. The submitted Daylight, Sunlight and Shadow Assessment considers the effects of the proposal on the levels of daylight and sunlight received by nearby residential properties based on three analyses: Vertical Sky Component (VSC), Daylight Distribution (DD) and Annual Probable Sunlight Hours (APSH).

BRE Test	BRE Criteria
VSC Vertical Sky Component (VSC)	The loss of daylight to a window will be noticeable if the VSC will be reduced to less than 27% and less than 0.8 times its former value.
Daylight Distribution (DD)	The loss of daylight to a room will be noticeable if the area of the working plane which can receive direct skylight will be reduced to less than 0.8 times its former value.
Annual Probable Sunlight Hours (APSH)	A window should still receive enough sunlight if it receives at least 25% APSH for the whole year including 5% during the winter months. If the available sunlight hours will be less than this and less than 0.8 times their former value, either during the winter or over the whole year, it will be noticeable except where the reduction annually is no greater than 4% APSH.

76. Assessment of Daylight Impacts

77. In accordance with the BRE guide the following buildings required assessment: Victoria House; Danes Court; Karma House; and 5 Olympic Way.

78. Of the 298 windows tested 252 (85%) will continue to meet the target values as set out in the BRE guidelines. Therefore, with the proposed development in place the majority of the windows surrounding the site will continue to receive adequate daylight.

79. Karma House and Apex House are high rise buildings and so the effects are equitable. While Apex House will be taller, the tower is set back from the boundary which means that there is more light available to neighbouring buildings. Additionally, the use of Karma House is student accommodation and this type of use is less sensitive to daylight than residential usage, as the length of tenure is temporary. Consequently, the impact of the proposal on the occupants of this building is considered to be acceptable.

80. In relation to 5 Olympic Way (Tabriz Court, Pinnacle Tower, Shams Court) the results show that the majority of the receptors tested will meet the BRE guidelines. Whilst some transgressions are noted, however, the same mitigation applies as stated above in relation to the taller elements of the two schemes. Where taller, high density developments are planned, some effects on daylight are unavoidable and the BRE guide recommends that a flexible approach is taken to the application of numeric targets. The greatest impacts are experienced by the residential units within Shams Court, situated to the north-west of the site. Shams Court is a low-rise block containing intermediate housing situated to on the northern side of the recent mixed use development at 5 Olympic Way site. It is directly to the north of Pinnacle Tower, the 20-storey residential building. A number of the windows within this block will fall to levels below BRE Guidance. However, this block was constructed as a part of a high density residential development, whereby the high density development of the adjoining sites was expected and supported by planning policy. The lower element of the proposed building fronting Fulton Road is set at a similar height to the lower parts of the existing 5 Olympic Way development. The taller element of the proposal is significantly higher than the

height shown within the masterplan, but has a slender plan-form, reducing its visual mass and the level of overshadowing. Nevertheless, it is considered that some reductions in levels of daylight beyond BRE Guidance levels should be expected in such situations. Therefore, officers consider the results to be appropriate and in keeping with high rise urban situations and that the reduction in levels of daylight does not warrant the refusal of planning permission.

81. The study has also undertaken daylight distribution tests to better assess the rooms in Karma House, and of the 13 rooms tested all but 3 will continue to meet the target values as set out in the BRE guidelines.

82. Further Average Daylight Factor (ADF) tests have been undertaken to a sample of rooms served by the windows which did not meet the BRE target for daylighting, known as Vertical Sky Component (VSC). Of the 13 rooms tested all but 1 will continue to meet the target values as set out in the BRE guidelines.

83. **Assessment of Sunlight Impacts**

84. The study also undertook an assessment of the Annual Probable Sunlight Hours (APSH) of: Victoria House; Danes Court; Karma House; and 5 Olympic Way.

85. Of the 297 windows tested 225 (76%) will continue to meet the target values as set out in the BRE guidelines.

86. A review of the results for Karma House shows that while some of the units will not achieve the full BRE criteria for sunlight, each unit will receive some sunlight and in most cases, a reasonable amount will be received. This corresponds to the BRE's guidance on sunlight availability within higher density developments. Those surrounding the site will continue to receive adequate sunlight as defined by the BRE guidance. Of those that fail all but 3 of the 13 rooms tested will continue to meet the target values as set out in the BRE guidelines.

87. In relation to 5 Olympic Way, the vast majority of units will meet the BRE criteria. Where they do not, this is usually because the orientation of the windows means they receive low levels of sunlight to start with. Therefore it is a result of the situation more than the proposed development's design and therefore the results are considered appropriate.

88. The results indicate that with the proposed development in place the majority of the windows within neighbouring units will receive good levels of daylight and sunlight.

89. **Overshadowing**

90. In accordance with the BRE guide the applicant has undertaken overshadowing assessments to the three roof terraces on 5 Olympic Way. The results demonstrate that all of the gardens and amenity areas tested meet or exceed the BRE target criteria for sunlight because at least 50% of their area receives at least two hours of direct sunlight on 21 March, or the reduction in area receiving sun on that date is less than the permitted 20%.

91. Officers stress that the BRE standards are guidance only and can be applied flexibly especially in denser urban areas. The numerical figures within the report should not be rigidly applied but used as part of a full evaluation of the site including the site context, the proposed massing, the scale and wider objectives of the development plan.

92. In summary, the assessment demonstrates neighbouring units will mostly receive good levels of daylight and sunlight. The resulting overshadowing is considered to be within appropriate limits also. As referred to above there will be some instances where the BRE daylight guidelines will not be achieved, in relation to neighbouring properties. However, it is accepted that this is a normal outcome of a high density, large scale development in a built up urban area.

93. **Microclimate and wind study**

94. An assessment of the likely wind microclimate conditions as a result of the development and the suitability of these in terms of pedestrian comfort for locations within and around the site has been undertaken. This was done using the Integrated Environmental Solutions (IES) Virtual Environment (VE). This software is a well-established advanced computer modelling technique for numerically simulating wind Flows in complex environments. It provides the means to identify Flow patterns and areas of potential high winds.

95. The assessment of wind conditions requires a standard against which the measurements can be compared. The Lawson Comfort Criteria have been established and widely used on building development across the UK. The criteria set out six pedestrian activities: sitting, standing, entering/leaving a building, leisure walking, business walking and roadway/car park.

96. For each category, an upper threshold is defined, beyond which conditions are described as unacceptable for a stated activity. If conditions are below the threshold, then they are described as tolerable.

97. The wind results on the surrounding existing external spaces show that all the sensitive receptors have acceptable wind conditions. Most of them have a negligible impact, whereas two of them have a negative impact of minor effect. Although these 2 points will have slightly higher velocities than the current condition, they will be suitable for standing and entrance, therefore no mitigation measures are required for them. The residual effect is negligible.

98. The assessment of the spaces surrounding the new development shows that 8 spaces out of 41 will have a negligible impact and the remaining 33 will have a positive impact of minor effect. For the spaces no mitigation measures are required.

99. Within the submitted study it has been demonstrated that the proposal either meets or exceeds the requirements for wind conditions at these locations. Therefore the entrance and exit points of the building are considered to provide a suitable standard of environment for their use, this is the same for the rear amenity space where pedestrians will spend time standing, sitting etc, as well as for areas around the building in the public realm.

100. The development therefore is considered to accord with the planning policy and best practice guidance set out in the London Plan Policy 7.6 and BE12 of the Brent UDP.

101. Climate change and flooding

102. Energy

103. The applicant has broadly followed the energy hierarchy. Sufficient information has been provided to understand the proposals as a whole.

104. A range of passive design feature and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. The building will be constructed to high thermal performance levels in order to achieve an efficient and airtight envelope which will result in minimised heat losses.

105. District heating

106. There is currently no existing district heating network within the vicinity of the proposed development, however, the development is situated within the Wembley Central district heating opportunity area. The Proposed Development will therefore be provided with the capacity for future connection to a District Energy Network. This will be secured via S106 legal agreement.

107. Flooding

108. A Flood Risk Assessment (FRA) has been undertaken by Peter Brett Associates. The FRA confirms that the majority of the site is within Flood Zone 1, with the north east corner of the site within Flood Zone 2. The FRA also confirms that the site is within a critical drainage area and the FRA states that the ground floor has a minimum of 400 millimetre freeboard above the EA's predicted 1 in 100 year flood level.

109. The application proposes student units (i.e. sleeping accommodation) located at basement level, i.e. below the modelled flood levels. The FRA confirms that despite the Environment Agency fluvial and surface water flood risk mapping indicating that any basement accommodation would be vulnerable to flooding, the basement level accommodation is hydraulically separated from any wider fluvial or surface water flood risks by higher ground on Fulton Road and Albion Way. The FRA also confirms that there will be internal access from the basement accommodation to upper floors in the event of any flooding.

110. Given this confirmation, the proposals are acceptable in principle and are considered to comply with

relevant policies.

111. Highways and Transportation

112. Parking

113. Car parking and servicing allowances for the existing building is given in the Wembley Area Action Plan. The lower parking allowances are applicable, as the site has very good access to public transport services.

114. The existing building as a whole has an overall floor area of approximately 1,240m² and with a parking allowance for employment uses B1 of 1 space per 400m², up to three parking spaces would be permitted (increasing to five spaces if the building sub-divided into five units as property records suggest). The ground floor warehouse would be permitted a parking allowance of 2 parking spaces and 'transit' sized loading bay.

115. The existing presence of three parking spaces and 2 'transit' sized loading bays along the Albion Way therefore accords with standards.

116. In terms of car parking, standard PS13 allows up to one parking space per sixteen bedrooms and per five staff for student housing, giving a maximum allowance of 36 spaces. The proposed omission of any car parking from within the site would therefore accord with standards.

117. However, consideration also needs to be given to the potential impact of any overspill parking on traffic flow and road safety in the area. With limited opportunities for safe on-street parking available nearby and good options for travel by public transport to the identified colleges and universities taking students, it is anticipated that car ownership amongst students would be negligible.

118. The adjoining property (Karma House) is similar to this proposal and has recently been built and occupied (although the associated S278 works have yet to be signed off as substantially complete). Any future Controlled Parking Zone in the vicinity (as proposed to support wider redevelopment proposals) would help to prevent potential overspill parking on nearby residential streets and a 'car-free' agreement should be attached to any permission removing the right of future students to on-street parking permits (in the event of a Controlled Parking Zone ever being introduced in the area in future) and ensuring that they are fully notified of the permit restriction prior to moving into the building. Funding towards the potential implementation of a CPZ would therefore be welcomed.

119. With no off-street parking proposed within the site, it is difficult to provide any allocated disabled parking spaces. Any residents that do have a car and a Blue Badge would be able to use future parking bays in the surrounding area, although parking directly outside the site would only be possible for up to three hours with a Blue Badge. The scheme does however include the provision of a disabled bay directly outside of the subject building.

120. The proposed café (A1 use) will have a parking allowance of one space and a full sized servicing bay in compliance with standards PS7 and PS17. The café does have access from Fulton Road and would therefore be open to the public. No parking has been provided for this café however, a loading bay is proposed on Albion Way to satisfy servicing standards PS17.

121. The development does include a gym which will be restricted to use by students otherwise separate parking standards would have to be applied.

122. Cycle Parking

123. Drawing number AHW-HTA-A-0200 proposes 310 cycle parking spaces, 16 of the cycle spaces will be proposed in Sheffield stands on Albion Way. There is ramp from the basement up to Albion Way allowing easy access for cyclists. The cycle store will be secure and covered to protect against theft and weather. This is compliant with PS16 of the UDP-2004.

124. Site Management Plan (the Student Management Plan)

125. Un/loading of students' possessions at the start and finish of the college year is an issue that is likely to cause high levels of parking directly outside the site at certain times of the year and which therefore needs to be efficiently managed.

126. The transport statement states that students will move in over the first 3-4 weekends in September/October only and that a time slot of 20 minutes to load and 30 minutes to unload will be allocated on moving days. This time slot is for vehicles parking in the layby on Albion Way, which can accommodate 2 vehicles. Please note though that, as public highway, space cannot be reserved in the lay-by for exclusive use by this building.

127. To ensure the 20/30 minute time slot is sufficient and does not result in a backlog of vehicles who may not get their allocated slot, it is important that staffing assistance be provided on moving days and the transport statement does refer to the provision of a secure temporary ground floor storage area to allow goods to be unloaded from the vehicle quickly so that the car can be moved off to a remote car park, before belongings are then carried up to the flat. This area for the secure temporary ground floor storage is not identified on the plan submitted in the Site Management Plan appendix.

128. Please also note that the transport statement refers to 120 slots per weekend on the assumption that all 3 parking spaces are available (this will need updating as only 2 cars can be accommodated in the space proposed). The Site Management Plan does note that on Wembley Stadium event days, access to the lay-by and other parking space in the area is severely restricted, so pre-booked slots would not be offered on event days.

129. A revised Site/Student Management Plan should be submitted for LPA approval, which should show the temporary ground floor storage area provided to minimise the time taken to unload vehicles; belongings can then be transported up to individual rooms once cars have moved off-site to an alternative parking location. It should also update the number of slots available for un/loading to reflect the spaces created

130. Transportation Statement

131. Predicted person trip rates to and from the new student accommodation were derived from consideration of existing trips to and from four similar student halls of residence;

- o Bartholomew Road Student Accommodation Camden (no off street parking),
- o Emily Bowes Court & The North Lodge Haringey (no off street parking),
- o Ramsay Hall Camden (no off street parking).

132. Predicted mode trip rates to and from the new student accommodation were as follows: 48% are estimated to travel by tube, 16% by train, 34% by bus and 2% by cycle. The distance of this site from any colleges or universities means the modal share by bus and tube services is likely to be significantly higher than indicated. Nevertheless, the high number of bus, rail and tube services in the area mean that the predicted number of additional students using public transport services, particularly in the peak hours when spare capacity is most constrained, is likely to amount to less than one extra passenger per bus or tube service, which is not considered significant.

133. The proposed loading bay will be used by the students for unloading/loading, it will also be used for refuse collection and servicing the proposed café. Transportation would recommend a condition for a service management plan to be submitted.

134. TfL's original comments requested a PERS audit to be carried out which has now been submitted with this application. The audit was carried out 1st March 2016 between 14:00-15:00. The results found that routes from the site to the bus stops on Fulton Road and Rutherford Way are overall acceptable with wide footways that are obstruction free. The audit did find that there is a lack of formal pedestrian crossing at the junction of Rutherford Way/Fulton Road however, there are dropped kerbs that can be used by less mobile users. The route to Wembley Park Station was also assessed and Olympic Way is a pedestrianised street that provides direct access to the station, traffic free. The report summary concludes that general improvement of the footway is required where loose or broken paving slabs were seen and cctv could be provided to improve security. In addition to this, dropped kerbs at crossing points with tactile parking could be provided. The requirement for cctv and dropped kerbs at crossing points are not required along the routes to the bus stop and station and therefore is not required. Broken slabs and general maintenance of the footway should be reported the Council's maintenance team for action.

135. A cycle accessibility assessment as also been completed as requested by TfL. The survey found no hazardous locations within the immediate network however, Wembley Park Drive and Empire Way gyratory was classified as 'red' due to the high volume of traffic at this junction.

136. TfL's comments do require a bus corridor study to be undertaken and the development should contribute towards this. TfL, as the operator of bus and tube services, will need to examine the data in more detail and they may be particularly concerned about any particular routes or services which experience higher than average additional demand due to an affiliation between this student housing and any particular University or college.

137. A construction logistic plan must be submitted for LPA approval and any temporary traffic management required should be agreed with the Highway Authority before construction begins.

138. Travel Plan

139. The Travel Plan has been submitted and looks to promote cycling, local taxi's, walking etc. The Travel Plan coordinator has not yet been identified but is most likely to be the site manager. The site will be in the vicinity of a car club, located with Brent Civic Centre and discounted travel rates have also been offered by TfL.

140. Highway works

141. Revised drawing number AHW-HTA-A-SK160324-003 proposes a 12m long and 2.5m wide loading bay which is acceptable. The footway behind the loading bay will be 2m wide which is also acceptable. Additional footway will also be offered for adoption at the junction of Albion Way/Fulton Road which is acceptable.

142. There were originally concerns with regard to the impacts of the development and some of the proposed highway works, however, these have now been addressed as outlined above. Additionally, the sub station doors do not now open onto the Public Highway. The basement has been removed from being sited under the public highway. The highway improvements have been amended with a loading bay and a diverted footway, around the loading bay, to adoptable standards.

143. In order to accommodate a loading bay (used for deliveries/servicing, as well as the students move in/out process), Albion Way has been narrowed to 6m. The narrowing on Albion Way still allows two vehicles to comfortably pass and also provides a 2.0m footway along the western side of the road and a 4.7m-7.6m pedestrianised area in front of the development.

144. As there is no off-street parking spaces proposed at this site, the works to reinstate the existing redundant crossovers back to footway can be included in the S278 works.

145. Highways Mitigation

146. In the event that planning consent is granted, a financial contribution will be sought towards transport infrastructure works in the vicinity of the site.

147. To this end, transportation improvements totalling £28m for the wider Wembley area have been identified. In order to identify an appropriate level of contribution from any particular development, this cost has been broken down against the total redevelopment of the area to identify a unit charge per 100m² of commercial/retail/residential floor space (assuming development will fund 70% of the total bill).

148. Applying this figure to this scheme produces a total sum of £134,142 as being appropriate to the scale of the additional student accommodation sought, which is to be secured through CIL.

149. The revision made during the course of the application mean that there are no transportation objections to the proposal, subject to appropriately worded conditions and relevant licences being in place as well as terms of a legal agreement and financial contributions for mitigation.

150. Summary

151. The proposed provision of 558 rooms of student accommodation is considered to maintain an appropriately balanced community in the medium to long term as it does not exceed the capacity set out within the Wembley Area Action Plan. The layout, design and height of the building are considered acceptable within this locality and this view is supported by the panel of expert architects and designers who sit on the CABA Design Review Panel. The scheme has been designed to ensure that the proposed building meets the BRE guidance relating to daylight and sunlight with regard to its impact on the windows of the nearby properties, and the scheme is considered acceptable in highways terms with no significant impact

projected on the public highway or public transport infrastructure

152. Officers accordingly recommend that the Council resolve to grant planning permission subject to conditions and a Section 106 legal agreement, and subject to the stage 2 referral to the Mayor of London.

SUSTAINABILITY ASSESSMENT

The applicant has supplied an energy statement as part of the submission which indicates measures that will achieve a 35.7 % reduction in CO2 emissions beyond the requirements of Part L of the 2013 Building Regulations. This accords with the target of 35 % set out within the London Plan. This level of reduction comprises a 6.59 % saving through energy efficiency measures, 25.95 % saving through the incorporation of Combine Heat and Power (CHP) and 3.19% through renewable energy technologies (PV cells). The applicant has confirmed that the development has been designed to allow future connection to a district wide heat network, should one become available in the area.

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 on completion of the deed in (i) preparing and completing the agreement and (ii) monitoring its performance;
- Notification of material start 28 days prior to commencement;
- A 'parking permit restriction', withdrawing the future right of residents and business occupiers to on-street parking permits in the vicinity of the site;
- Join and adhere to Considerate Constructors scheme;
- A Section 38/278 Agreement to secure highway works to provide; (i) a new loading bay; (ii) widening of the adopted highway (with land offered to the Council for adoption) into the site to retain a 2m wide footway along Albion Way; (iii) removal of any existing crossovers rendered redundant; (iv) a row sets or path edging to demarcate the footway (v) approval in principle for the retaining wall where the basement abuts the Public Footway, (vi) all associated changes to line marking and associated TRO costs; and (vii) the costs of any changes to statutory undertakers' equipment. The properties shall not be occupied until all associated Section 38/278 works have been completed to the satisfaction of the Local Highway Authority.
- TfL contribution towards bus capacity enhancements in Wembley, amount to be confirmed following further discussions with TfL;
- To allow easy connection to a Decentralised Heat / Energy Network should one be implemented in the area in the future.
- The submission and approval in writing of a revised Travel Plan and to implement this plan, the purpose of the plan being to manage the transport needs of the Development so as to minimise car usage and promote alternative modes of transport.
- The Architects for the scheme, HTA, shall be retained for the delivery and construction of the development.
- Training and employment
 - To prepare and gain approval of a Employment and Training Plan prior to commencement and to implement the Plan
 - To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
 - To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
 - From material start, to provide monthly verification of the number of Brent Residents employed or provided training during construction and if the above targets are not being met,

- to implement measures to achieve them
- Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.
- A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to the piling of foundations for the development hereby approved. This shall demonstrate (unless otherwise agreed by the Council):
 - How the development will achieve a minimum of BREEAM "Excellent" (submission of a design stage assessment by a BRE approved inspector);
 - How the scheme will achieve a minimum CO2 reduction of 35% from 2013 TER (regulated) ;
 - That the scheme can be easily connected to a district wide heat network, should one come forward in the future.
- The applicant shall include/retain appropriate design measures in the development for those energy and water conservation, sustainable drainage, sustainable/recycled materials, pollution control, and demolition/construction commitments made within Brent's Sustainability Checklist and other submitted documentation (or agreed by further negotiation), and adopt adequate procurement mechanisms to deliver these commitments.
- On completion, independent evidence (through a BRE Post-Construction Review and completion certificates) shall be submitted on the scheme as built, to verify the achievement of at least BREEAM "Excellent".
- If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required:
 - the submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible, the submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.
 - The submission and approval in writing of a revised Travel Plan and to implement this plan, the purpose of the plan being to manage the transport needs of the Development so as to minimise car usage and promote alternative modes of transport.

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

CIL DETAILS

This application is liable to pay **£4,170,475.54*** 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): 1990 sq. m.

Total amount of floorspace on completion (G): 16489 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
Sui generis	16489	0	14499	£200.00	£35.15	£3,547,076.79	£623,398.75

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)	274	
Total chargeable amount	£3,547,076.79	£623,398.75

*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.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 15/4708

To: Mr Dodd
HTA
106-110 Kentish town Road
London
NW1 9PX

I refer to your application dated 29/10/2015 proposing the following:
The demolition of the existing buildings and redevelopment of a part 8-, part 9- and part 28-storey building comprising 558 student accommodation units with associated ancillary facilities at ground floor level, landscaping works, and cycle parking spaces, and a 49sqm cafe (Use Class A3) at ground floor level. and accompanied by plans or documents listed here:
Please see condition 2.

at Apex House, Fulton Road and Albion House, Albion Way, Wembley, HA9

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

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

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

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

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

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

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

TID-AHW_HTA-A_0100 1/250 A1 Location Plan -
 TID-AHW_HTA-A_0101 1/500 A1 Site Plan -
 TID-AHW_HTA-A_0102 1/50 A1 Wing A 1/50 -
 TID-AHW_HTA-A_0103 1/50 A1 Wing B 1/50 -
 TID-AHW_HTA-A_0104 1/50 A1 Tower 1/50 Section -
 TID-AHW_HTA-A_0120 1/500 A1 Unit Use Location Plan -
 TID-AHW_HTA-A_0130 1/200 A1 Site Survey -
 TID-AHW_HTA-A_0200 1/100 A1 B1 - Basement Plan - A B C D
 TID-AHW_HTA-A_0201 1/100 A1 L0 - Ground floor Plan - A B C D
 TID-AHW_HTA-A_0202 1/100 A1 L1 - First Floor Plan - A B C
 TID-AHW_HTA-A_0203 1/100 A1 L2 - Second Floor Plan - A B C D
 TID-AHW_HTA-A_0204 1/100 A1 L3 - L7 Floor Plan - A B C D
 TID-AHW_HTA-A_0205 1/100 A1 L8 Floor Plan - A B C D
 TID-AHW_HTA-A_0206 1/100 A1 L9 Floor Plan - A B C D
 TID-AHW_HTA-A_0207 1/100 A1 L10 - 21 Floor Plan - A B C D
 TID-AHW_HTA-A_0208 1/100 A1 L10 - 26 Floor Plan - A B C D
 TID-AHW_HTA-A_0209 1/100 A1 Top Floor Plan - A B C D
 TID-AHW_HTA-A_0210 1/100 A1 Roof Plan -
 TID-AHW_HTA-A_0250 1/200 A1 South Elevation - Street Elevation - A
 TID-AHW_HTA-A_0251 1/200 A1 East Elevation - Street Elevation - A B
 TID-AHW_HTA-A_0252 1/100 A0 South Elevation - A B
 TID-AHW_HTA-A_0253 1/100 A0 East Elevation - A
 TID-AHW_HTA-A_0254 1/100 A0 North Elevation (Rear) - A B C
 TID-AHW_HTA-A_0255 1/100 A0 West Elevation (Rear) - A B C
 TID-AHW_HTA-A_0220 1/100 A1 B1 - Basement Plan (Accessibility strategy) -
 TID-AHW_HTA-A_0221 1/100 A1 L0 - Ground floor Plan (Accessibility strategy) -
 TID-AHW_HTA-A_0222 1/100 A1 L1 - First Floor Plan (Accessibility strategy) -

TID-AHW_HTA-A_0223 1/100 A1 L2 - Second Floor Plan (Accessibility strategy) -
 TID-AHW_HTA-A_0224 1/100 A1 L3 - L7 Floor Plan (Accessibility strategy) -
 TID-AHW_HTA-A_0225 1/100 A1 L8 Floor Plan (Accessibility strategy) -
 TID-AHW_HTA-A_0226 1/100 A1 L9 Floor Plan (Accessibility strategy) -
 TID-AHW_HTA-A_0227 1/100 A1 L10 - 21 Floor Plan (Accessibility strategy) -
 TID-AHW_HTA-A_0228 _1/50_ A1 Wheelchair Units -
 TID-AHW_HTA-L_0900 1/100 A1 Proposed Landscape Basement Plan -
 TID-AHW_HTA-L_0901 1/100 A1 Proposed Landscape Ground Floor Plan -
 TID-AHW_HTA-L_0902 1/100 A1 Proposed Landscape Roof Garden Plan -
 TID-AHW_HTA-A-SK160322 1/100 A1 L0 Ground Floor Plan - New Footpath definition -
 TID-AHW_HTA-A-SK160322-02 1/50 A1 Over-Hang Section - East Facade -
 TID-AHW_HTA-A-SK160309-01 1/200 A1 Distances to adjacent building - L03 - A
 TID-AHW_HTA-A-SK160309-02 1/200 A1 Distances to adjacent building - L11 - A
 TID-AHW_HTA-A-SK160321-01 1/500 A1 Distances to adjacent building - Site Plan -
 TID-AHW_HTA-A-SK160324-003 1/500 A1 L0 Ground Floor Plan - Details of Proposed Footway

Daylight/Sunlight Assessments dated 18 December 2015 and 6 th April, by Malcolm Hollis.

Design and Access Statement dated October 2015 by HTA.

Design and Access Statement Accessibility Addendum by HTA, March 2016.

Sustainable Design and Construction Statement including an Energy Statement and Wind Assessment dated 17 November 2015, by HTA Design LLP.

Sustainability Statement Addendum dated 9th March 2016 by HTA.

Sustainability Statement Addendum 2 dated 14h April 2016 by HTA.

Site and Building relationship diagrams dated 9 th March by HTA

Drainage and SUDS dated November 2015, by Peter Brett Associates.

Planning Statement dated 28th October 2015, by HTA.

Flood Risk Assessment dated November 2015, by Peter Brett Associates.

Geo-Environmental Desk Study / Preliminary Risk Assessment Study, dated 19 October 2015 by Jomas Associates.

Transport Statement with draft Travel Plan dated November 2015, by Vectos.

Updated Transport Statement with draft Travel Plan dated March, by Vectos.

Demolition Asbestos Survey dated 15 Nov 2015by Embassy.

Noise Impact Assessment dated 15 Nov 2015, by Airo.

Air Quality Assessment dated 28th October 2015 by Air Quality Consultants.

Television Signal Report, by Red Electric.

Student Market Demand Report for Apex House March 2016 by Cushman Wakefield.

Site Management Plan by Tide Construction.

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

- 3 The student accommodation hereby approved shall be occupied by Students for a period of not less than 39 weeks in any year unless otherwise agreed in writing by the Local Planning Authority. For the purpose of this condition, Students are defined as any person enrolled on a full time UK accredited and based further education course at a recognised higher education institution for not less than 80 % of the course time unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the accommodation meets an identified need and contributes towards a balanced community.

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

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

- 5 The gymnasium included within the approved development shall only be used by students residing within the building.

Reason: To ensure that parking standards are not exceeded and to maintain the free and safe flow of traffic around the site.

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

Reason: In the interests of traffic and pedestrian safety.

- 7 Details of materials for all external surfaces of the building and all other external works (including samples which shall be made available for the case officer to view on site) and the detailing of the key fixings and junctions between different materials shall be submitted to and approved by the Local Planning Authority prior to works commencing on the superstructure and the works shall be carried out in full accordance with the approved details.

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

- 8 All areas shown on the approved plans shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority in prior to the piling of foundations on the site and the approved details shall be implemented in full. Such landscaping work shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) the planting scheme for the site, which shall include species, size and density of plants, sub-surface treatments (or planters / green roof substrate profiles where applicable), details of the extent and type of native planting, any new habitats created on site and the treatment of site boundaries;
- b) walls, fencing and any other means of enclosure, including materials, designs and heights;
- c) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- d) details of levels and contours within and adjoining the site;
- e) a landscaping maintenance strategy, including details of management responsibilities;

Any trees and shrubs planted in accordance with the landscaping scheme and any plants which have been identified for retention within the development which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality.

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

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

- 10 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full prior to first occupation of the development. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation confirming that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously

confirmed that no remediation measures are required).

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

- 11 Prior to the installation of the CHP unit, an Air Quality Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the proposed CHP unit shall have no more than an imperceptible impact on neighbouring residents. The development shall be implemented in accordance with the approved details and the CHP unit shall be maintained and operated in accordance with the manufacturers specifications.

Reason: To protect local air quality, in accordance with Brent Policies EP3 and EP4

- 12 Prior to the commencement of works, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority and the demolition and construction of the development shall be carried out in accordance with the approved plan. The CMP shall confirm that
- 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 demolition; to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area
 - A suitable and sufficient means of suppressing dust must be provided and maintained.
 - Sheet off lorry loads during haulage and employ particulate traps on HGVs wherever possible
 - Use demolition equipment that minimises the creation of dust.
 - Prevent dust/debris from being carried onto the road by vehicles exiting the site by installing and operating a wheel washing facility.
 - Stop re-suspension of any dust from the works that may build-up on the adjoining roads, by sweeping the roads when necessary.

Reason: To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of nuisance and dust pollution in writing by the Local Planning

All student units shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following noise levels:

Time	Area	Maximum noise level
Daytime Noise 07:00 – 23:00	Living rooms and bedrooms	35 dB LAeq (16hr)
	Outdoor Amenity	55 dB LAeq (1hr)
Night time noise 23:00 – 07:00	Bedrooms	30 dB LAeq (8hr)
		45 dB LAmx

The student units shall not be occupied until testing has been carried out to demonstrate that the required noise levels have been met and the results submitted to and approved in writing by the Local Planning Authority.

Reason: To obtain required sound insulation and prevent noise nuisance

13

- 14 Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have

been completed".

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

- 15 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

- 16 A drainage strategy must be submitted detailing the foul and surface water strategies. Details of any proposed connection points or alterations to the public system, including calculated discharge rates (pre and post development) must be included in the drainage strategy, along with details of the overall reduction in surface water flows. i.e. existing surface water discharges (pre-development) in to the public sewers for storm periods 1 in 10, 30, 100 etc... versus the new proposed volumes to be discharged for the whole development. If initial investigations conclude that the existing sewer network is unlikely to be able to support the demand anticipated from this development, it will be necessary for the developer to fund an Impact Study. The foul water infrastructure in Fulton Road is currently being upgraded. The details of this application have been assessed on the basis of the new infrastructure being in place and no connection to the network should be made before this time.

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

- 17 The applicant should provide further evidence that the mechanical ventilation will resolve the overheating issues within the south facing kitchen unit.

Reason: To ensure an appropriate standard of environment for all future occupants.

- 18 Details of any air-conditioning, ventilation and flue extraction systems including particulars of noise levels and any associated noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to installation of any such systems. The approved details shall thereafter be fully implemented.

Reason: To safeguard the amenities of the existing or future residents.

- 19 In order to mitigate the possibility of numerous satellite dishes being installed on the development hereby approved, details of a communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority prior to the installation of any satellite dish. The approved details shall be fully implemented and retained for the lifetime of the development.

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

- 20 Occupiers of the proposed building within the application site shall not be entitled to a Business Parking Permit, Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the

development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.

For the lifetime of the development written notification of this restriction shall be included in any property transfer or lease or tenancy agreement in respect of the buildings and units within the site.

On, or after, practical completion but prior to any occupation of the development, hereby approved, written notification shall be submitted to the Local Planning Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the development and the existing building on the application site.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site.

- 21 Detailed drawings which show the layout of the cycle storage areas shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the development shall be carried out in full accordance with the approved details and thereafter permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development that makes adequate provision of cycle storage.

- 22 Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior the commencement of works on the superstructure unless otherwise agreed in writing with the Local Planning Authority. This shall include details of the lighting fixtures, luminance levels through the site and luminance levels at sensitive receptors within and adjoining the site. The approved details shall be implemented in full prior to first occupation of the development.

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

- 23 Details demonstrating that the developer or constructor has joined the Considerate Constructors Scheme shall be submitted to the Local Planning Authority prior to commencement of works and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction.

Reason: In the interest of the amenities of the adjoining and nearby owners and occupiers.

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

Reason: In the interest of highway flow and safety.

- 25 A Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use hereby approved and approved plan shall thereafter be implemented. The Delivery and Servicing Plans shall have regard to the TfL guidance regarding Delivery and Servicing Plans.

Reason: In the interest of the free and safe flow of traffic on the highway network.

- 26 A Student Management Plan detailing measures to manage the use of the on-street servicing bay hereby approved during key periods including the periods when students will load and unload possessions at the start and end of the college year, the pre-booking of arrival times and staff resourcing to assist this and having regard to Stadium Event day conditions, shall be

submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use and the approved details shall be implemented in full.

Reason: In the interest of highway and pedestrian safety and flow, and parking saturation in the locality.

INFORMATIVES

- 1 The applicant must enter in to a Section 38/278 Agreement to secure highway works to provide; (i) a new loading bay; (ii) widening of the adopted highway into the site to retain a 2m wide footway along Albion Way; (iii) removal of any existing crossovers rendered redundant; (iv) a row sets or path edging to demarcate the footway (v) approval in principle for the retaining wall where the basement abuts the Public Footway, (vi) all associated changes to line marking and associated TRO costs; and (vii) the costs of any changes to statutory undertakers' equipment.
- 2 Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
 - (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings
- 3 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 4 The Applicant is advised by Thames Water that they should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
- 5 The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
- 6 The oversailing of the building on the public footway requires an oversailing license under Section 177 of the Highways Act 1980. The applicant should seek this from the local highway authority.

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